



City Council, Regular Meeting

AGENDA

6:30 pm – 10:00 pm

November 15, 2016

Call to Order

Roll Call

Pledge of Allegiance

Approval of Agenda

Presentations/Proclamations

Discussion: Surface Water Design Manual and Low Impact Development Code Update

Student Liaison Reports

Public Comment

Note: *This is an opportunity for the public to address the Council. Three-minutes limit per person or five-minutes if representing the official position of a recognized community organization. If you would like to show a video or PowerPoint, it must be submitted or emailed by 5 pm, the end of the business day, to the City Clerk, Melonie Anderson at manderson@sammamish.us. Please be aware that Council meetings are videotaped and available to the public.*

Consent Calendar

1. **Approval:** Claims For Period Ending November 15, 2016 In The Amount Of \$2,436,251.10 For Check No. 45813 Through 45928
2. **Ordinance:** Second Reading Making A Declaration Of Substantial Need For Purposes Of Setting The Limit Factor For The Property Tax Levy For The Fiscal Year 2017.
3. **Ordinance:** Second Reading Relating To The Levying Of Regular Property Taxes And Establishing The Amount To Be Levied In 2017 On The Assessed Valuation Of The Property Within The City.
4. **Resolution:** Granting Final Plat to the Ivy Estates Subdivision
5. **Resolution:** Granting Final Plat to Brixton Subdivision
6. **Acceptance:** Canterbury Park Easement
7. **Acceptance:** Ichijo Easement

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.

8. **Approval:** Minutes for October 18, 2016 Regular Meeting

Public Hearings

9. **Ordinance:** Amending The Housing Element Of The City Of Sammamish Comprehensive Plan

10. **Resolution:** Related To Setting The Comprehensive Plan Amendment Docket For 2017

11. A. **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

B. **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

C. **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

12. **Ordinance:** Second Reading adopting the 2017-2018 Biennial Budget

13. **Ordinance:** Second Reading Updating The Sammamish Stormwater Comprehensive Plan; Providing For Severability; And Establishing An Effective Date

14. **Ordinance:** Third Reading Amending Title 14, Public Works Standards Of The Sammamish Municipal Code By Amending Chapter 14.01, Public Works Standards Adopted

Unfinished Business

New Business

Council Reports/ Council Committee Reports

City Manager Report

- Update: Central Washington University

Executive Session – If necessary

Adjournment

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November 2016

Sun	Mon	Tue	Wed	Thu	Fri	Sat
30	31	1	2	3	4	5
<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> 8:30 pm Trail Work at Beaver Lake Preserve </div>	<div style="border: 1px solid black; padding: 5px;"> 3:00 pm Halloween Happening </div>	<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> 12:00 pm Cheryl Leo-Gwin Exhibit </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> 5:00 pm City Council Office Hour </div> <div style="border: 1px solid black; padding: 5px;"> 6:30 pm City Council Meeting </div>	<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> 10:30 am Health/Human Services Committee Meeting </div> <div style="border: 1px solid black; padding: 5px;"> 6:30 pm Parks and Recreation Commission Meeting </div>	<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> 9:00 am Finance Committee Meeting </div> <div style="border: 1px solid black; padding: 5px;"> 6:30 pm Planning Commission Meeting </div>	<div style="border: 1px solid black; padding: 5px;"> 9:30 am Transportation Committee Meeting </div>	<div style="border: 1px solid black; padding: 5px;"> 10:00 am Volunteer at Lancaster Pond 11-5-15 </div>
6	7	8	9	10	11	12
		<div style="border: 1px solid black; padding: 5px;"> 5:00 pm City Council Special Meeting </div>	<div style="border: 1px solid black; padding: 5px;"> 10:00 am Public Safety Committee Meeting </div>	<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> 9:30 am Communication Committee </div> <div style="border: 1px solid black; padding: 5px;"> 6:00 pm Artist's Opening Reception </div>	<div style="border: 1px solid black; padding: 5px;"> 12:00 am Veteran's Day </div>	
13	14	15	16	17	18	19
		<div style="border: 1px solid black; padding: 5px;"> 6:30 pm City Council Meeting </div>	<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> 9:30 am Transportation Committee Meeting </div> <div style="border: 1px solid black; padding: 5px;"> 6:00 pm Sammamish Youth Board Meeting </div>	<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> 10:00 am Blood Drive </div> <div style="border: 1px solid black; padding: 5px;"> 6:30 pm Planning Commission Meeting </div>	<div style="border: 1px solid black; padding: 5px;"> 10:00 am Health & Human Services Task Force Meeting </div>	<div style="border: 1px solid black; padding: 5px;"> 12:00 pm Gen-Fusion Workshop </div>
20	21	22	23	24	25	26
				<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> 12:00 am Thanksgiving </div>		
27	28	29	30	1	2	3
	<div style="border: 1px solid black; padding: 5px;"> 6:30 pm Arts Commission Meeting </div>			<div style="border: 1px solid black; padding: 5px;"> 9:00 am Finance Committee Meeting </div>	<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> 9:30 am Transportation Committee Meeting Canceled </div> <div style="border: 1px solid black; padding: 5px;"> 5:00 pm Very Merry Sammamish </div>	

Sun	Mon	Tue	Wed	Thu	Fri	Sat
27	28	29	30	1 6:30 pm Planning Commission Meeting Canceled	2	3
4	5	6 5:00 pm City Council Office Hour 6:30 pm City Council Meeting	7 10:30 am Health/Human Services Committee Meeting Canceled 6:30 pm Parks and Recreation Commission Meeting	8 6:00 pm Tagore Commemorativ Event	9	10

December 2016

Sun	Mon	Tue	Wed	Thu	Fri	Sat
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	6:30 pm Arts Commission Meeting			9:00 am Finance Committee Meeting	9:30 am Transportation Committee Meeting Canceled	
				6:30 pm Planning Commission Meeting Canceled	5:00 pm Very Merry Sammamish	
4	5	6	7	8	9	10
		5:00 pm City Council Office Hour	10:30 am Health/Human Services Committee Meeting Canceled	6:00 pm Tagore Commemorative Event		
		6:30 pm City Council Meeting	6:30 pm Parks and Recreation Commission Meeting			
11	12	13	14	15	16	17
		5:00 pm City Council Joint Meeting	9:30 am Transportation Committee Meeting	6:30 pm Planning Commission Meeting		
18	19	20	21	22	23	24
		6:30 pm City Council Meeting Canceled				
25	26	27	28	29	30	31
	12:00 am Christmas Day					
-	-	-	-	-	-	-

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
					9:30 am Transportation Committee Meeting	

AGENDA CALENDAR

Meeting Date	Packet Material Due	Time	Meeting Type	Topics
Nov 2016				
Tues 11/15	11/09	6:30 pm	Regular Meeting	<p>Public Hearing: Ordinance First Reading Comp Plan Amendments – Housing Elements</p> <p>Public Hearing: Resolution: Comprehensive Plan Amendments – 2017 Docket</p> <p>Public Hearing: Ordinance First Reading of School Impact Fee Updates</p> <p>Public Hearing: Ordinance First Storm and Surface Water Management Comp Plan</p> <p>Public Hearing: Ordinance: Third Reading, Public Works Standards requesting Adoption</p> <p>Second Reading: Ordinance 2017-18 Biennial Budget</p> <p>Discussion: Ordinance Surface Water Design Manual</p> <p>Discussion: Ordinance Low Impact Development Code Update</p> <p>Update: Central Washington University</p> <p><u>Consent Agenda:</u></p> <p>Second Reading Ordinance 2017 Property Tax Levy</p> <p>Contract: 2017 Water Quality Monitoring Ebright Creek/TBD</p> <p>Acceptance: Canterbury Park Easement</p> <p>Acceptance: Ichijo Easement</p>
Dec 2016				
Mon 12/5		5:30 - 8:00 pm	Volunteer Recognition Dinner	
Tues 12/6	11/30	6:30 pm	Regular Meeting	<p>Public Hearing: First Reading Ordinance Surface Water Design Manual (Standards) Low Impact Development Code Update</p> <p>Ordinance: First Reading Delegating authority to the City Manager over certain real property conveyances</p> <p>Ordinance: Second Reading Comp Plan Amendments – Housing Elements</p> <p>Third Reading: Ordinance 2017-18 Biennial Budget (if needed)</p> <p><u>Consent Agenda:</u></p> <p>Ordinance Third Reading Storm and Surface Water Management Comp Plan</p> <p>Ordinance Second Reading of School Impact Fee Updates</p> <p>Resolution: Final Acceptance Intelligent Transportation System Phase 1 Project</p> <p>Ordinance: Second Reading of School Impact Fee Updates</p>

Tues 12/13	12/7	5:00 pm	Joint Special Meeting/w Planning Commission	<p><u>Joint Meeting</u> Discussion: Sign Code Discussion: Neighborhood Character <u>Special Meeting</u> Discussion: YMCA Property</p> <p>Public Hearing: Emergency Ordinance Tamarack</p> <p><u>Consent Agenda:</u> Ordinance: Second Reading Adopting Surface Water Design Manual Ordinance: Second Reading Adopting Low Impact Design Code Update Ordinance: Second Reading Delegating authority to the City Manager over certain real property conveyances Contract: Custodial Services/TBD Contract: Electrical Maintenance & Repair/Sequoyah Contract: Pressure Washing/Mr. Pressure Wash Contract: Building Commissioning/Ecotone Contract: HVAC Repair & Maintenance/Pacific Air Controls Contract: Keycard Access Maintenance/Western Hardware Contract: Plumbing Maintenance & Repair/Hermanson Contract: Roof Maintenance & Repair/TBD Contract: Parks Landscaping/Badgley's Contract: Sports Turf Maintenance/Rich Landscaping Inc. Contract: Residential Retention Pond Mowing/TBD Contract: ROW Landscaping/Badgley's Contract: ROW Slope Mowing/Plantscapes Contract: Street And Park Sweeping/Best Parking Contract: Vactor/Everson's Econo Vac Contract: Fence Repair/Industrial Solutions NW Contract: Tree Service/Swift Tree Care Inc. Contract: Environmental Services/TBD Appointment/Contract: Hearing Examiner/Galt</p>
Tues 12/20	12/14	6:30 pm	Regular Meeting	
Jan 2017				
Tues 1/3	12/28	6:30 pm	Regular Meeting	Flag Ceremony Den 7 Troop 682
Tues 1/10		6:30 pm	Study Session	<p>Commission Interviews Discussion: Introduction to Regional Stormwater</p>
Tues 1/17		6:30 pm	Regular Meeting	
Feb 2017				

Tues 2/7		6:30 pm	Regular Meeting	Ordinance: First Reading Emergency Management Resolution: Adopting Regional Coordination Framework (Emergency Management)
Tues 2/14		6:30 pm	Study Session	
Tues 2/21		6:30 pm	Regular Meeting	Ordinance: Second Reading Emergency Management
	To Be Scheduled	Parked Items		Parked Items
	<ul style="list-style-type: none"> • Economic Development Plan • Traffic Impact Fee Update • Department Reports • Discussion: Concurrency Ordinance • Comprehensive Plan Transportation Element (2017) • Contract: SE 24th St Sidewalk Design/TBD • Lake Sammamish Water Level 	<ul style="list-style-type: none"> • Connectivity Model Process • Bid Award: 212th Way Repair (Snake Hill)/TBD • Contract: 212th Way Repair Construction Support/TBD • Final Acceptance: Inglewood Trunkline Porject • Bid Award: Beaver Lake Drive NTMP Project/TBD • Resolution: Private Property Surface Water Management Policy • Resolution: Accepting the EHS Turf Replacement Project as Complete/Coast to Coast 		<ul style="list-style-type: none"> • Mountains to Sound Greenway • Sustainability/Climate Change • Review of regulations regarding the overlay areas, low impact development and special protection areas for lakes • Discussion: Inner City Bus Service • Good Samaritan Law



Memorandum

Date: November 15, 2016

To: City Council
Lyman Howard, City Manager

From: Steve Leniszewski, Public Works Director
Cheryl Paston, Deputy Public Works Director

Subject: Surface Water Design Manual Update, Sammamish Addendum and Low Impact Development Code Updates

Background

The Planning Commission transmitted the proposed Surface Water Design Manual Update, Sammamish Addendum and Low Impact Development Code Updates to the City Council on November 8, 2016. The Commission Chair summarized the updates and indicated the Planning Commission had unanimously recommended adoption of the 2016 King County Surface Water Design Manual (2016 KCSWDM), Sammamish Addendum, and Sammamish Municipal Code (SMC) amendments to encourage the use of Low Impact Development (LID).

Staff will provide more detail on the proposed 2016 KCSWDM and associated Sammamish Addendum, as well as the proposed SMC LID Code updates on November 15, 2016. Significant changes from current requirements and frequently asked questions will be presented.

Significant Changes from Current Requirements

The following are the most significant changes with the adoption of the 2016 KCSWDM and Sammamish Addendum:

- LID Best Management Practices (BMPs) are required to the maximum extent feasible for all impervious and pervious surfaces, including new development, redevelopment, single-family in-fill and transportation projects.
- Development must assess LID feasibility in the following order: 1) full dispersion, 2) full infiltration, 3) limited infiltration, bioretention, pervious pavement and 4) basic dispersion.
- Feasibility and infeasibility are clearly defined for each LID BMP. Cost benefit is no longer an allowable criterion.
- Stormwater facilities are required to meet minimum aesthetic design standards such as a curvilinear shape, native vegetated slopes, and minimal exposed walls. Recreation space credits for stormwater facilities are proposed.
- Projects located in Landslide Hazard Drainage areas will require drainage review and targeted discharge requirements when proposing 500 square feet or more of new

impervious surface.

The following are the most significant changes with the adoption of proposed LID codes:

- Revision of existing SMC 21A.85 Low Impact Development code by removing techniques that are already required per the LID BMPs in the 2016 KCSWDM
- Award graduated points for implementing optional LID principles to be applied towards additional site elements such as increased density
- Encourage and allow bioretention swales and pervious pavements within parking lots
- Amend definitions to be more consistent with those in the 2016 KCSWDM

Frequently Asked Questions

1. What does the National Pollutant Discharge Elimination System (NPDES) permit require?
The City Council must adopt a manual equivalent to Ecology's 2012 Design Manual and ensure the City's codes make LID principles the preferred method for new development by December 31, 2016. This will be accomplished by adopting the 2016 KCSWDM, Sammamish Addendum, and SMC updates currently before the Council.
2. What are LID BMPs? What are LID principles?
LID BMPs are stormwater management best management practices that mimic pre-development hydrologic processes. LID BMPs include dispersion, infiltration, bioretention, and pervious pavement.

LID principles are land-use management strategies that emphasize conservation, use of on-site natural features and site planning to minimize impervious pavement, retain native vegetation, and reduce surface runoff.
3. How can we minimize development of unsightly stormwater facilities?
The proposed Sammamish Addendum has identified minimum aesthetic design standards that require stormwater ponds to look more natural and minimize exposed berm and wall heights.
4. How will recreation credits be applied?
Designers/developers can gain credit for natural, passive recreation in stormwater facilities if the design includes additional recreation features such as trails, benches, or educational signage.
5. Why is the City giving LID credits when LID is required?
LID credits are not given for complying with the minimum LID BMP requirements per the 2016 KCSWDM. However, they are given as incentives if a development implements LID principles such as retaining native vegetation or restoring critical area buffers.
6. How do LID incentives and graduated scale work?
LID incentives are awarded on a graduated scale to projects that incorporate LID principles. The current code stipulates that a specific level of LID be provided before

any credits earned. This all or nothing approach is eliminated in the proposed revised code.

7. How will the SWDM and LID code updates affect development in Town Center?
Development in Town Center will be subject to the 2016 KCSWDM and LID code updates. The 60% and 80% stormwater volume match will no longer be required. Instead, more stringent LID requirements based on feasibility/infeasibility criteria will need to be assessed. Additionally, exposed walls on stormwater vaults will be reduced to 6-ft maximum and any proposed stormwater ponds will be required to be designed to look like natural ponds.
8. How will the SWDM and LID code updates affect development on the King County Trail?
Subject to vesting, development on the King County Trail will use the 2016 KCSWDM and LID code updates. Implementation of LID BMPs will need to be assessed based on feasibility/infeasibility criteria and will be determined during the design process.
9. What is a Landslide Hazard Drainage Area and how will development, including the Tamarack area be affected?
Landslide Hazard Drainage Areas in the City are conceptually mapped but will require field verification by a qualified professional. These are areas that drain to Landslide Hazard Areas and could cause significant downstream flooding, erosion, or stability issues. All new development within a Landslide Hazard Drainage Area proposing 500 square feet or more of new impervious surface (and not replaced impervious surface) will be subject to the 2016 KCSWDM. The drainage restrictions currently codified for development in the Inglewood Historic Plat are not affected with this change.
10. How will updates affect City capital transportation and parks projects?
All transportation and parks projects will be subject to the 2016 KCSWDM and LID code updates. Implementation of LID BMPs on each project will need to be assessed based on feasibility/infeasibility criteria and will be determined during the design process.
11. How will updates affect permitting and review?
Staff will need training to appropriately review projects under the 2016 KCSWDM and LID code updates. Public Works is in the process of developing internal training material and will offer training sessions. Educational material will also be developed for the development community and general public.
12. How will stormwater inspection and maintenance be affected?
Staff will need training to appropriately inspect and maintain projects under the 2016 KCSWDM and LID code updates. Public Works is in the process of developing internal training material and will offer training sessions.

If you have any questions, please contact Tawni Dalziel at 425.295.0567 or tdalziel@sammamish.us.

Chapter 13.10

DEFINITIONS

Sections:

- 13.10.010 Scope of chapter.
- 13.10.020 Adjustment.
- 13.10.030 AKART.
- 13.10.040 Applicant.
- 13.10.050 Basin.
- 13.10.060 Basin plan.
- 13.10.070 Best management practices.
- 13.10.080 City.
- 13.10.090 Closed depression.
- 13.10.100 Clean Water Act.
- 13.10.110 Construct or modify.
- 13.10.120 Conveyance system.
- 13.10.130 Department.
- 13.10.140 Development.
- 13.10.150 Developed parcel.
- 13.10.160 Director.
- 13.10.170 Division.
- 13.10.180 Discharge.
- 13.10.190 Drainage.
- 13.10.200 Drainage facility.
- 13.10.210 Drainage review.
- 13.10.220 Effective impervious ~~area~~ [surface](#).
- 13.10.230 Erosion and sediment control.
- 13.10.240 Farm management plan.
- 13.10.250 Financial guarantee.
- 13.10.260 Flood hazard reduction plan.
- 13.10.270 Flow control best management practice.
- 13.10.280 Flow control facility.
- 13.10.290 Forest practices.
- 13.10.300 Full drainage review.
- 13.10.310 Groundwater.
- 13.10.320 High-use site.
- 13.10.330 Hydraulically connected.
- 13.10.340 Impervious surface.
- 13.10.350 Improvement.
- 13.10.360 Land disturbing activity.
- 13.10.370 Land use code.
- 13.10.380 Lake management plan.
- 13.10.390 Large project drainage review.
- 13.10.400 Licensed civil engineer.
- 13.10.410 Maintenance.
- 13.10.420 Master drainage plan.

- 13.10.430 National Pollutant Discharge Elimination System.
- 13.10.440 National Pollutant Discharge Elimination System permit.
- 13.10.450 Native vegetated surface.
- 13.10.460 Natural discharge location.
- 13.10.470 Natural surface water drainage system.
- 13.10.480 New impervious surface.
- 13.10.490 New pervious surface.
- 13.10.500 Open space.
- 13.10.510 Parcel.
- 13.10.520 Person.
- 13.10.525 Pervious surface.
- 13.10.530 Pollution-generating impervious surface.
- 13.10.540 Pollution-generating pervious surface.
- 13.10.550 Project.
- 13.10.560 Project site.
- 13.10.570 Rate category.
- 13.10.580 Redevelopment project.
- 13.10.590 Replaced impervious surface.
- 13.10.600 Residence.
- 13.10.610 Residential parcel.
- 13.10.620 Runoff.
- 13.10.630 Salmon conservation plan.
- 13.10.640 Shared facility.
- 13.10.650 Service area.
- 13.10.655 Simplified drainage review.
- 13.10.660 Site.
- ~~13.10.670 Small project drainage review.~~
- 13.10.680 Source control BMP.
- 13.10.690 State Waste Discharge Permit.
- 13.10.700 Stormwater compliance plan.
- 13.10.710 Stormwater plan.
- 13.10.720 Stormwater Pollution Prevention Manual.
- 13.10.730 Subbasin.
- 13.10.740 Surface and stormwater.
- 13.10.750 Surface and stormwater management services.
- 13.10.760 Surface and stormwater management system.
- 13.10.770 Surface Water Design Manual.
- 13.10.780 Surface water management fee protocols.
- 13.10.790 Treatment BMP.
- 13.10.800 Targeted drainage review.
- 13.10.810 Undeveloped parcel.
- 13.10.820 Water quality ~~treatment~~ facility.

13.10.010 Scope of chapter.

This chapter contains definitions of technical and procedural terms used throughout this title. (Ord. O2011-304 § 1 (Att. A))

13.10.020 Adjustment.

“Adjustment” means a department-approved variation in the application of the requirements of Chapter 13.20 SMC and the Surface Water Design Manual to a particular project in accordance with SMC 13.20.030. “Adjustment” replaces “variance,” which was used in prior editions of the Surface Water Design Manual. (Ord. O2011-304 § 1 (Att. A))

13.10.030 AKART.

“AKART” means “all known, available and reasonable methods of prevention, control and treatment.” “AKART” represents the most current methodology that can be reasonably required for preventing, controlling or abating the pollutants associated with a discharge. “AKART” applies to both point and nonpoint sources of pollution. (Ord. O2011-304 § 1 (Att. A))

13.10.040 Applicant.

“Applicant” means a property owner or a public agency or public or private utility that owns a right-of-way or other easement or has been adjudicated the right to such an easement under RCW 8.12.090, or any person or entity designated or named in writing by the property or easement owner to be the applicant, in an application for a development proposal, permit or approval. (Ord. O2011-304 § 1 (Att. A))

13.10.050 Basin.

“Basin” means a geographic area that contains and drains to a stream or river named and noted on common maps, such as the Cedar River, Sammamish River, Green River, Snoqualmie River, Skykomish River or White River, or a geographic area that drains to a nonflowing water body named and noted on common maps, such as Lake Washington or Puget Sound. (Ord. O2011-304 § 1 (Att. A))

13.10.060 Basin plan.

“Basin plan” means a plan and all implementing regulations and procedures including, but not limited to, capital projects, public education activities and land use management regulations adopted by ordinance for managing surface and stormwater within the basin. (Ord. O2011-304 § 1 (Att. A))

13.10.070 Best management practices.

“Best management practices” or “BMPs” means any schedule of activities, prohibitions of practices, maintenance procedure or the best available and reasonable physical, structural, and/or managerial or behavioral activities practice approved by King County, that, when used singly or in combination, prevent, eliminate or reduce the release of pollutants and other adverse impacts contamination of ~~both~~ to surface water, stormwater and groundwaters. (Ord. O2011-304 § 1 (Att. A))

13.10.080 City.

“City” means City of Sammamish. (Ord. O2011-304 § 1 (Att. A))

13.10.090 Closed depression.

“Closed depression” means an area greater than 5,000 square feet at overflow elevation that is low-lying and that has no or such a limited surface water outlet that the area acts as a stormwater retention facility. (Ord. O2011-304 § 1 (Att. A))

13.10.100 Clean Water Act.

“Clean Water Act” means 33 U.S.C. 1251 et seq., as amended. (Ord. O2011-304 § 1 (Att. A))

13.10.110 Construct or modify.

“Construct or modify” means to install a new drainage pipe or ditch or make improvements to an existing drainage pipe or ditch, for purposes other than maintenance, that either serves to concentrate previously unconcentrated surface and stormwater runoff or serves to increase, decrease or redirect the conveyance of surface and stormwater runoff. “Construct or modify” does not include installation or maintenance of a driveway culvert installed as part of a single-family residential building permit. (Ord. O2011-304 § 1 (Att. A))

13.10.120 Conveyance system.

“Conveyance system” means the drainage facilities and features, both natural and constructed, that ~~collect, contain and provide for the flow of surface and stormwater from the highest points on the land down to a receiving water~~provide for the collection and transport of surface water or stormwater runoff. The natural elements of the conveyance system include swales and small drainage courses, streams, rivers, lakes and wetlands. The constructed elements of the conveyance system include gutters, ditches, pipes, catch basins, channels and most flow control and water quality treatment facilities. (Ord. O2011-304 § 1 (Att. A))

13.10.130 Department.

“Department” means the department of public works or its successor. (Ord. O2011-304 § 1 (Att. A))

13.10.140 Development.

“Development” means any activity that requires a permit or approval, including, but not limited to, a building permit, grading permit, shoreline substantial development permit, conditional use permit, special use permit, zoning variance or reclassification, subdivision, short subdivision, urban planned development, binding site plan, site development permit or right-of-way use permit. “Development” does not include a Class I, II, III or IV-S forest practice conducted in accordance with Chapter 76.09 RCW and WAC Title 222 or a Class IV-G nonconversion forest practice, as defined in Chapter 21A.15 SMC, conducted in accordance with Chapter 76.09 RCW and WAC Title 222 and a county-approved forest management plan. (Ord. O2011-304 § 1 (Att. A))

13.10.150 Developed parcel.

“Developed parcel” means any parcel altered from the natural state by the construction, creation or addition of impervious surfaces. (Ord. O2011-304 § 1 (Att. A))

13.10.160 Director.

“Director” means the director of the City of Sammamish department of public works, other department directors specified in enforcement procedures established in accordance with the Sammamish Municipal Code, or any designee of those directors. (Ord. O2011-304 § 1 (Att. A))

13.10.170 Division.

“Division” means the department of public works, engineering division or its successor agency. (Ord. O2011-304 § 1 (Att. A))

13.10.180 Discharge.

“Discharge” means runoff, excluding offsite flows, leaving the proposed development through overland flow, built conveyance systems, or infiltration facilities~~throw, drain, release, dump, spill, empty, emit, or pour forth any matter or to cause or allow matter to flow, run or seep from land or be thrown, drained, released, dumped, spilled, emptied, emitted or poured into water~~. (Ord. O2011-304 § 1 (Att. A))

13.10.190 Drainage.

“Drainage” means the collection, conveyance, containment or discharge, or any combination thereof, of surface and stormwater runoff. (Ord. O2011-304 § 1 (Att. A))

13.10.200 Drainage facility.

“Drainage facility” means a constructed or engineered feature that collects, conveys, stores or treats surface and stormwater runoff. “Drainage facility” includes, but is not limited to, a constructed or engineered stream, lake, wetland, or closed depression, or a pipe, channel, ditch, gutter, flow control facility, flow control BMP, water quality facility, erosion and sediment control facility, and any other structure and appurtenance that provides for drainage pipelines, channels, ditches, swamps, lakes, wetlands, closed depressions, infiltration facilities, flow control facilities, erosion/sedimentation control facilities and other drainage structures and appurtenances, both natural and constructed. (Ord. O2011-304 § 1 (Att. A))

13.10.210 Drainage review.

“Drainage review” means an evaluation by City staff of a proposed project’s compliance with the drainage requirements in the Surface Water Design Manual. The types of drainage review include: small-Simplified Drainage Review, Tproject drainage review, targeted dDrainage reviewReview, Directed Drainage Review, full-Full drainage-Drainage review-Review and large-Large project-Project drainage-Drainage reviewReview. (Ord. O2011-304 § 1 (Att. A))

13.10.220 Effective impervious areasurface.

“Those impervious surfaces that are connected via sheet flow or discrete conveyance to a drainage system. Impervious surfaces are considered ineffective if: 1) the runoff is fully dispersed as described in Appendix C of this manual; 2) residential roof runoff is infiltrated in accordance with the full infiltration BMP described in the Surface Water Design Manual; or 3) approved continuous runoff modeling methods indicate that the entire runoff file is infiltrated.Effective impervious area” means the portion of actual impervious area that is connected, or has the effect of being connected as defined in the Surface Water Design Manual, directly to the stormwater drainage system via surface flow or discrete conveyances such as pipes, gutters or ditches. (Ord. O2011-304 § 1 (Att. A))

13.10.230 Erosion and sediment control.

“Erosion and sediment control” means any temporary or permanent measures taken to reduce erosion, control siltation and sedimentation and ensure that sediment-laden water does not leave the site or enter into wetlands or aquatic areas. (Ord. O2011-304 § 1 (Att. A))

13.10.240 Farm management plan.

“Farm management plan” means a comprehensive site-specific plan developed by the farm owner in cooperation with the King Conservation District taking into consideration the land owners’ objectives while protecting water quality and related natural resources. (Ord. O2011-304 § 1 (Att. A))

13.10.250 Financial guarantee.

“Financial guarantee” means a form of financial security posted to do one or more of the following: ensure timely and proper completion of improvements; ensure compliance with the Sammamish Municipal Code; or provide secured warranty of materials, workmanship of improvements and design. “Financial guarantees” include assignments of funds, cash deposit, surety bonds or other forms of financial security acceptable to the director. “Performance guarantee,” “maintenance guarantee” and “defect guarantee” are considered subcategories of financial guarantee. (Ord. O2011-304 § 1 (Att. A))

13.10.260 Flood hazard reduction plan.

“Flood hazard reduction plan” means a plan and all implementing programs, regulations and procedures including, but not limited to, capital projects, public education activities and enforcement programs for reduction of flood hazards and prepared in accordance with RCW 86.12.200. (Ord. O2011-304 § 1 (Att. A))

13.10.270 Flow control best management practice.

“Flow control best management practice” means a small scale drainage facility or feature that is part of a development site strategy to use processes such as infiltration, dispersion, storage, evaporation, transpiration, forest retention, and reduced impervious surface footprint to mimic pre-developed hydrology and minimize stormwater runoff. ~~means a method or design for dispersing, infiltrating or otherwise reducing or preventing development related increases in surface and stormwater runoff at, or near, the sources of those increases.~~ “Flow control best management practice” includes the methods and designs specified in the Surface Water Design Manual. (Ord. O2011-304 § 1 (Att. A))

13.10.280 Flow control facility.

“Flow control facility” means a drainage facility designed to mitigate the impacts of increased surface and stormwater runoff generated by site development in accordance with the drainage requirements in this chapter. A flow control facility is designed either to hold water for a considerable length of time and then release it by any combination of evaporation, plant transpiration or infiltration into the ground or to hold runoff for a short period of time and then release it to the conveyance system. (Ord. O2011-304 § 1 (Att. A))

13.10.290 Forest practices.

“Forest practices” means any activity conducted on or directly pertaining to forest land and relating to growing, harvesting, or processing timber, as defined in Chapter 222-16 WAC. (Ord. O2011-304 § 1 (Att. A))

13.10.300 Full drainage review.

“Full drainage review” means the evaluation required by Chapter 13.20 SMC for any proposed project, unless the project is subject to ~~small-simplified project~~ drainage review, targeted drainage review, direct drainage review or large project drainage review, that:

- (1) Would result in 2,000 square feet or more of new plus replaced impervious surface; or
- (2) ~~Would result in 7,000 square feet or more of land disturbing activity.~~ ould result in 35,000 square feet or more of new pervious surface; or
- ~~(3) Is a redevelopment project on one or more parcels where the total of new and replaced impervious surface is 5,000 square feet or more and when the valuation of proposed improvements exceeds 50 percent of the assessed value of the existing site improvements, including interior improvements and excluding required mitigation and frontage improvements. (Ord. O2011-304 § 1 (Att. A))~~

13.10.310 Groundwater.

“Groundwater” means all waters that exist beneath the land surface or beneath the bed of any ~~stream, lake or reservoir or other body of surface water, whatever may be the geological formation or structure in which such water stands or flows, percolates or otherwise moves.~~ (Ord. O2011-304 § 1 (Att. A))

13.10.320 High-use site.

“High-use site” means a commercial, industrial or road intersection site that generates a higher than average number of vehicle turnovers or has other characteristics that generate the potential for chronic oil accumulation. “High-use site” includes:

(1) A commercial or industrial site subject to:

(a) An expected daily traffic count greater than 100 vehicles per 1,000 square feet of gross building area;

(b) Petroleum storage or transfer in excess of 1,000-500 gallons per year, not including routine fuel oil storage or transfer; or

(c) Use, storage or maintenance of a fleet of 25 or more diesel vehicles each weighing over 10 tons; or

(2) A road intersection with average daily traffic counts of 25,000 vehicles or more on the main roadway and 15,000 or more vehicles on any intersecting roadway, excluding pedestrian or bicycle use improvement projects. (Ord. O2011-304 § 1 (Att. A))

13.10.330 Hydraulically connected.

“Hydraulically connected” means connected through surface flow or water features such as wetlands or lakes. (Ord. O2011-304 § 1 (Att. A))

13.10.340 Impervious surface.

“Impervious surface” ~~means a hard surface area that either prevents or retards the entry of water into the soil mantle as under natural conditions before development; or that causes water to run off the surface in greater quantities or at an increased rate of flow compared to the flow present under natural conditions prior to development (see also "new impervious surface"). Common impervious surfaces include, but are not limited to, roof, walkways, patios, driveways, parking lots, or storage areas, areas that are paved, graveled or made of packed or oiled earthen materials or other surfaces that similarly impede the natural infiltration of surface water or stormwater. For the purposes of applying the impervious surface thresholds and exemptions contained in the Surface Water Design Manual, permeable pavement, vegetated roofs, and pervious surfaces with underdrains designed to collect stormwater runoff are considered impervious surface while an open uncovered flow control or water quality facility is not . However, for the purposes of computing runoff, uncovered flow control or water quality facilities shall be modeled as impervious surfaces as specified in Chapter 3 of the Surface Water Design Manual.~~ means a hard surface area which either prevents or retards the entry of water into the soil mantle as it entered under natural conditions prior to development, and/or a hard surface area which causes water to run off the surface in greater quantities or at an increased rate of flow from the flow present under natural conditions prior to development. Common impervious surfaces include, but are not limited to, roofs, walkways, patios, driveways, parking lots, storage areas, areas which are paved, graveled or made of packed or oiled earthen materials or other surfaces which similarly impede the natural infiltration of surface and stormwater. Open, uncovered flow control facilities shall not be considered as impervious surfaces for the purpose of this chapter. (Ord. O2011-304 § 1 (Att. A))

13.10.350 Improvement.

“Improvement” means a permanent, human-made, physical change to land or real property including, but not limited to, buildings, streets, driveways, sidewalks, crosswalks, parking lots, water mains, sanitary and storm sewers, drainage facilities and landscaping. (Ord. O2011-304 § 1 (Att. A))

13.10.360 Land disturbing activity.

“Land disturbing activity” means an activity that results in a change in the existing soil cover, both vegetative and nonvegetative, or to the existing soil topography. “Land disturbing activity” includes, but is not limited to, demolition, construction, clearing, grading, filling, excavation and compaction. “Land disturbing activity” does not include tilling conducted as part of agricultural practices, landscape maintenance or gardening. (Ord. O2011-304 § 1 (Att. A))

13.10.370 Land use code.

“Land use code” means restrictions on the type of development for a specific parcel of land as identified by records maintained by the City of Sammamish as modified or supplemented by information resulting from investigation by the division. Land use codes are preliminary indicators of the extent of impervious surface and are used in the initial analysis to assign an appropriate rate category for a specific parcel. (Ord. O2011-304 § 1 (Att. A))

13.10.380 Lake management plan.

“Lake management plan” means a plan describing the lake management recommendations and requirements adopted by public rule for managing water quality within individual lake basins. Adopted lake management plans are available from the department. (Ord. O2011-304 § 1 (Att. A))

13.10.390 Large project drainage review.

“Large project drainage review” means the evaluation required by Chapter 13.20 SMC for any proposed project that:

(1) Has an urban plan development land use designation in the Sammamish comprehensive plan land use map;

(2) Would, at full buildout of the project site, result in 50 acres or more of new impervious surface within a drainage subbasin or a number of subbasins hydraulically connected across subbasin boundaries; or

(3) Has a project site of 50 acres or more within a critical aquifer recharge area, as defined in SMC Title 21A. (Ord. O2011-304 § 1 (Att. A))

13.10.400 Licensed civil engineer.

“Licensed civil engineer” means a person registered with the state of Washington as a professional engineer in civil engineering. (Ord. O2011-304 § 1 (Att. A))

13.10.410 Maintenance.

“Maintenance” means those usual activities taken to prevent a decline, lapse or cessation in the use of currently serviceable structures, facilities, equipment or systems, if there is no expansion of the structure, facilities, equipment or system and there are no significant hydrologic impacts.

“Maintenance” includes the repair or replacement of nonfunctional facilities or the replacement of existing structures with different types of structures, if the repair or replacement is required by one or more environmental permits or to meet current engineering standards and the functioning characteristics of the original facility or structure are not changed. (Ord. O2011-304 § 1 (Att. A))

13.10.420 Master drainage plan.

“Master drainage plan” means a comprehensive drainage control plan [for projects subject to large project drainage review and](#) intended to prevent significant adverse impacts to [surface water and](#)

groundwater, the natural and constructed drainage system, both on and off site. (Ord. O2011-304 § 1 (Att. A))

13.10.430 National Pollutant Discharge Elimination System.

“National Pollutant Discharge Elimination System” or “NPDES” means the national program for controlling pollutants from point source discharges directly into waters of the United States under the Clean Water Act. (Ord. O2011-304 § 1 (Att. A))

13.10.440 National Pollutant Discharge Elimination System permit.

“National Pollutant Discharge Elimination System permit” means an authorization, license or equivalent control document issued by the Environmental Protection Agency or the Washington State Department of Ecology to implement the requirements of the NPDES program. (Ord. O2011-304 § 1 (Att. A))

13.10.450 Native vegetated surface.

“Native vegetated surface” means a surface in which the soil conditions, ground cover and species of vegetation are like those of the original native condition for the site, as more specifically set forth in the Surface Water Design Manual. (Ord. O2011-304 § 1 (Att. A))

13.10.460 Natural discharge location.

“Natural discharge location” means the location where runoff leaves the project site under existing site conditions as defined in the Surface Water Design Manual. (Ord. O2011-304 § 1 (Att. A))

13.10.470 Natural surface water drainage system.

“Natural surface water drainage system” means such landscape features as rivers, streams, lakes and wetlands. This system circulates water in a complex hydrological cycle. (Ord. O2011-304 § 1 (Att. A))

13.10.480 New impervious surface.

“New impervious surface” means the creation of a hard or compacted surface such as roofs, pavement, gravel or dirt or the addition of a more compacted surface such as the paving of existing dirt or gravel. Permeable pavement and vegetated roofs are considered new impervious surface for purposes of determining whether the thresholds for application of minimum requirements are exceeded, as are lawns, landscaping, sports fields, golf courses, and other areas that have modified runoff characteristics resulting from the addition of underdrains designed to collect stormwater runoff. Open, uncovered retention/detention facilities shall not be considered impervious surfaces for purposes of determining whether the thresholds for application of minimum requirements are exceeded. Open, uncovered retention/detention facilities shall be considered impervious surfaces for purposes of runoff modeling. (Ord. O2011-304 § 1 (Att. A))

13.10.490 New pervious surface.

“New pervious surface” means the conversion of a native vegetated surface or other native surface to a nonnative pervious surface, including, but not limited to, pasture land, grassland, cultivated land, lawn, landscaping or bare soil or any alteration of existing nonnative pervious surface that results in increased surface and stormwater runoff as defined in the Surface Water Design Manual. (Ord. O2011-304 § 1 (Att. A))

13.10.500 Open space.

“Open space” means any parcel, property or portion thereof classified for current use taxation under Chapter 20.36 KCC and Chapter 84.34 RCW, or for which the development rights have been sold to King County under Chapter 26.04 KCC. This definition includes lands which have been classified as open

space, agricultural or timber lands under criteria contained in Chapter 20.36 KCC and Chapter 84.34 RCW. (Ord. O2011-304 § 1 (Att. A))

13.10.510 Parcel.

“Parcel” means the smallest separately segregated unit or plot of land having an identified owner, boundaries and surface area which is documented for property tax purposes and given a tax lot number by the King County assessor. (Ord. O2011-304 § 1 (Att. A))

13.10.520 Person.

“Person” means an individual and his or her agent or assign, municipality, political subdivision, government agency, partnership, corporation, business or any other entity. (Ord. O2011-304 § 1 (Att. A))

13.10.525 Pervious surface.

“Pervious surface” means any surface material that allows stormwater to infiltrate into the ground. Examples include lawn, landscape, pasture, and native vegetation areas. Note for purposes of threshold determination and runoff volume modeling for detention and treatment, vegetated roofs and permeable pavements are to be considered impervious surfaces along with lawns, landscaping, sports fields, golf courses, and other areas that have modified runoff characteristics resulting from the addition of underdrains.

13.10.530 Pollution-generating impervious surface.

“Pollution-generating impervious surface” means an impervious surface considered to be a significant source of pollutants in surface and stormwater runoff. “Pollution-generating impervious surface” includes those surfaces subject to vehicular use or storage of erodible or leachable materials, wastes or chemicals and that receive direct rainfall or the run-on or blow-in of rainfall. A covered parking area would be included if runoff from uphill could regularly run through it or if rainfall could regularly blow in and wet the pavement surface. Metal roofs are also considered pollution-generating impervious surfaces unless they are treated to prevent leaching. Pollution-generating impervious surfaces include roofs that are exposed to the venting of significant amounts of dusts, mists, or fumes from manufacturing, commercial, or other indoor activities. They also include vegetated roofs exposed to pesticides, fertilizers, or loss of soil. Lawns, landscaping, sports fields, golf courses, and other areas that have modified runoff characteristics resulting from the addition of underdrains that have the pollution-generating characteristics described under the “pollution-generating pervious surface” definition are also considered PGIS. (Ord. O2011-304 § 1 (Att. A))

13.10.540 Pollution-generating pervious surface.

“Pollution-generating pervious surface” means a nonimpervious surface considered to be a significant source of pollutants in surface and stormwater runoff. “Pollution-generating pervious surfaces” include surfaces subject to the use of pesticides and fertilizers, to the use or storage of erodible or leachable materials, wastes or chemicals or to the loss of soil. “Pollution-generating pervious surface” includes, but is not limited to, the lawn and landscaped areas of a residential or commercial site, golf course, park sports field and City-standard grassed modular grid pavement. (Ord. O2011-304 § 1 (Att. A))

13.10.550 Project.

“Project” means any proposed action to alter or develop a site that may also require drainage review. (Ord. O2011-304 § 1 (Att. A))

13.10.560 Project site.

“Project site” means the portion of a site and any off-site areas subject to proposed project activities, alterations and improvements including those required by this chapter. (Ord. O2011-304 § 1 (Att. A))

13.10.570 Rate category.

“Rate category” means the classification in this chapter given to a parcel in the service area based upon the type of land use on the parcel and the percentage of impervious surface area contained on the parcel. (Ord. O2011-304 § 1 (Att. A))

13.10.580 Redevelopment project.

“Redevelopment project” means a project that proposes to add, replace or modify impervious surface for purposes other than a residential subdivision or maintenance on a site that:

- (1) Is already substantially developed in a manner that is consistent with its current zoning or with a legal nonconforming use; or
- (2) Has an existing impervious surface coverage of 35 percent or more. (Ord. O2011-304 § 1 (Att. A))

13.10.590 Replaced impervious surface.

“Replaced impervious surface” means an existing impervious surface proposed to be removed and reestablished as impervious surface, excluding impervious surface removed for the sole purpose of installing utilities or performing maintenance on underground infrastructure. For structures, removed means the removal of buildings down to the foundation. For other impervious surfaces, removed means the removal down to base course or bare soil. It does not include the removal of pavement material through grinding or other surface modification unless the entire layer of PCC or AC is removed. Replaced impervious surface also includes impervious surface that is moved from one location to another on the project site where the following two conditions are met: (A) the area from which the impervious surface is moved from will be restored to the same or better runoff discharge characteristics as the area being covered by the moved impervious surface, and (B) impervious surface at the new location is either designated as non- pollution generating or the pollution generating characteristics remain unchanged compared to that of the original location. ~~For purposes of this definition, “removed” includes the removal of buildings down to bare soil or the removal of Portland cement concrete slabs or pavement or asphaltic concrete pavement.~~ (Ord. O2011-304 § 1 (Att. A))

13.10.600 Residence.

“Residence” means a building or structure or portion thereof, designed for and used to provide a place of abode for human beings. The term residence includes the term “residential” or “residential unit” as referring to the type of or intended use of a building or structure. (Ord. O2011-304 § 1 (Att. A))

13.10.610 Residential parcel.

“Residential parcel” means any parcel which contains no more than three residences or three residential units which are within a single structure and is used primarily for residential purposes. (Ord. O2011-304 § 1 (Att. A))

13.10.620 Runoff.

“Runoff” means that portion of water originating from rainfall and other precipitation that flows over the surface or just below the surface from where it fell and is found in drainage facilities, rivers, streams, springs, seeps, ponds, lakes, wetlands and shallow groundwater as well as on ground surfaces. For the purpose of this definition, groundwater means all waters that exist beneath the land surface or beneath the bed of any stream, lake or reservoir, or other body surface water, whatever may be the geological

formation or structure in which such water stands or flows, percolates or otherwise moves. (Ord. O2011-304 § 1 (Att. A))

13.10.630 Salmon conservation plan.

“Salmon conservation plan” means a plan and all implementing regulations and procedures including, but not limited to, land use management adopted by ordinance, capital projects, public education activities and enforcement programs for conservation and recovery of salmon within a water resource inventory area designated by the state under WAC 173-500-040. (Ord. O2011-304 § 1 (Att. A))

13.10.640 Shared facility.

“Shared facility” means a drainage facility designed to meet one or more of the requirements of Chapter 13.20 SMC for two or more separate projects contained within a basin. Shared facilities usually include shared financial commitments for those drainage facilities. (Ord. O2011-304 § 1 (Att. A))

13.10.650 Service area.

“Service area” means the incorporated City of Sammamish. (Ord. O2011-304 § 1 (Att. A))

13.10.655 Simplified drainage review.

“Simplified drainage review” means the drainage review for a proposed single family residential project or agricultural project that: results in less than 5,000 square feet of new plus replaced pollution generating impervious surface, results in less than ¼ acre of pollution generating pervious surface, limits target impervious and pervious surface as specified in the Surface Water Design Manual, and meets the simplified drainage requirements specified in Appendix C of the Surface Water Design Manual, including flow control best management practices, erosion and sediment control measures, and drainage plan submittal requirements.

13.10.660 Site.

“Site” means a single parcel, or two or more contiguous parcels that are under common ownership or documented legal control, used as a single parcel for a proposed project for purposes of applying for authority from the City of Sammamish to carry out a proposed project. For projects located primarily within dedicated rights-of-way, “site” includes the entire width of right-of-way subject to improvements proposed by the project. (Ord. O2011-304 § 1 (Att. A))

~~13.10.670 Small project drainage review.~~

~~“Small project drainage review” means the drainage review for a proposed single family residential project or agricultural project that:-~~

~~(1) Would result in:-~~

~~(a) Ten thousand square feet or less of total impervious surface added on or after January 8, 2001;-
or-~~

~~(b) Four percent or less of total impervious surface on a site as specified in the Surface Water Design Manual; and-~~

~~(2) Meets the small project drainage requirements specified in the Surface Water Design Manual, including flow control best management practices, erosion and sediment control measures and drainage plan submittal requirement; and-~~

~~(3) Limits new pervious surface as specified in the Surface Water Design Manual. (Ord. O2011-304 § 1 (Att. A))~~

13.10.680 Source control BMP.

“Source control BMP” means a BMP intended to prevent contaminants from entering surface and stormwater or groundwater including the modification of processes to eliminate the production or use of contaminants. “Source control BMPs” can be either structural or nonstructural. Structural source control BMPs involve the construction of a physical structure on site, or other type of physical modification to a site. An example of a structural source control BMP is building a covered storage area. A nonstructural source control BMP involves the modification or addition of managerial or behavioral practices. An example of a nonstructural source control BMP is using less toxic alternatives to current products or sweeping parking lots. (Ord. O2011-304 § 1 (Att. A))

13.10.690 State Waste Discharge Permit.

“State Waste Discharge Permit” means an authorization, license, or equivalent control document issued by the Washington State Department of Ecology in accordance with Chapter 173-216 WAC. (Ord. O2011-304 § 1 (Att. A))

13.10.700 Stormwater compliance plan.

“Stormwater compliance plan” means a plan or study and all regulations and procedures that have been adopted by the City to implement the plan or study, including, but not limited to, capital projects, public education activities and enforcement programs for managing stormwater quantity and quality discharged from the City’s municipal separate storm sewer system in compliance with the National Pollutant Discharge Elimination System permit program under the Clean Water Act. (Ord. O2011-304 § 1 (Att. A))

13.10.710 Stormwater plan.

“Stormwater plan” means a City of Sammamish ordinance specifying the stormwater control facilities that will be funded by a bond issue. (Ord. O2011-304 § 1 (Att. A))

13.10.720 Stormwater Pollution Prevention Manual.

“Stormwater Pollution Prevention Manual” means the manual adopted in accordance with Chapter 2.55 SMC, and supporting documentation referenced or incorporated in the manual, describing best management practices and procedures for existing facilities and existing and new activities not covered by the Surface Water Design Manual. (Ord. O2011-304 § 1 (Att. A))

13.10.730 Subbasin.

“Subbasin” means a geographic area that:

- (1) Drains to a stream or water body named and noted on common maps; and
- (2) Is contained within the basin of the stream or water body. (Ord. O2011-304 § 1 (Att. A))

13.10.740 Surface and stormwater.

“Surface and stormwater” means water originating from rainfall and other precipitation that is found on ground surfaces and in drainage facilities, rivers, streams, springs, seeps, ponds, lakes, wetlands, as well as shallow groundwater. (Ord. O2011-304 § 1 (Att. A))

13.10.750 Surface and stormwater management services.

“Surface and stormwater management services” means the services provided by the surface water management program, including but not limited to basin planning, facilities maintenance, regulation, financial administration, public involvement, drainage investigation and enforcement, aquatic resource restoration, surface and stormwater quality and environmental monitoring, natural surface water drainage system planning, intergovernmental relations and facility design and construction. (Ord. O2011-304 § 1 (Att. A))

13.10.760 Surface and stormwater management system.

“Surface and stormwater management system” means constructed drainage facilities and any natural surface water drainage features that do any combination of collection, storing, controlling, treating or conveying surface and stormwater. (Ord. O2011-304 § 1 (Att. A))

13.10.770 Surface Water Design Manual.

“Surface Water Design Manual” means the manual, and supporting documentation referenced or incorporated in the manual, describing surface and stormwater design and analysis requirements, procedures and guidance that has been formally adopted by rule under the procedures in Chapter 2.55 SMC. The Surface Water Design Manual is available from the department of public works or its successor agency. (Ord. O2011-304 § 1 (Att. A))

13.10.780 Surface water management fee protocols.

“Surface water management fee protocols” or “SWM fee protocols” means the surface water management fee standards and procedures that have been formally adopted by rule under the procedures specified in Chapter 2.55 SMC. The SWM fee protocols are available from the department of public works or its successor agency. (Ord. O2011-304 § 1 (Att. A))

13.10.790 Treatment BMP.

“Treatment BMP” means a BMP intended to remove contaminants once they are already contained in stormwater. Examples of treatment BMPs include oil/water separators, biofiltration swales and wetponds. (Ord. O2011-304 § 1 (Att. A))

13.10.800 Targeted drainage review.

“Targeted drainage review” means an abbreviated evaluation required by Chapter 13.20 SMC for certain types of proposed projects that are not subject to full or large project drainage review. Targeted drainage review may be required for some projects in ~~small-simplified project~~ drainage review. (Ord. O2011-304 § 1 (Att. A))

13.10.810 Undeveloped parcel.

“Undeveloped parcel” means any parcel which has not been altered from its natural state by the construction, creation or addition of impervious surface. (Ord. O2011-304 § 1 (Att. A))

13.10.820 Water quality ~~treatment~~ facility.

“Water quality ~~treatment~~ facility” means a drainage facility designed to mitigate the impacts of increased pollutants in stormwater runoff generated by site development. A water quality facility uses processes that include but are not limited to settling, filtration, adsorption, and absorption to decrease pollutant concentrations and loadings in stormwater runoff. ~~means a drainage facility designed to reduce pollutants once they are already contained in surface and stormwater runoff. Water quality treatment facilities are the structural component of best management practices. When used singly or in combination, water quality treatment facilities reduce the potential for contamination of either surface or groundwaters, or both.~~ (Ord. O2011-304 § 1 (Att. A))

Chapter 13.20

SURFACE WATER RUNOFF REGULATIONS

Sections:

- 13.20.010 Purpose.
- 13.20.020 Drainage review – When required – Type.
- 13.20.030 Drainage review – Requirements.
- 13.20.040 Critical drainage and/or critical erosion areas.
- 13.20.050 Engineering plans for the purposes of drainage review.
- 13.20.060 Construction timing and final approval.
- 13.20.070 Liability insurance required.
- 13.20.080 Financial guarantees authorized.
- 13.20.090 Drainage facilities accepted by Sammamish for maintenance.
- 13.20.100 Drainage facilities not accepted by Sammamish for maintenance.
- 13.20.110 Hazards.
- 13.20.120 Administration.
- 13.20.130 Enforcement.
- 13.20.140 Implementation, review and revision.
- 13.20.150 Severability.

13.20.010 Purpose.

The purpose of this chapter is to promote the public health, safety and welfare by providing for the comprehensive management of surface and stormwaters and erosion control, especially that which preserves and utilizes the many values of the City's natural drainage system including open space, fish and wildlife habitat, recreation, and education. By conducting programs to reduce flooding, erosion, and sedimentation; prevent and mitigate habitat loss; enhance groundwater recharge; and prevent water quality degradation through the implementation of comprehensive and thorough permit review, construction inspection, enforcement, and maintenance, the effectiveness of the requirements contained in this chapter will be promoted. (Ord. O2011-304 § 1 (Att. A))

13.20.020 Drainage review – When required – Type.

(1) Drainage review is required when any proposed project is subject to a City of Sammamish development permit or approval and:

(a) Would result in 2,000 square feet or more of new impervious surface, replaced impervious surface or new plus replaced impervious surface; or

(a.1) Would result in 500 square feet or more of new impervious surface, replace impervious surface or new plus replaced impervious surface within an historic plat as defined and mapped in Attachment B at the end of this section; or

(a.2) Would result in 500 square feet or more of new impervious surface, replaced impervious surface, or new plus replaced impervious surface within a landslide hazard drainage area as defined in SMC 21A.50.260; or the adopted Sammamish Addendum to the Surface Water Design Manual.

(b) Would involve 7,000 square feet or more of land disturbing activity; or

(c) Would construct or modify a drainage pipe or ditch that is 12 inches or more in size or depth or receives surface and stormwater runoff from a drainage pipe or ditch that is 12 inches or more in size or depth; or

(d) Contains or is adjacent to a flood hazard area as defined in SMC Title 15 or 21A; or

(e) Is located within a critical drainage area; or

(f) Is a redevelopment project proposing \$100,000 or more of improvements to an existing high-use site; or

(g) Is a redevelopment project on a site in which the total of new plus replaced impervious surface is 5,000 square feet or more and whose valuation of proposed improvements, including interior improvements and excluding required mitigation and frontage improvements, exceeds 50 percent of the assessed value of the existing site improvements.

(2) The drainage review for any proposed project shall be scaled to the scope of the project's size, type of development and potential for impacts to the regional surface water system to facilitate preparation and review of project applications. If drainage review for a proposed project is required under subsection (1) of this section, the City shall determine which of the following drainage reviews apply as specified in the Surface Water Design Manual:

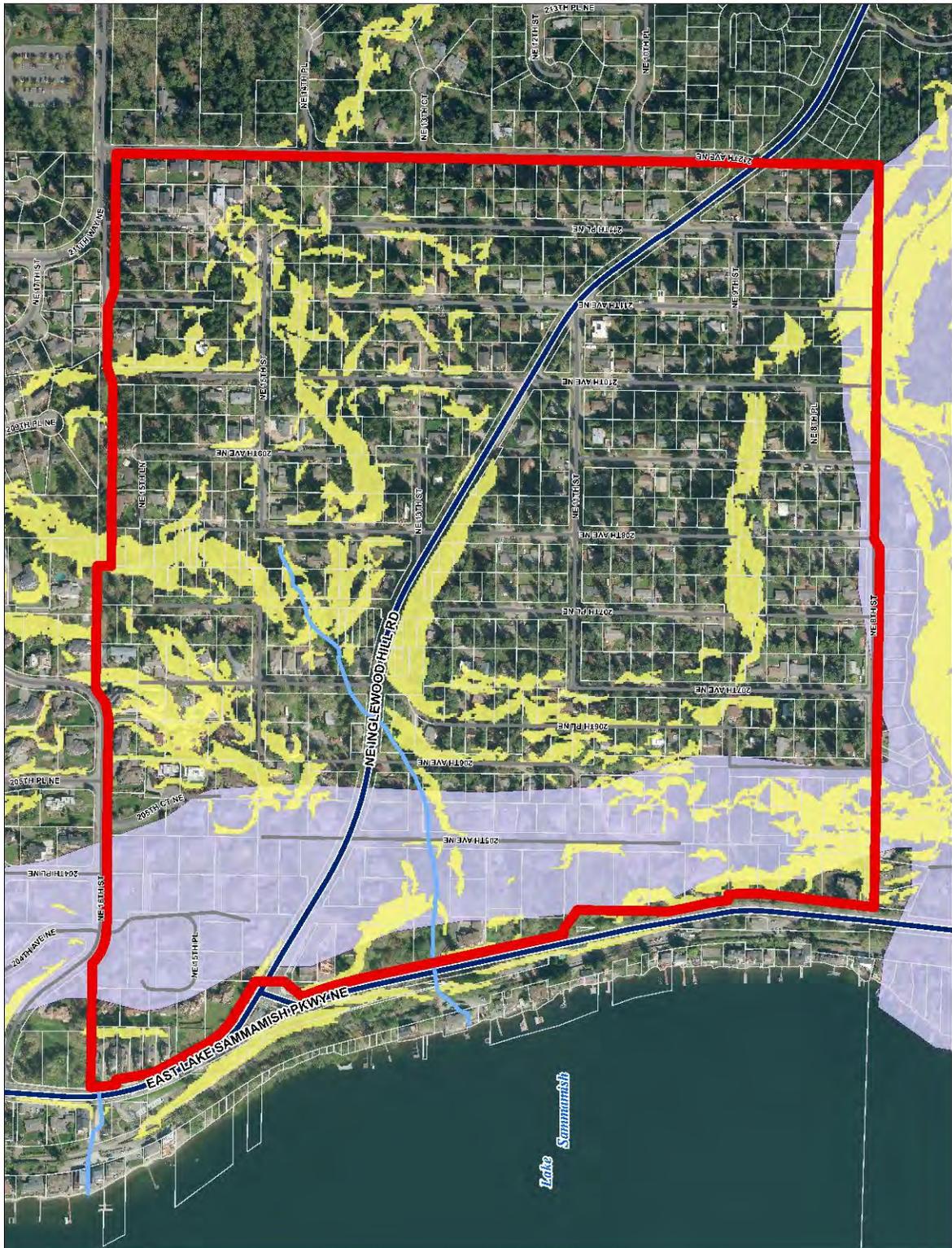
(a) ~~Small project~~Simplified drainage review;

(b) Targeted drainage review;

(c) Full drainage review; or

(d) Large project drainage review.

ATTACHMENT B



(Ord. O2015-389 § 1 (Att. A); Ord. O2011-304 § 1 (Att. A))

13.20.030 Drainage review – Requirements.

(1) A proposed project required to have drainage review by this chapter must meet each of the following core requirements which are described in detail in the Surface Water Design Manual. Projects subject only to ~~small projectsimplified~~ drainage review that meet the ~~small projectsimplified~~ drainage requirements specified in the Surface Water Design Manual, including flow control best management practices, erosion and sediment control measures and drainage plan submittal requirements are deemed to comply with the following core requirements:

(a) Core Requirement 1 – Discharge at the Natural Location. All surface and stormwater runoff from a project shall be discharged at the natural location so as not to be diverted onto, or away from, downstream properties. The manner in which runoff is discharged from the project site shall not create a significant adverse impact to downhill properties or drainage systems as specified in the discharge requirements of the Surface Water Design Manual;

(b) Core Requirement 2 – Off-Site Analysis. The initial application submittal for proposed projects shall include an off-site analysis report that assesses potential off-site drainage and water quality impacts associated with development of the proposed site and proposes appropriate mitigations to those impacts. This initial submittal shall include, at minimum, a level one downstream analysis as described in the Surface Water Design Manual. If impacts are identified, the proposed projects shall meet any applicable problem-specific requirements as specified in the Surface Water Design Manual;

(c) Core Requirement 3 – Flow Control. Proposed projects that would result in ~~25,000 square feet or more of new plus replaced~~ impervious surface or ~~35,000 square feet~~ $3/4$ acre or more of new pervious surface, ~~or that are redevelopment projects that would result in a total of 5,000 square feet or more of new and replaced impervious surface,~~ shall provide flow control facilities or flow control BMPs, or both, to control surface and stormwater runoff generated by new impervious surface, new pervious surface, replaced impervious surface and any existing impervious surface added on or after January 8, 2001, as specified in the Surface Water Design Manual. Flow control facilities shall meet the area-specific flow control facility requirements and the flow control facility implementation requirements applicable to the project site as specified in the Surface Water Design Manual. Flow control BMPs shall also be applied as specified in the Surface Water Design Manual. Projects subject to area-specific flow control facility requirements shall meet one of the flow control facility performance criteria listed in subsections (1)(c)(i) and (ii) of this section, as directed by the Surface Water Design Manual. The Inglewood, Thompson and Pine Lake Creek basins, and areas draining to the Beaver Lake basin, require level three flow control. The remainder of the City requires level two flow control unless downstream problems, as determined by the City of Sammamish, dictate the higher level of protection of level three flow control.

(i) Level two shall meet level one criteria and also match the predeveloped site's discharge durations for the predeveloped peak discharge rates between the 50 percent of the two-year peak flow through the 50-year peak flow; or

(ii) Level three shall meet level two criteria and also match the predeveloped site's peak discharge rate for the 100-year return period;

(d) Core Requirement 4 – Conveyance System. All engineered conveyance system elements for proposed projects shall be analyzed, designed and constructed to provide the minimum level of protection against overtopping, flooding, erosion and structural failure as specified by the

conveyance requirements for new and existing systems and conveyance implementation requirements described in the Surface Water Design Manual;

(e) Core Requirement 5 – Erosion and Sediment Control. All proposed projects that will clear, grade or otherwise disturb the site shall provide erosion and sediment control that prevents, to the maximum extent practicable, the transport of sediment from the site to drainage facilities, water resources and adjacent properties. Erosion and sediment controls shall be applied in accordance with SMC Title 16 as specified by the temporary erosion and sediment control measures and performance criteria and implementation requirements in the City of Sammamish Surface Water Design Manual;

(f) Core Requirement 6 – Maintenance and Operation. Maintenance of all drainage facilities in compliance with Sammamish maintenance standards is the responsibility of the applicant or property owner as described in the Surface Water Design Manual, except those facilities for which Sammamish assumes maintenance and operation as described in this chapter and the Surface Water Design Manual;

(g) Core Requirement 7 – Financial Guarantees and Liability. All drainage facilities constructed or modified for projects, except downspout infiltration and dispersion systems for single-family residential lots, must comply with the liability requirements of this chapter and the financial guarantee requirements of SMC Title 27A;

(h) Core Requirement 8 – Water Quality. Proposed projects that would result in 5,000 square feet or more of new plus replaced pollution generating impervious surface or ~~35,000-square-feet~~3/4 acre or more of new pollution-generating pervious surface, ~~or that are redevelopment projects that would result in a total of 5,000-square-feet or more of new and replaced pollution-generating impervious surface,~~ shall provide water quality treatment facilities to treat polluted surface and stormwater runoff generated by new or replaced pollution-generating impervious surface, new pollution-generating pervious surface and any existing pollution-generating impervious surface added on or after January 8, 2001, as specified in the Surface Water Design Manual. However, pervious surfaces are specifically excluded if there is a good faith agreement with the King Conservation District to implement a farm management plan for agricultural uses, and pervious areas for other uses are specifically excluded if the City of Sammamish approves a landscape management plan that controls pesticides and fertilizers leaving the site. Water quality treatment facilities shall meet the area-specific water quality treatment requirements and the water quality implementation requirements applicable to the project site as specified in the Surface Water Design Manual. The facilities specified by these requirements are designed to reduce pollutant loads according to the applicable annual average performance goals listed in subsections (1)(h)(i) through (iv) of this section for 95 percent of the annual average runoff volume:

(i) For basic water quality: remove 80 percent of the total suspended solids;

(ii) For enhanced basic water quality: remove 50 percent of the total zinc;

(iii) For sensitive lake protection: remove 50 percent of the total phosphorus; and

(iv) For sphagnum bog protection: remove 50 percent of the total phosphorus and 40 percent of the total nitrate plus nitrite. The discharge shall maintain a pH of less than 6.5 and an alkalinity of less than 10 milligrams per liter.

(i) Core Requirement 9 – Flow Control BMPs. Proposed projects that would result in 2,000 square feet or more of new plus replaced impervious surface or 7,000 square feet or more of land disturbing activity shall provide onsite flow control BMPs to mitigate the impacts of surface and stormwater runoff generated by new impervious surface, new pervious surface, existing impervious surfaces, and replaced impervious surface targeted for mitigation as specified in the Surface Water Design Manual.

(2) A proposed project required by this chapter to have drainage review shall meet any of the following special requirements which apply to the site and which are described in detail in the Surface Water Design Manual. The City shall verify if a proposed project is subject to and must meet any of the following special requirements.

(a) Special Requirement 1 – Other Adopted Area-Specific Requirements. If a proposed project is in a designated critical drainage area, or is in an area included in an adopted master drainage plan, basin plan, salmon conservation plan, stormwater compliance plan, flood hazard reduction plan, lake management plan or shared facility plan, then the proposed project shall meet the applicable drainage requirements of the critical drainage area, master drainage plan, basin plan, salmon conservation plan, stormwater compliance plan, flood hazard reduction plan, lake management plan or shared facility plan;

(b) Special Requirement 2 – Floodplain/Floodway Delineation. If a proposed project contains or is adjacent to a stream, lake, wetland or closed depression, or if other City regulations require study of flood hazards relating to the proposed project, the 100-year floodplain boundaries and floodway shall be determined and delineated on the site improvement plans and profiles and any final maps prepared for the proposed project. The flood hazard study shall be prepared for as specified in the Surface Water Design Manual;

(c) Special Requirement 3 – Flood Protection Facilities. If a proposed project contains or is adjacent to a stream that has an existing flood protection facility, such as a levee, revetment or berm, or proposes to either construct a new or modify an existing flood protection facility, then the flood protection facilities shall be analyzed and designed as specified in the Surface Water Design Manual to conform with the Federal Emergency Management Agency regulations as found in 44 C.F.R.;

(d) Special Requirement 4 – Source Control. If a proposed project requires a commercial building or commercial site development permit, then water quality source controls shall be applied to prevent rainfall and runoff from coming into contact with pollutants to the maximum extent practicable. Water quality source controls shall be applied in accordance with this chapter, the Stormwater Pollution Prevention Manual and the Surface Water Design Manual. All structural source controls shall be identified on the site improvement plans and profiles or final maps prepared for the proposed project; and

(e) Special Requirement 5 – Oil Control. If a proposed project is a high-use site or is a redevelopment project proposing \$100,000 or more of improvements to an existing high-use site, then oil control shall be applied to all runoff from the high-use portion of the site as specified in the Surface Water Design Manual.

(3)(a) An adjustment to the requirements contained in this section or other requirements in the Surface Water Design Manual may be proposed. The resulting development shall be subject to all of the remaining terms and conditions of this chapter and the adjustment shall:

- (i) Produce a compensating or comparable result in the public interest; and
 - (ii) Meet this chapter's objectives of safety, function, appearance, environmental protection and maintainability based upon sound engineering judgment.
- (b) If complying with subsection (3)(a)(i) of this section will deny all reasonable use of a property, the best practicable alternative shall be obtained as determined by the director according to the adjustment process defined in the Surface Water Design Manual.
- (c) Requests for adjustments that may conflict with any other City requirement shall require review and concurrence by the applicable City department.
- (d) A request for an adjustment is a Type 1 land use decision as provided for in SMC Title 20 and shall be processed in accordance with the procedures specified in the Surface Water Design Manual.
- (e) The City may require monitoring of experimental designs and technology or untested applications proposed by the applicant in order to determine compliance with subsection (3)(a) of this section and the approved plans and conditions.
- (f) An adjustment decision may be appealed by following the appeal procedures as specified in the Surface Water Design Manual. (Ord. O2011-304 § 1 (Att. A))

13.20.040 Critical drainage and/or critical erosion areas.

Development in areas where the department has determined that the existing flooding, drainage and/or erosion conditions present an imminent likelihood of harm to the welfare and safety of the surrounding community shall meet special drainage requirements set by the director until such time as the community hazard is alleviated. Such conditions may include the limitation of the volume of discharge from the subject property to predevelopment levels, preservation of wetlands or other natural drainage features or other controls necessary to protect against community hazard. Where alternate facility designs or methods will produce a compensating or comparable result in the public interest and which will meet this section's objectives of safety, function, appearance, environmental protection and maintainability, based upon sound engineering judgment, an adjustment to the special drainage requirements promulgated under this section may be proposed; provided, that the resulting development shall be subject to all of the remaining terms and conditions of this chapter. Where application of this section will deny all reasonable use of a property and a facility or design that produces a compensating or comparable result cannot be obtained, then a best practicable alternative may be approved by the director according to the adjustment process defined in the Surface Water Design Manual. These standards are in addition to the applicable standards of Chapter 21A.50 SMC. (Ord. O2011-304 § 1 (Att. A))

13.20.050 Engineering plans for the purposes of drainage review.

(1) These requirements are in addition to the submittal requirements established by Chapter 20.05 SMC.

- (a) All engineering plans shall be submitted to the City for review in accordance with the Surface Water Design Manual except those drainage plans developed by, or under the review of, the City of Sammamish department of public works for either surface and stormwater capital improvement, repair, maintenance or restoration projects or other linear government agency projects, such as roadways, railways, pipelines, utility lines and trails.

(b) If engineering plans are returned for any reason, they shall be returned to the applicant.

(c) All master drainage plans, if required, shall be submitted to the City for review in accordance with the specifications in the Surface Water Design Manual. The master drainage plan process should commence at the same time as the State Environmental Policy Act (SEPA) process.

(d) Drainage plans not subject to review by the City under subsection (1)(a) of this section shall be reviewed by the department of public works in accordance with this chapter. Project applicability and compliance with this chapter shall be documented in writing and available for review.

(2) The expiration time frames as specified in the Surface Water Design Manual shall apply to all permit and approval applications.

(3) All plans shall be processed in accordance with the review procedures specified in the Surface Water Design Manual.

(4) Submittal procedures, definitions and specifications for the required contents of engineering plans are presented in the Surface Water Design Manual. (Ord. O2011-304 § 1 (Att. A))

13.20.060 Construction timing and final approval.

(1) No work related to permanent or temporary storm drainage control for a permitted development may proceed without the approval of the director.

(2) Erosion and sediment control measures associated with both the interim and permanent drainage systems shall be:

(a) Constructed in accordance with the approved plan prior to any grading or land clearing other than that associated with an approved erosion and sediment control plan; and

(b) Satisfactorily sequenced and maintained until all improvements, restoration, and landscaping associated with the permit and approvals for the project are completed and the potential for on-site erosion has passed.

(3) The applicant shall have constructed and have in operation those portions of the drainage facilities necessary to accommodate the control of surface and stormwater runoff discharging from the site before the construction of any other improvements or buildings on the site, or in accordance with SMC Title 19A. (Ord. O2011-304 § 1 (Att. A))

13.20.070 Liability insurance required.

The applicant required to construct the drainage facility pursuant to this chapter shall maintain a combined single limit per occurrence liability policy in the amount established annually by the City, which shall name City as an additional insured and protect the City from liability relating to the construction or maintenance of the facility until construction approval or acceptance for maintenance, whichever is last. Proof of this required liability policy shall be provided to the director prior to commencing construction of any drainage facility. If this liability insurance is not kept in effect as required, the City may initiate enforcement action pursuant to SMC Title 23. (Ord. O2011-304 § 1 (Att. A))

13.20.080 Financial guarantees authorized.

The City is authorized to require all applicants issued permits or approvals under the provisions of this title to post financial guarantees consistent with the provisions of SMC Title 27A. (Ord. O2011-304 § 1 (Att. A))

13.20.090 Drainage facilities accepted by Sammamish for maintenance.

(1) The City is responsible for the maintenance, including performance and operation, of drainage facilities which have formally been accepted for maintenance by the director.

(2) The City may assume maintenance of privately maintained drainage facilities only if the following conditions have been met:

(a) All necessary easements or dedications entitling the City to properly maintain the drainage facility have been conveyed to the City;

(b) The director has determined that the facility is in the dedicated public road right-of-way or that maintenance of the facility will contribute to protecting or improving the health, safety and welfare of the community based upon review of the existence of or potential for:

(i) Flooding,

(ii) Downstream erosion,

(iii) Property damage due to improper function of the facility,

(iv) Safety hazard associated with the facility,

(v) Degradation of water quality or in-stream resources, or

(vi) Degradation to the general welfare of the community; and

(c) The director has declared in writing acceptance of maintenance responsibility by the City. Copies of this document will be kept on file in the department of public works.

(3) The director may terminate the department's assumption of maintenance responsibilities in writing after determining that continued maintenance will not significantly contribute to protecting or improving the health, safety and welfare of the community based upon review of the existence of or potential for:

(a) Flooding;

(b) Downstream erosion;

(c) Property damage due to improper function of the facility;

(d) Safety hazard associated with the facility;

(e) Degradation of water quality or in-stream resources; or

(f) Degradation to the general welfare of the community.

Copies of this document will be kept on file in the department of public works.

(4) A drainage facility which does not meet the criteria of this section shall remain the responsibility of the applicant required to construct the facility and persons holding title to the property for which the facility was required. (Ord. O2011-304 § 1 (Att. A))

13.20.100 Drainage facilities not accepted by Sammamish for maintenance.

(1) The person or persons holding title to the property and the applicant required to construct a drainage facility shall remain responsible for the facility's continual performance, operation and maintenance in accordance with the standards and requirements of the department and remain responsible for any liability as a result of these duties. This responsibility includes maintenance of a drainage facility which is:

- (a) Under a maintenance guarantee or defect guarantee;
- (b) A private road conveyance system;
- (c) Released from all required financial guarantees prior to July 7, 1980;
- (d) Located within and serving only one single-family residential lot;
- (e) Located within and serving a multifamily or commercial site unless the facility is part of an approved shared facility plan;
- (f) Located within or associated with a short subdivision or subdivision which handles runoff from an area of which less than two-thirds is designated for detached or townhouse dwelling units located on individual lots unless the facility is part of an approved shared facility plan;
- (g) Previously terminated for assumption of maintenance responsibilities by the department in accordance with this chapter; or
- (h) Not otherwise accepted by the City for maintenance.

(2) Prior to the issuance of any of the permits for any multifamily or commercial project required to have a flow control or water quality treatment facility, the applicant shall record a declaration of covenant as specified in the Surface Water Design Manual. The restrictions set forth in such covenant shall include, but not be limited to, provisions for notice to the persons holding title to the property of a City determination that maintenance and/or repairs are necessary to the facility and a reasonable time limit in which such work is to be completed.

(a) In the event that the titleholders do not effect such maintenance and/or repairs, the City may perform such work upon due notice. The titleholders are required to reimburse the City for any such work. The restrictions set forth in such covenant shall be included in any instrument of conveyance of the subject property and shall be recorded with the records and licensing services division of King County.

(b) The City may enforce the restrictions set forth in the declaration of covenant provided in the Surface Water Design Manual.

(3) Prior to the issuance of any of the permits and/or approvals for the project or the release of financial guarantees posted to guarantee satisfactory completion, the person or persons holding title to the subject property for which a drainage facility was required shall pay a fee established by the director as set forth in the City resolution to reasonably compensate the City for costs relating to inspection of the

facility to ensure that it has been constructed according to plan and applicable specifications and standards.

(4) The duties specified in this section with regard to payment of inspection fees and reimbursement of maintenance costs shall be enforced against the person or persons holding title to the property for which the drainage facility was required.

(5) Where not specifically defined in this section, the responsibility for performance, operation and maintenance of drainage facilities and conveyance systems, both natural and constructed, shall be determined on a case-by-case basis. (Ord. O2011-304 § 1 (Att. A))

13.20.110 Hazards.

Whenever the director determines that any existing construction site, erosion and sedimentation problem and/or drainage facility poses a hazard to life and limb, endangers any property, and/or adversely affects the condition or capacity of other drainage facilities, the safety and operation of City right-of-way, utilities, and/or other property owned or maintained by the City, the applicant/person to whom the permit was issued pursuant to this chapter, the owner of the property within which the drainage facility is located, the applicant/person responsible for maintenance of the facility, and/or other person or agent in control of said property, upon receipt of notice in writing from the director shall within the period specified therein repair or otherwise address the cause of the hazardous situation in conformance with the requirements of this chapter.

Should the director have reasonable cause to believe that the situation is so adverse as to preclude written notice, the director may take the measures necessary to eliminate the hazardous situation; provided, that the director shall first make a reasonable effort to locate the owner before acting. In such instances the applicant of whom a drainage plan was required pursuant to this chapter, the owner of the property and/or the person responsible for the maintenance of the facility shall be obligated for the payment of all costs incurred. If costs are incurred and a financial guarantee pursuant to this chapter or other City requirement has been posted, the director shall have the authority to collect against the financial guarantee to cover costs incurred. (Ord. O2011-304 § 1 (Att. A))

13.20.120 Administration.

(1) Administration.

(a) The director is authorized to promulgate and adopt administrative rules under the procedures specified in Chapter 2.55 SMC, for the purpose of implementing and enforcing the provisions of this chapter. Adopted administrative rules are available to the public from the department of public works. This includes, but is not limited to, the Surface Water Design Manual.

(b) The director is authorized to develop procedures for applying adopted rules and regulations during the review of permit applications for the development of land. These procedures may also be contained in the Surface Water Design Manual.

(2) Inspections. The director is authorized to make such inspections and take such actions as may be required to enforce the provisions of this chapter.

(3) Right of Entry. Whenever necessary to make an inspection to enforce any of the provisions of this chapter, monitor for proper function of drainage facilities or whenever the director has reasonable cause to believe that violations of this chapter are present or operating on a subject property or portion thereof, the director may enter such premises at all reasonable times to inspect the same or perform

any duty imposed upon the director by this chapter; provided, that if such premises or portion thereof is occupied, the director shall first make a reasonable effort to locate the owner or other person having charge or control of the premises or portion thereof and demand entry.

(4) Access. Proper ingress and egress shall be provided to the director to inspect, monitor or perform any duty imposed upon the director by this chapter. The director shall notify the responsible party in writing of failure to comply with this access requirement. Failing to obtain a response within seven days from the receipt of notification, the director may order the work required completed or otherwise address the cause of improper access. The obligation for the payment of all costs that may be incurred or expended by the City in causing such work to be done shall thereby be imposed on the person holding title to the subject property. (Ord. O2011-304 § 1 (Att. A))

13.20.130 Enforcement.

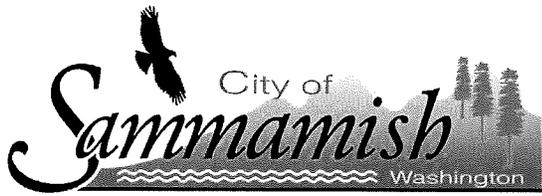
The City is authorized to enforce the provisions of this chapter, the ordinances and resolutions codified in it, and any rules and regulations promulgated thereunder pursuant to the enforcement and penalty provisions of SMC Title 23. (Ord. O2011-304 § 1 (Att. A))

13.20.140 Implementation, review and revision.

The department may administer a training program for users of the Surface Water Design Manual. The department may also conduct an ongoing research program to evaluate the effectiveness of the requirements in meeting the purpose of this chapter. This research program may examine, but not be limited to, hydrologic and hydraulic analysis methods, stream geomorphologic analysis methods, water quality, best management practices and erosion and sediment control measures. (Ord. O2011-304 § 1 (Att. A))

13.20.150 Severability.

If any provision of this chapter or its application to any person or property is held invalid, the remainder of the chapter or the application of the provision to other persons or property shall not be affected. (Ord. O2011-304 § 1 (Att. A))



MEMORANDUM

TO: Melonie Anderson/City Clerk
FROM: Marlene/Finance Department
DATE: November 10, 2016, 2016
RE: Claims for November 15, 2016

\$ 770,276.81
 223,174.37
 1,322,443.90
 120,356.02

Top 10 Over \$10,000 Payments

Eastside Fire & rEscue	\$561,292.92	Fire Services - November 2016
Lake Wa School District	\$418,942.50	School Impact Fees - October 2016
Porter Brothers	\$100,489.92	SCAC - October 2016
City Of Bellevue	\$49,294.00	Human Services Pooled Programs 3rd Qtr
Transmap Corp	\$32,276.17	ROW Pedestrian & Bikeway Asset Inventory
Isaquah School District	\$30,134.00	School Impact Fees - October 2016
Stewart MacNichols & Harnell	\$27,540.00	Public Defender June - September 2016
Eversons Econo Vac	\$22,211.25	Stormwater System Cleaning - September
DeMarche Consulting	\$20,835.00	Maintenance Management Support - October 2016
YMCAof Greater Seattle	\$10,000.00	Summer Camp

TOTAL \$ 2,436,251.10

Check #45813- # 45928

770,276.81 +
 223,174.37 +
 1,322,443.90 +
 120,356.02 +
 2,436,251.10 +

Accounts Payable

Check Register Totals Only

User: mdunham
 Printed: 10/28/2016 - 10:38 AM



Check	Date	Vendor No	Vendor Name	Amount	Voucher
45813	10/28/2016	ISSFOUND	Issaquah Schools Foundation	2,500.00	45,813
45814	10/28/2016	MARSHBAN	Marshbank Construction	767,776.81	45,814
Check Total:				770,276.81	

Accounts Payable

Check Register Totals Only

User: mdunham
 Printed: 11/4/2016 - 10:56 AM



Check	Date	Vendor No	Vendor Name	Amount	Voucher
45815	11/04/2016	AWCLIF	Association of Washington Cities	211.60	45,815
45816	11/04/2016	AWCMED	AWC Employee BenefitsTrust	148,649.27	45,816
45817	11/04/2016	CENTURY	Century Link	66.99	45,817
45818	11/04/2016	COMCAST2	Comcast	368.91	45,818
45819	11/04/2016	ICMA401	ICMA 401	45,938.65	45,819
45820	11/04/2016	ICMA457	ICMA457	14,384.08	45,820
45821	11/04/2016	IDHW	Idaho Child Support Receipting	200.00	45,821
45822	11/04/2016	LEGALSHI	Legal Shield	73.75	45,822
45823	11/04/2016	NAVIA	Navia Benefits Solution	1,580.44	45,823
45824	11/04/2016	PSE	Puget Sound Energy	1,103.97	45,824
45825	11/04/2016	SAM	Sammamish Plateau Water Sewer	10,016.14	45,825
45826	11/04/2016	WASUPPOR	Wa State Support Registry	580.57	45,826
				223,174.37	
Check Total:					

Accounts Payable

Check Register Totals Only

User: mdunham
 Printed: 11/9/2016 - 11:05 AM



Check	Date	Vendor No	Vendor Name	Amount	Voucher
45827	11/15/2016	3SQUARE	3 Square Blocks	2,430.00	45,827
45828	11/15/2016	ALLTRAFF	All Traffic Solutions, Inc	1,773.90	45,828
45829	11/15/2016	APP	Associated Petroleum Products	1,247.21	45,829
45830	11/15/2016	ATOMIC	Atomic Art Services, Inc	300.00	45,830
45831	11/15/2016	BACKGROU	Background Source Intl	72.00	45,831
45832	11/15/2016	BELLCITY	City Of Bellevue	49,294.00	45,832
45833	11/15/2016	BEST	Best Parking Lot Cleaning, Inc	840.96	45,833
45834	11/15/2016	BHC	BHC Consultants, LLC	5,460.00	45,834
45835	11/15/2016	BMC	BMC West Corp	48.93	45,835
45836	11/15/2016	CERTIFIE	Certified Backflow Testing, Inc	40.00	45,836
45837	11/15/2016	COMCAST3	Comcast	1,279.90	45,837
45838	11/15/2016	CONSOLID	Consolidated Press	3,310.21	45,838
45839	11/15/2016	COSTCO	Costco Wholesale	934.83	45,839
45840	11/15/2016	CUNNINGH	J. A. Cunningham Consulting LLC	1,365.00	45,840
45841	11/15/2016	DEMARCHE	Demarche Consulting Group Inc	20,835.00	45,841
45842	11/15/2016	EASTFIRE	Eastside Fire & Rescue	561,292.92	45,842
45843	11/15/2016	ELTEC	Eltec Systems LLC	607.73	45,843
45844	11/15/2016	EVERFORD	Evergreen Ford	23.82	45,844
45845	11/15/2016	EVERSONS	Everson's Econo Vac, Inc.	22,211.25	45,845
45846	11/15/2016	FASTENAL	Fastenal Industrial Supplies	127.93	45,846
45847	11/15/2016	FASTSIGN	Fastsigns Bellevue	502.89	45,847
45848	11/15/2016	FIREPROT	Fire Protection, Inc.	686.57	45,848
45849	11/15/2016	FRONTIR2	Frontier	387.53	45,849
45850	11/15/2016	GCH	Gail C. Harris	2,100.00	45,850
45851	11/15/2016	GLOBALST	Globalstar	630.45	45,851
45852	11/15/2016	GOVDELIV	GovDelivery, Inc.	6,745.20	45,852
45853	11/15/2016	GREATAME	Great America Financial Services	130.31	45,853
45854	11/15/2016	GUO	Lisa Guo	105.00	45,854
45855	11/15/2016	HDFOWL	H. D. Fowler Company	21.87	45,855
45856	11/15/2016	HDSUPPLY	HD Supply Waterworks	4,383.44	45,856
45857	11/15/2016	HENDRIKU	Hendrikus Organics, Inc.	609.86	45,857
45858	11/15/2016	HERMANO	Hermanson Co LLP	1,044.11	45,858
45859	11/15/2016	HORIZONF	Horizon Ford	1,684.25	45,859
45860	11/15/2016	IIDA	Rodger Iida	105.00	45,860
45861	11/15/2016	ISD	Issaquah School District	30,134.00	45,861
45862	11/15/2016	ISNW	Industrial Solutions NW LLC	7,733.99	45,862
45863	11/15/2016	ISSCITY	City Of Issaquah	4,093.48	45,863
45864	11/15/2016	KINGFI	King County Finance A/R	1,815.00	45,864
45865	11/15/2016	KINGPET	King County Pet Licenses	125.00	45,865
45866	11/15/2016	LARSON	Tim Larson	89.00	45,866
45867	11/15/2016	LESSCHWA	Les Schwab Tire Center	802.79	45,867
45868	11/15/2016	LEXIS	Lexis Nexis Risk Data Mgmt	54.30	45,868
45869	11/15/2016	LEYTON	Kimberly Leyton	664.16	45,869
45870	11/15/2016	lwsd	Lake Washington School Dist	418,942.50	45,870
45871	11/15/2016	MALLORY	Mallory Paint Store	14.54	45,871
45872	11/15/2016	MARTINJO	Joanna Martin	256.07	45,872
45873	11/15/2016	MINUTE	Minuteman Press	27.38	45,873
45874	11/15/2016	NABARR	National Barricade Co., LLC	2,831.78	45,874
45875	11/15/2016	NAPA	NAPA Auto Parts	777.10	45,875
45876	11/15/2016	NETRUCK	North End Truck Equip Inc	9,636.80	45,876

Check	Date	Vendor No	Vendor Name	Amount	Voucher
45877	11/15/2016	OCONNELP	Paullette O'Connell	29.97	45,877
45878	11/15/2016	OTAK	Otak	6,431.15	45,878
45879	11/15/2016	PACSOIL	Pacific Topsoils, Inc	167.54	45,879
45880	11/15/2016	PAPE	Pape Machinery	1,084.06	45,880
45881	11/15/2016	PIEDMONT	Piedmont Directional Signs	875.00	45,881
45882	11/15/2016	PLANTSICA	Plantscapes, Inc	7,766.31	45,882
45883	11/15/2016	PLATT	Platt Electric Supply	289.04	45,883
45884	11/15/2016	POA	Pacific Office Automation	417.20	45,884
45885	11/15/2016	PRECCON	Precision Concrete Cutting	8,119.15	45,885
45886	11/15/2016	PSE	Puget Sound Energy	1,065.63	45,886
45887	11/15/2016	PSECONOM	Puget Sound Economic Forecaster	328.50	45,887
45888	11/15/2016	QUALITYT	Quality Towing, Inc.	457.98	45,888
45889	11/15/2016	REDMOND	City Of Redmond	33.30	45,889
45890	11/15/2016	RHAY	Colleen Rhay	350.00	45,890
45891	11/15/2016	ROTARSAM	Rotary Club of Sammamish	117.00	45,891
45892	11/15/2016	SAM	Sammamish Plateau Water Sewer	6,446.22	45,892
45893	11/15/2016	SB&MAC	Stewart MacNichols & Harmell Inc	27,540.00	45,893
45894	11/15/2016	SEATIM	Seattle Times	3,623.39	45,894
45895	11/15/2016	SEATIMES	Seattle Times NIE	1,000.00	45,895
45896	11/15/2016	SEQUOYAH	Sequoyah Electric, LLC	4,935.16	45,896
45897	11/15/2016	SHERWIN	Sherwin-Williams Company	137.96	45,897
45898	11/15/2016	SITEONE	Site One Landscape Supply LLC	56.99	45,898
45899	11/15/2016	STANTEC	Stantec Consulting Services	1,646.25	45,899
45900	11/15/2016	SUMMITIV	Summit Ivy LLC	7,500.00	45,900
45901	11/15/2016	SUNGARD	SunGard Public Sector Inc	950.00	45,901
45902	11/15/2016	SungardU	Sungard User Group Assoc, Inc	195.00	45,902
45903	11/15/2016	TAGMASTE	TagMaster North America, Inc	4,422.71	45,903
45904	11/15/2016	THOMASJE	Jeff Thomas	429.38	45,904
45905	11/15/2016	TRANSMAP	Transmap Corp	32,276.17	45,905
45906	11/15/2016	TREESOLU	Tree Solutions Inc	1,395.00	45,906
45907	11/15/2016	ULINE	ULINE Shipping Supplies	2,115.57	45,907
45908	11/15/2016	UNITRENT	United Rentals NA, Inc	1,149.70	45,908
45909	11/15/2016	USHEALTH	U S Healthworks	48.00	45,909
45910	11/15/2016	VERIZON	Verizon Wireless	3,976.45	45,910
45911	11/15/2016	VOYAGER	Voyager	5,384.94	45,911
45912	11/15/2016	WAECOL	Wa State Dept of Ecology	881.00	45,912
45913	11/15/2016	WATERSH	The Watershed Company	5,180.31	45,913
45914	11/15/2016	WATREAS	Wa State Treasurer	918.00	45,914
45915	11/15/2016	WATSONSE	Watson Security	164.25	45,915
45916	11/15/2016	WAWORK	Washington Workwear Stores Inc	192.16	45,916
45917	11/15/2016	WEATHER	Weathernet LLC	350.00	45,917
45918	11/15/2016	WESCOM	Wescom	175.20	45,918
45919	11/15/2016	WESSPUR	WesSpur Tree Equipment, Inc.	114.37	45,919
45920	11/15/2016	YMCACAMP	YMCA of Greater Seattle	10,000.00	45,920
45921	11/15/2016	ZUMAR	Zumar Industries, Inc.	1,077.93	45,921
				1,322,443.90	
Check Total:					

Accounts Payable

Check Register Totals Only

User: mdunham
 Printed: 11/10/2016 - 8:46 AM



Check	Date	Vendor No	Vendor Name	Amount	Voucher
45922	11/15/2016	BRIXTON	Brixton Homes, LLC	7,500.00	45,922
45923	11/15/2016	ENGECONO	Engineering Economics, Inc.	670.00	45,923
45924	11/15/2016	HERITAGE	Heritage Bank	4,808.13	45,924
45925	11/15/2016	ISD	Issaquah School District	377.14	45,925
45926	11/15/2016	PORTER	Porter Brothers Construction, Inc	100,489.92	45,926
45927	11/15/2016	STAPLES	Staples Advantage	2,533.51	45,927
45928	11/15/2016	TRIANGLE	Triangle Associates, Inc	3,977.32	45,928
Check Total:				120,356.02	



Meeting Date: November 15, 2016

Date Submitted: 11/8/2016

Originating Department: Finance IT

Clearances:

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

Subject: Second reading of an ordinance declaring a statement of substantial need for the purpose of setting the limit factor related to levying of property taxes in 2017.

Action Required: This is the second reading. The ordinance may be adopted, thereby setting the levy limit factor for 2017 property taxes.

Exhibits: 1. Ordinance

Budget: The 2017 Regular Property Tax levy is budgeted at \$27,700,000

Summary Statement: The attached ordinance is needed for the purpose of setting the limit factor for the 2017 property tax levy and includes a provision stating the intention to bank the capacity above 100% and up to a 101% limit. This ordinance is a declaration of a finding of substantial need due to several major upcoming capital projects and operating costs rising faster than the rate of inflation. Adoption of this ordinance does not set the regular property tax levy. A separate ordinance has been prepared for that purpose.

Background: Under RCW 84.55.005 (2) (c), the levy limit factor for taxing jurisdictions with a population of over 10,000 is the lesser of 101% or 100% plus inflation. For the 2017 property tax levy, the Implicit Price Deflator (inflation rate) is 0.953%. Under RCW 84.55.0101, when the inflation rate is below 1% the City Council may determine that there is a substantial need to set the levy limit factor at 101%. The City Council may also find substantial future need exists to bank the difference between a 100% and a 101% limit. This ordinance is necessary to allow a levy limit factor greater than 100.953% and will override the Implicit Price Deflator based limit factor.

Financial Impact: The ordinance itself does not have a financial impact. The 2017 property tax levy ordinance, scheduled for a second reading and adoption at the November 15, 2016 Council meeting, includes a 0% regular property tax increase for 2017 and allows for banking the extra 1% levy capacity allowed by this ordinance.

Recommended Motion: Adopt the ordinance.

CITY OF SAMMAMISH
WASHINGTON
ORDINANCE No. R2016-_____

**AN ORDINANCE OF THE CITY OF SAMMAMISH,
WASHINGTON, MAKING A DECLARATION OF SUBSTANTIAL
NEED FOR PURPOSES OF SETTING THE LIMIT FACTOR FOR
THE PROPERTY TAX LEVY FOR THE FISCAL YEAR 2017.**

WHEREAS, RCW 84.55.010 provides that a taxing jurisdiction may levy taxes in an amount no more than the limit factor multiplied by the highest levy of the most recent three years plus additional amounts resulting from new construction and improvements to property; increases in the assessed value of wind turbines, solar, biomass, and geothermal facilities; and any increase in the value of state-assessed property; and

WHEREAS, under RCW 84.55.005 (2)(c), the limit factor for a taxing jurisdiction with a population of 10,000 or over is the lesser of 101 percent or 100 percent plus inflation; and

WHEREAS, RCW 84.55.005 (1) defines “inflation” as the percentage change in the implicit price deflator for personal consumption expenditures for the United States as published for the most recent 12-month period by the Bureau of Economic Analysis of the federal Department of Commerce by September 25th of the year before the taxes are payable; and

WHEREAS, “inflation” for the 12-month period ending June 30, 2016 is 0.953 percent and the limit factor is 1.00953, meaning the taxes levied in the City of Sammamish in 2016 for collection in 2017 could increase by less than 1% except for the amounts resulting from annexations; new construction and improvements to property; increases in the assessed value of wind turbines, solar, biomass, and geothermal facilities; and any increase in the value of state-assessed property; and

WHEREAS, RCW 84.55.0101 provides for use of a limit factor of 101 percent or less with a finding of substantial need by the Council; and

WHEREAS, the Sammamish City Council, has determined that due to several major upcoming capital projects and operating costs rising faster than the rate of inflation there is a substantial need to set the limit factor at one hundred one percent; and

WHEREAS, this decision was discussed as part of the 2017-2018 budget that was presented and discussed publicly at a November 1, 2016 Council meeting and public hearing and at a November 15, 2016 City Council meeting and public hearing;

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

Section 1 Substantial Need. A finding is made of substantial need under RCW 84.55.0101, which authorizes the use of a limit factor of 101 percent for the property tax levy for 2017. The City Council also finds a substantial future financial need to bank the difference between a 100 percent and a 101 percent limit factor.

Section 2. Effective Date. This ordinance shall be in full force and effect five (5) days from and after its passage, approval, and publication as provided by law.

PASSED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE _____ DAY OF NOVEMBER 2016.

CITY OF SAMMAMISH

Mayor Donald J. Gerend

Attest:

Melonie Anderson, City Clerk

Approved as to form:

Michael R. Kenyon, City Attorney

Filed with the City Clerk:	October 25, 2016
Public Hearing:	November 1, 2016
First Reading:	November 1, 2016
Second Reading	November 15, 2016
Passed by the City Council:	
Date of Publication:	
Effective Date:	



Meeting Date: November 15, 2016

Date Submitted: 11/8/2016

Originating Department: Finance IT

Clearances:

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

Subject: Second reading of the 2017 property tax levy ordinance

Action Required: This is 2nd reading of the ordinance. The ordinance may be adopted, thereby adopting the maximum 2017 property tax levy.

Exhibits:

1. Ordinance
2. Property Tax: Levy Rate and Revenue History
3. Assessed Valuation History

Budget: \$27,700,000 Budgeted in General Fund Property Tax Revenue for 2017

Summary Statement: This ordinance sets the 2017 property tax levy amount at a maximum of \$28,500,000. The final rate will be adjusted based on the final assessed valuation of property within Sammamish. The King County Assessor's Office anticipates providing this information near the end of November.

This ordinance also preserves the City's ability to bank an additional \$275,350 for future levies. The City's total banked capacity for the years 2010 through 2017 is \$1,590,811, which is the difference in the 2017 levy amount and the amount allowed under state law.

Background: The 2017 property tax levy is estimated to be \$28.5 million. Under current law the increase from the prior highest allowable regular levy is limited to the lesser of 101% or 100% plus inflation where inflation is measured by the percentage change in the Implicit Price Deflator. The Implicit Price Deflator change for establishing the 2017 property tax levy limit is 0.953%.

The 2017 property tax levy foregoes the 1% increase allowable under state law for the eighth year. Increases based on the categories in the following table are estimated to add \$1,229,132 to the 2016 levy amount. The final levy amount is due from King County at the end of November.

2016 Property Tax Levy	\$27,270,868
Plus: New Construction Levy	528,170
Plus: Estimated Refunds	24,452
Plus: Annexations (Mystic Lake)	42,638
Plus: Estimated State Utility New Construction	60,000
Plus: Allowance for change in KC estimate	573,872
2017 Estimated Property Tax Levy	<u>\$28,500,000</u>

The assessed valuation of taxable property in 2016 increased \$745.4 million of which \$266.0 million is for new construction and \$21.0 million is from an annexation. The total 2016 assessed valuation is \$14.5 billion. The changes in assessed valuation and the decision to forego the 1% increase results in the proposed 2017 levy rate calculation of \$1.92 per \$1,000 of assessed valuation. The 2016 levy rate is \$1.99 per \$1,000 of assessed value.

	2016	2017	\$ Change
Assessed Valuation (in Billion \$)	\$13.7	\$14.5	\$0.8
Property Tax Levy Rate	\$1.99	\$1.92	(\$0.07)

A public hearing on this proposed property tax levy for 2017 was held on November 1st, 2016. This public hearing was properly noticed as required by State law.

Financial Impact: \$27,700,000 in General Fund Revenue for 2017.

Recommended Motion: Adopt the ordinance setting the maximum 2017 property tax levy.

CITY OF SAMMAMISH
WASHINGTON
ORDINANCE No. O2016-_____

**AN ORDINANCE OF THE CITY OF SAMMAMISH,
WASHINGTON, RELATING TO THE LEVYING OF REGULAR
PROPERTY TAXES AND ESTABLISHING THE AMOUNT TO BE
LEVIED IN 2017 ON THE ASSESSED VALUATION OF THE
PROPERTY WITHIN THE CITY.**

WHEREAS, the population of the City of Sammamish is estimated to be 61,250, and the City's actual levy amount from the 2016 tax year was \$27,270,868; and

WHEREAS, the Sammamish City Council has properly given notice of, and conducted, a public hearing on November 1, 2016 to consider the budget for the 2017-2018 biennial budget period, pursuant to RCW 84.55.120; and

WHEREAS, the Sammamish City Council, after hearing and after duly considering all relevant evidence and testimony presented and having considered its 2017-2018 budget for the 2017 calendar year, has determined that it is in the best interests of the City of Sammamish to forego the allowable 1% increase in the regular property tax levy to be collected in the 2017 tax year; and

WHEREAS, the Sammamish City Council desires to bank for the future the difference between 100 percent of the 2017 allowable regular property tax levy and the levy limit factor of 101 percent of the 2017 allowable regular property tax levy; and

WHEREAS, banking for the future the otherwise permissible 1% increase in the property tax levy for 2017 will add \$275,350 to the city's previously banked capacity of \$1,315,461 for a total banked capacity of \$1,590,811;

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

Section 1. **The regular property tax levy is hereby authorized to be collected in the 2017 tax year in the estimated amount of \$28,500,000** representing a \$0, 0% increase from the 2016 regular property tax levy. This levy amount includes the re-levy of prior year refunds of \$24,452 plus the estimated increase resulting from the addition of new construction and improvements to property, the estimated increase in the value of state assessed property, and the estimated increase resulting from annexations. The expected rate is \$1.92 per \$1,000 of assessed value.

Exhibit 1

Section 2. Effective Date. This ordinance shall be in full force and effect five (5) days from and after its passage, approval, and publication as provided by law.

ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE _____ DAY OF NOVEMBER 2016.

CITY OF SAMMAMISH

Mayor Donald J. Gerend

Attest:

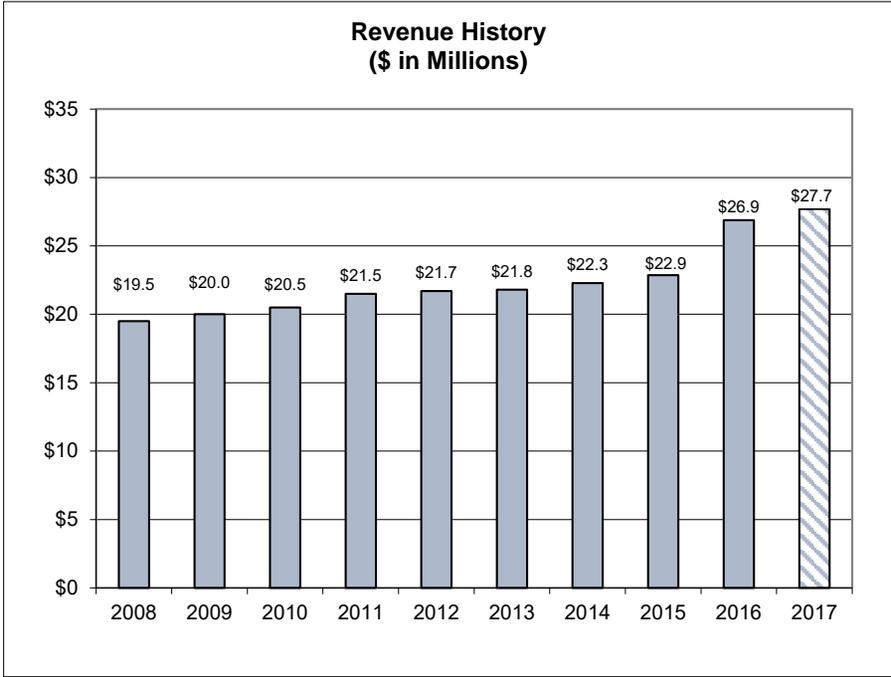
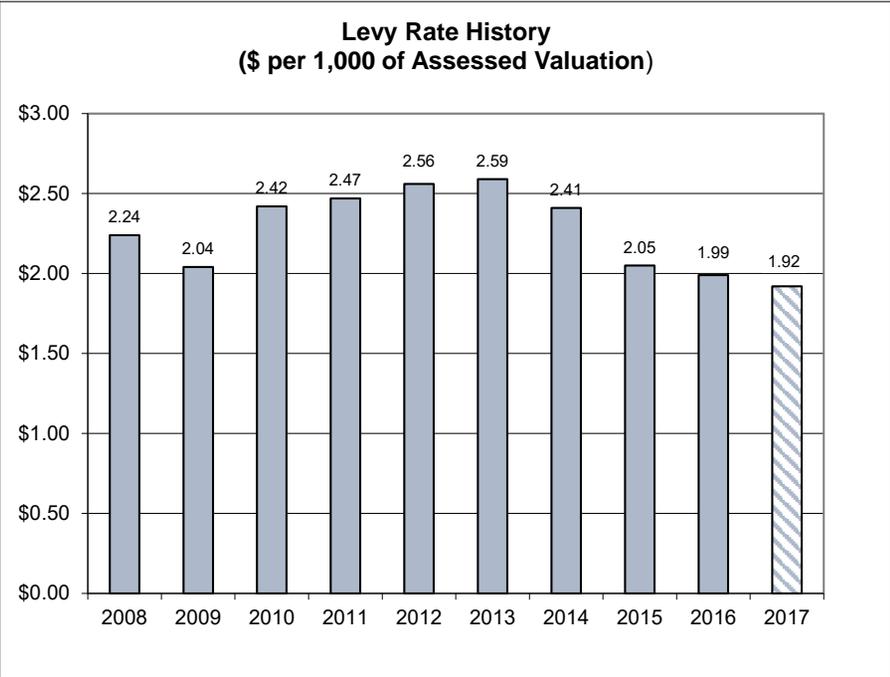
Melonie Anderson, City Clerk

Approved as to form:

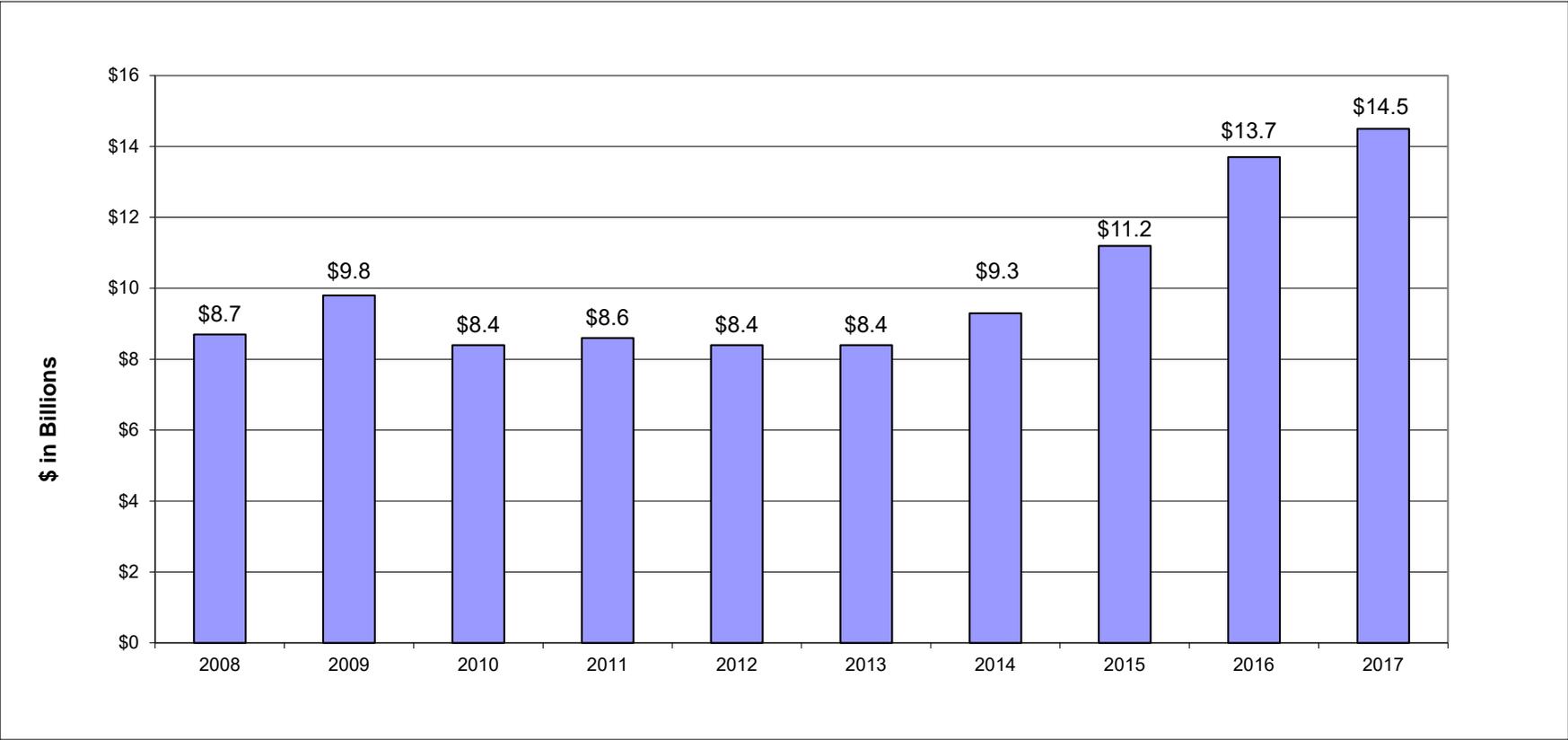
Michael R. Kenyon, City Attorney

Filed with the City Clerk: October 25, 2016
Public Hearing: November 1, 2016
First Reading: November 1, 2016
Second Reading: November 15, 2016
Passed by the City Council:
Date of Publication:
Effective Date:

Exhibit 2
Property Tax: Levy Rate and Revenue History
(November 15, 2016)



**Exhibit 3
Assessed Valuation History
(November 15, 2016)**



Note: Klahanie annexation in 2016 added assessed value of \$1.88 billion.



Meeting Date: November 15, 2016

Date Submitted: November 7, 2016

Originating Department: Community Development

Clearances:

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

Subject: A Resolution approving the Final Plat for the Ivy Estates subdivision FSUB2016-00191

Action Required: Approve Resolution

- Exhibits:**
1. Resolution
 2. Hearing Examiner Decision
 3. Compliance Matrix
 4. Map of Final Plat
 5. Vicinity Map

Budget: N/A

Summary Statement:

The developer of the Ivy Estates subdivision is seeking to record for Final Plat, which will create 10 single-family residential lots from 1 tax parcel totaling approximately 2.51 acres zoned residential, 6 units per acre (R-6).

Background:

The Ivy Estates subdivision application was reviewed and granted Preliminary Plat approval by the Hearing Examiner on May 20, 2010 – attached as Exhibit 2.

The property consists of 1 lot and is located on the west side of 248th Avenue SE at the nearest intersection of SE 17th Place. King County Assessor's parcel number: 0224069066.

This subdivision application vested to the City of Sammamish Municipal Code in effect on January 27, 2009. The City has reviewed and approved the installation of the required infrastructure (drainage facilities, streets, sidewalks, etc.) improvements under Site Development Permit SDP2014-00838. The improvements have been substantially completed and inspected or bonded for as detailed below.

Tree Retention:

The Ivy Estates Subdivision is vested to Ordinance No. O2005-175, which required the applicant to retain 25% of the significant trees outside of critical areas and/or buffers. A total of 102 significant trees were

located outside the critical area and/or buffer areas as documented by a Certified Arborist in 2015 as part of the site development permitting process, thereby requiring a total of 26 significant trees (25%) to be retained. Up to 50% of these trees could be counted within a critical area and/or critical area buffer. A total of 32 significant trees were retained, 13 outside and 19 inside the critical area and/or buffer area.

Performance Bond:

The applicant posted a performance bond for the installation of the remaining right-of-way improvements on November 3, 2016, including final lift of asphalt, curb and sidewalks in the amount of \$161,764.00.

Landscaping Bond:

The applicant posted a *performance* bond on November 3, 2016 for the landscaping and recreational improvements in the amount of \$49,778.60.

Street Mitigation Fees:

The applicant has paid 30% of the street mitigation impact fee in the amount of \$42,612.81 through June 28, 2016. The balance of the street mitigation impact fee will be paid at the time of building permit issuance on a per lot basis for 9 of the 10 lots with 1 lot already being paid in full (lot 10).

School Mitigation Fees:

The applicant paid 50% of the Issaquah School District impact fee in the amount of \$23,180.00 on November 3, 2016. The balance of the school mitigation impact fee will be paid at the time of building permit issuance on a per lot basis for 9 of the 10 lots with 1 lot already being paid in full (lot 10).

Park Impact Fees:

Park impact fees, in addition to the current administration fee, will be paid at the time of building permit issuance on a per lot basis for 9 of the 10 lots with 1 lot already being paid in full (lot 10).

The applicant has demonstrated to the City of Sammamish that all of the Preliminary Plat approval conditions have either been met, or have been bonded for and will be met in a timely manner.

Financial Impact: N/A

Recommended Motion: Approve the resolution for the 10-lot Ivy Estates subdivision authorizing the Mayor to sign for Final Plat.

**CITY OF SAMMAMISH
WASHINGTON
Resolution No. R2016**

**A RESOLUTION OF THE CITY OF SAMMAMISH,
WASHINGTON, GRANTING FINAL PLAT APPROVAL TO THE
PLAT OF IVY ESTATES**

WHEREAS, the City Council has received a recommendation of approval for the final plat of the Ivy Estates subdivision; and

WHEREAS, the City Council has reviewed said plat and finds that it conforms to all terms of the preliminary plat approval and applicable land use laws and regulations; and

WHEREAS, the City Council desires to grant final approval to the 10-lot plat of Ivy Estates;

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

Section 1. Adoption of Hearing Examiner's Findings and Conclusions. The City Council hereby adopts the findings and conclusions included in the City of Sammamish Hearing Examiner's decision of May 20, 2010 for the preliminary plat of PLN2009-00004 (Ivy 12).

Section 2. Grant of Approval. The City Council hereby grants final approval to the Ivy Estates (10-lot) Subdivision.

**PASSED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON
THE _____ DAY OF NOVEMBER 2016.**

CITY OF SAMMAMISH

Mayor Donald J. Gerend

Exhibit 1

ATTEST/AUTHENTICATED:

Melonie Anderson, City Clerk

Approved as to form:

Michael Kenyon, City Attorney

Filed with the City Clerk: November 8, 2016

Passed by the City Council:

Resolution No.: R2016-_____

BEFORE THE HEARING EXAMINER FOR THE CITY OF SAMMAMISH

Application of KFS,LLC)	File No. PLN2009-00004
For Approval of the)	FINDINGS OF FACT
Preliminary Plat of)	CONCLUSIONS OF LAW
IVY 12)	AND DECISION

DECISION

The preliminary plat of Ivy 12 is **APPROVED**, subject to conditions.

INTRODUCTION

The application of KFS, LLC for approval of the Ivy 12 preliminary plat hearing came on for public hearing before Gordon F. Crandall, Hearing Examiner, on April 15, 2010, at 5:00 P.M. The hearing was held at City Hall, pursuant to public notice. Shupe Holmberg of Baima & Holmberg, Inc represented Applicant. Evan Maxim, Senior Planner, presented the City's Staff Report.

The following persons testified under oath:

Evan Maxim	Senior Planner
Tawni Dalziel	Development Review Engineer
Shupe Holmberg	Baima & Holmberg, Inc.
Kathy Curry	Wetland Biologist/Sr. Environmental Planner
Don Miller	Adjacent Property Owner

The following exhibits were offered and admitted:

1. City's Staff Report
2. Base Land Use Application
3. Plan set dated 11/2/09 (sheet 4 dated 12/3/09)
4. McBride comment letter
5. Applicant's Response to McBride letter
6. Wetland Study, AOA
7. Mitigated Determination of Non-Significance (MDNS)
8. Conceptual Stormwater Study, Level 1 downstream analysis
9. Design Requirements
10. Affidavits of mailing, posting and publishing
11. Traffic Analysis

The hearing adjourned about 6:00 P.M.

FINDINGS OF FACT

1. **Proposal.** KFS, LLC (Applicant) proposes to subdivide a 2.51 acre tract on the west side of 248th Avenue SE at SE 17th Place into 10 single-family lots. The site is vacant, and relatively level with slopes between zero and twenty five percent. An easement for the Bonneville Power Administration power line straddles the west boundary of the site. See Attachment A, Site Plan.
2. **Wetlands.** The site contains two small wetlands (A & B) and there are four off-site wetlands whose buffers penetrate the site. (K, S,O,N,P) Applicant proposes to fill wetlands A and B and provide for their wetland functions in the sormwater detention facility. Three off-site wetlands have 50-foot buffers that penetrate the site, and buildings must be located outside these buffers, plus a 15-foot setback.
3. **Stormwater.** Stormwater generated on the site will be collected at a facility in the southeast comer of the site, and discharged at Level 2 Flow Control into the existing ditch. The ditch leads south, eventually to Laughing Jacobs Creek. Stormwater must be treated before release because it flows into sensitive Lake Sammamish. A detention vault and large wet pond will satisfy this requirement.

4. **Traffic.** A Traffic Impact Analysis studied the proposal and its effect on nearby roads, and concluded that with the additional traffic generated by the proposal the nearby roads and intersections will still operate at acceptable levels of services. Vehicles exiting the site will have a substandard sight distance looking to the north, and to deal with this Applicant proposes to construct a traffic circle at 248th Avenue SE to calm traffic approaching the entrance to the site. The traffic circle was made a condition to the Mitigated Determination of Nonsignificance (MDNS).
5. **SEPA.** A Mitigated Determination of Nonsignificance (MDNS) was issued for the proposal on February 24, 2010, which required construction of the traffic circle at the intersection of 248th Avenue SE and SE 17th Place opposite the entrance to the site. There was no appeal of the MDNS.
6. **Zoning.** The site is zoned R-6, consistent with properties to the south and east. The properties to the north and west are zoned a mixture of R-4 and R-6.
7. **Play Areas.** The project will provide a total of 10,101 square feet of open space for park and recreation use, which will provide space for required children's play areas.
8. **Trees.** The site contains 168 significant trees. Applicant proposes to retain 32 significant trees outside the critical areas (buffers) and 11 significant trees within the buffers. This will satisfy code requirements for tree retention.
9. **School Children.** The code requires sidewalks and other planning features that assure safe walking conditions for children who walk to and from school. Sidewalks and a safe waiting area at 248th Avenue SE will be provided. All students will be bused either to Endeavor Elementary, Beaver Lake Middle or Skyline High School.
10. **Impact Fees.** Applicant will be required to pay impact fees for parks, stormwater, schools and traffic improvements.
11. **Water and Sewer.** Applicant has obtained certificates of water and sewer availability from the Sammamish Plateau Water and Sewer District.
12. **Public Comment.** Public notice of the application and public hearing was given as provided by Ordinance. One public comment letter was received from M. Katherine Julin the owner of the property to the south. Her concerns were for her septic drain field, surface water run-off, tree protection, street drainage and street issues and slope grading (exhibit 4). Applicant issued a comprehensive response to Ms. Julin's concerns (exhibit 5). Ms. Julin did not appear at the

public hearing. Don Miller, who owns the property to the north of the site, asks that a fence be erected between his property and the new plat.

13. Any conclusion of law deemed to be a finding of fact is adopted as such.

CONCLUSIONS OF LAW

1. The Hearing Examiner is authorized by the Sammamish Municipal Code (SMC) to hear and decide an application for a preliminary plat, subject to appeal to Superior Court. SMC Ch 20.24; Section 20.20.020.
2. RCW 58.17.110 identifies the factors to be considered in evaluating an application for a preliminary plat.

The proposed subdivision and dedication shall not be approved unless the city, town or legislative body makes written findings that:

- a. Appropriate provisions are made for the public health, safety, and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary waste, parks and recreation, playgrounds, schools and school grounds, and all other relevant factors, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school; and
- b. The public use and interest will be served by platting of such subdivision and dedication. If it finds that the proposed subdivision and dedication makes such appropriate provisions and that the public use and interest will be served then the legislative body shall approve the proposed subdivision and dedication.

3. SMC Chapter 19.20 provides general principles of acceptability for proposed subdivisions. These principles include (paraphrased):

The proposed plat and its ultimate use must be in the best interest of the public interest and the neighborhood development of the area. 19.20.040

Frontage on high volume traffic ways shall be provided with parallel service streets or other appropriate medium of access. 19.20.050

The streets of a subdivision must be connected by surfaced roads to an existing dedicated street. 19.20.090

Right of way needed for the City's street pattern shall be dedicated to the City, 19.20.100

Plats of four or more lots shall provide recreational space. 19.20.110 All plats shall conform to the uses, density, dimensional and other standards of the City's development code. 19.20.120

Due regard shall be given to topography of the area, the use of streets for utilities, and for rapid traffic purposes.

Intersections of streets with high volume traffic routes require special approval. Right angle intersections are preferred.

4. Staff recommends approval of the preliminary plat, and the Examiner concurs. The plat makes appropriate provision for the factors required for plat approval: open spaces, stormwater management, water and sewer availability, tree retention, traffic safety and safe walking conditions

for school children. Conditions imposed in Attachment B will assure development in accordance with Sammamish code requirements for plats. The request of Don Miller for a fence between the site and his land is denied. It has been the policy of the city not to require such fences, leaving it up to the respective owners to deal with this privacy issue. Most of the boundary will be in Tract A that is a wetland buffer, and it will have a split rail fence provided by the Applicant. Some 76.53 feet of the boundary is in the BPA easement, which will remain open space. This leaves only 77.08 feet of lot 4 in private ownership on the boundary. See: Attachment A.

5. Any finding of fact deemed to be a conclusion of law is adopted as such.

DECISION

The preliminary plat of IVY 12 is approved, subject to the conditions in Attachment B.

DONE this 20th day of May, 2010



Gordon. F. Crandall
Hearing Examiner

Attachment A	Site Plan
Attachment B	Conditions of Approval

RECONSIDERATION

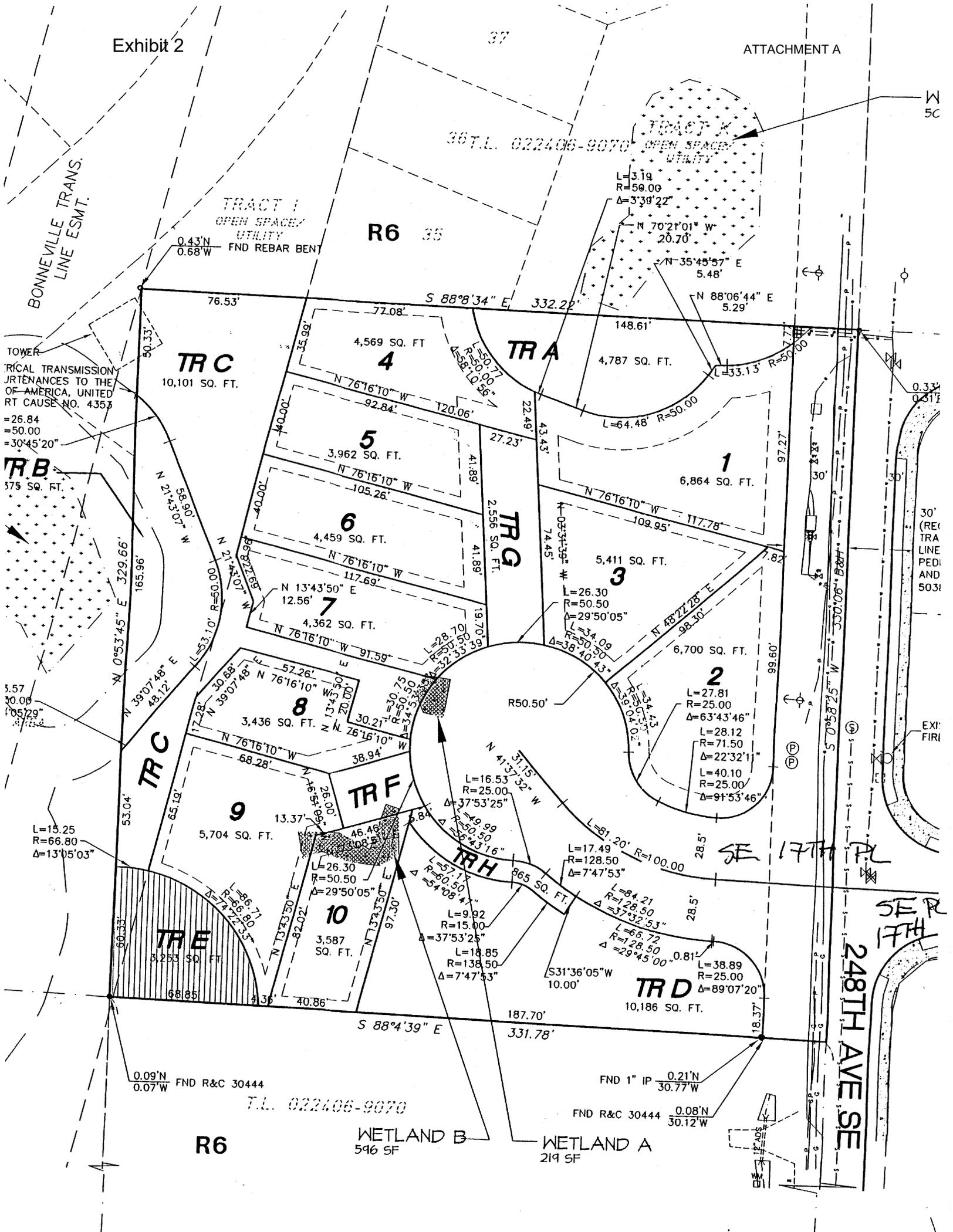
Any final action by the Hearing Examiner may be reconsidered within 21 days of the issuance of the decision by the Examiner if:

1. The action was based in whole or in part on erroneous facts or information;
2. The action when taken failed to comply with existing laws or regulations applicable thereto;
3. An error of procedure occurred which prevented consideration of the interest of persons directly affected by the action.

The Examiner shall reconsider a final decision pursuant to the rules of the Hearing Examiner.

NOTICE OF RIGHT OF APPEAL

This is a type 3 land use decision pursuant to SMC 20.05.020. Any person with standing to do so, may appeal the decision of the Hearing Examiner by filing a Land Use Petition in the King County Superior Court. Such a petition will be timely if filed with the Court Clerk and served on all parties within twenty-one days of the issuance of the decision. See: RCW 36.70C



TRACT I
OPEN SPACE
UTILITY
FND REBAR BENT

T.L. 022406-9070

TRACT K
OPEN SPACE
UTILITY

R6 35

TRC
10,101 SQ. FT.

TRA
4,569 SQ. FT.

TRG
2,556 SQ. FT.

TOWER
RICAL TRANSMISSION
RTENANCES TO THE
OF-AMERICA, UNITED
RT CAUSE NO. 4353

= 26.84
= 50.00
= 30°45'20"

TRB
575 SQ. FT.

3.57
30.00
105.729"

L=15.25
R=66.80
Δ=13°05'03"

TRC
5,704 SQ. FT.

TRF

TRH

TRJ
3,253 SQ. FT.

TRK
3,587 SQ. FT.

TRD
10,186 SQ. FT.

0.09°N
0.07°W FND R&C 30444

T.L. 022406-9070

WETLAND B
596 SF

WETLAND A
219 SF

FND 1" IP 0.21°N
30.77°W

FND R&C 30444 0.08°N
30.12°W

248TH AVE SE

W
5C

0.33°
0.31°E

30'
(RE)
TRA
LINE
PEDI
AND
503'

EXI
FIRI

SE 17TH PL

SE R
17TH

IVY 12 SUBDIVISION
CONDITIONS OF APPROVAL

General Conditions:

1. Per RCW 58.17.170 the Applicant shall comply with all county, state, and federal rules and regulations in effect on January 9, 2009, the vesting date of the subject application. However, if the legislative body finds that a change in conditions creates a serious threat to the public health or safety in the subdivision, future development may be subject to updated construction codes, including but not limited to the International Building Code and the International Fire Code, as amended;
2. Per SMC 19.40.040, preliminary plat approval shall be null and void if any condition is not satisfied and the final plat is not recorded within the approval period of sixty (60) months; provided Applicant may file for an extension as permitted by code;
3. The plat configuration shall be developed in substantial conformance with the Development Plan Set by Baima & Holmberg, received November 2, 2009 and amended (Sheet 4) December 23, 2009 (Exhibit 2), provided that the lot configuration reflected on Sheet 2 shall be preliminary plat lot layout, and subject to applicable conditions of approval specified by the Hearings Examiner;

Conditions to appear on the face of the final plat:

4. "Per Chapter PWS.20, the Surface Water Management Facility to be constructed within Tract D of this subdivision shall be dedicated to the City of Sammamish for maintenance and operation";
5. Language indicating access/utility easement granted to the City of Sammamish for plat related stormwater facilities and conveyance systems shall be included on the plat;
6. "Metal products such as galvanized steel, copper, or zinc shall not be used in all building roofs, flashing, gutters, or downspouts unless they are treated to prevent metal leaching and sealed such that contact with storm water is prevented;"

7. "All building downspouts, footing drains, and drains from all impervious surfaces such as patios and driveways shall be connected to the permanent storm drain system as shown on the approved plat Site Development permit on file with the City of Sammamish. The connection to the storm system shall be through a perforated stub-out per the 1998 King County Surface Water Design Manual. The approved Site Development permit shall be submitted with the application for any building permit. All connections of the drains shall be constructed and approved prior to final building inspection approval";
8. "Maintenance of landscaping on all stormwater facilities, except for interior pond embankments, shall be the responsibility of the Homeowner's Association";
9. If plat construction approves the installation of infiltration or dispersion trenches, the following note shall be required: "For Lot(s) _____, which contain or are adjacent to infiltration or dispersion trenches, these lots shall be graded such that top of trench is below bottom of foundation."
10. "No lot or portion of a lot shall be subdivided and sold, or resold, or its ownership changed or transferred in violation of applicable city, county, state, or federal standards, rules, regulations or laws";
11. The Applicant shall comply with RCW 58.17.280, providing the appropriate "addressing note" with address ranges being on the final plat;
12. "No direct vehicular driveway access shall be allowed from any lot onto 248th Avenue SE."
13. "Maintenance and upkeep of the recreation space, open space, and sensitive areas tracts shall be the responsibility of the Home Owners Association";
14. "Trees identified on the face of this plat have been retained pursuant to the provisions of SMC 21A.35.210. Retained trees are subject to the tree protection standards of SMC 21A.35.230. Removal of these trees is prohibited unless the tree is removed to prevent imminent danger or hazard to persons or property, subject to a clearing and grading permit approved by the City of Sammamish. Trees removed subject to this provision shall be replaced in compliance with SMC 21A.35.240";
15. The applicant shall include a note regarding the payment of traffic impact fees in accordance to City of Sammamish Ordinance No 2006-208. Specific language related to the payment of the traffic impact fees shall be reviewed and approved by the City prior to final plat approval;
16. "The proposed subdivision is subject to school impact fees for Issaquah School District, consistent with SMC 21A.105. At the time of building permit, the applicant shall pay one half of the required school impact fee, together with an administrative fee";
17. "The proposed subdivision is subject to parks impact fees, consistent with SMC 14A.20, which shall be paid at the time of building permit issuance together with an administrative fee, if applicable";
18. "Maintenance of illumination along all local and private roads shall be the responsibility of the Homeowners Association or jointly shared by the owners of the development";

19. “Per City of Sammamish Ordinance No. 02002-112, a surface water system development charge shall be paid at the time of building permit issuance, for each new residential dwelling unit”; and,

20. “Maintenance of landscape strips within the internal plat road and 248th Avenue SE separating the sidewalk from the roadway shall be the responsibility of the Homeowners Association. Under no circumstances shall the City bear any maintenance responsibilities for ditches, landscaping strips, planter islands, or planted medians created by the plat”.

Exhibit 3

Ivy Estates Final Plat			
Condition Responses			
Condition #	Condition	Response	Comments
1	Per RCW 58.17.170 the Applicant shall comply with all county, state, and federal rules and regulations in effect on January 9, 2009, the vesting date of the subject application. However, if the legislative body finds that a change in conditions creates a serious threat to the public health or safety in the subdivision, future development may be subject to updated construction codes, including but not limited to the International Building Code and the International Fire Code, as amended.	The construction plans were approved by the City of Sammamish.	Complete
2	Per SMC 19.40.040, preliminary plat approval shall be null and void if any condition is not satisfied and the final plat is not recorded within the approval period of sixty (60) months; provided Applicant may file for an extension as permitted by code.	The plat expires April 2017, approximately 9 months from the final plat submittal date.	Complete
3	The plat configuration shall be developed in substantial conformance with the Development Plan Set by Baima & Holmberg, received November 2, 2009 and amended (Sheet 4) December 23, 2009 (Exhibit 2), provided that the lot configuration reflected on Sheet 2 shall be preliminary plat lot layout, and subject to applicable conditions of approval specified by the Hearings Examiner.	The plat configuration substantially matches the preliminarily approved layout.	Complete
4	"Per Chapter PWS.20, the Surface Water Management Facility to be constructed within Tract D of this subdivision shall be dedicated to the City of Sammamish for maintenance and operation".	Shown on Sheet 2 of the final plat map.	Complete
5	Language indicating access/utility easement granted to the City of Sammamish for plat related stormwater facilities and conveyance systems shall be included on the plat.	Only Tract D needs a City of Sammamish access/utility easement , but the tract is hereby conveyed to the City. Additional easements are not needed.	Complete
6	"Metal products such as galvanized steel, copper, or zinc shall not be used in all building roofs, flashing, gutters, or downspouts unless they are treated to prevent metal leaching and sealed such that contact with storm water is prevented".	Shown on Sheet 3 of the final plat map.	Complete
7	"All building downspouts, footing drains, and drains from all impervious surfaces such as patios and driveways shall be connected to the permanent storm drain system as shown on the approved plat Site Development permit on file with the City of Sammamish. The connection to the storm system shall be through a perforated stub-out per the 1998 King County Surface Water Design Manual. The approved Site Development permit shall be submitted with the application for any building permit. All connections of the drains shall be constructed and approved prior to final building inspection approval."	Shown on Sheet 3 of the final plat map.	Complete
8	"Maintenance of landscaping on all stormwater facilities, except for interior pond embankments, shall be the responsibility of the Homeowner's Association."	Shown on Sheet 2 of the final plat map.	Complete
9	If plat construction approves the installation of infiltration or dispersion trenches, the following note shall be required: "For Lot(s) _____, which contain or are adjacent to infiltration or dispersion trenches, these lots shall be graded such that top of trench is below bottom of foundation."	N/A. No infiltration or dispersion trenches.	Complete
10	"No lot or portion of a lot shall be subdivided and sold, or resold, or its ownership changed or transferred in violation of applicable city, county, state, or federal standards, rules, regulations or laws";.	Shown on Sheet 3 of the final plat map.	Complete

Exhibit 3

11	The Applicant shall comply with RCW 58.17.280, providing the appropriate "addressing note" with address ranges being on the final plat.	Shown on Sheet 3 of the final plat map.	Complete
12	"No direct vehicular driveway access shall be allowed from any lot onto 248th Avenue SE."	Shown on Sheet 3 of the final plat map.	Complete
13	"Maintenance and upkeep of the recreation space, open space, and sensitive areas tracts shall be the responsibility of the Home Owners Association".	Shown on Sheet 3 of the final plat map.	Complete
14	"Trees identified on the face of this plat have been retained pursuant to the provisions of SMC 21A.35.210. Retained trees are subject to the tree protection standards of SMC 21A.35.230. Removal of these trees is prohibited unless the tree is removed to prevent imminent danger or hazard to persons or property, subject to a clearing and grading permit approved by the City of Sammamish. Trees removed subject to this provision shall be replaced in compliance with SMC 21A.35.240".	Shown on Sheet 3 of the final plat map.	Complete
15	The applicant shall include a note regarding the payment of traffic impact fees in accordance to City of Sammamish Ordinance No 2006-208. Specific language related to the payment of the traffic impact fees shall be reviewed and approved by the City prior to final plat approval.	Shown on Sheet 3 of the final plat map.	Complete
16	"The proposed subdivision is subject to school impact fees for Issaquah School District, consistent with SMC 21A.105. At the time of building permit, the applicant shall pay one half of the required school impact fee, together with an administrative fee".	Shown on Sheet 3 of the final plat map.	Complete
17	"The proposed subdivision is subject to parks impact fees, consistent with SMC 14A.20, which shall be paid at the time of building permit issuance together with an administrative fee, if applicable".	Shown on Sheet 3 of the final plat map.	Complete
18	"Maintenance of illumination along all local and private roads shall be the responsibility of the Homeowners Association or jointly shared by the owners of the development".	Shown on Sheet 3 of the final plat map.	Complete
19	"Per City of Sammamish Ordinance No. 02002-112, a surface water system development charge shall be paid at the time of building permit issuance, for each new residential dwelling unit".	Shown on Sheet 3 of the final plat map.	Complete
20	"Maintenance of landscape strips within the internal plat road and 248th Avenue SE separating the sidewalk from the roadway shall be the responsibility of the Homeowners Association. Under no circumstances shall the City bear any maintenance responsibilities for ditches, landscaping strips, planter islands, or planted medians created by the plat".	Shown on Sheet 3 of the final plat map.	Applicant has complied with the requirements of this condition.

IVY ESTATES

A PORTION OF THE N.W. 1/4, OF THE S.W. 1/4, SEC. 2, T 24 N, R 6 E, W.M. CITY OF SAMMAMISH, WASHINGTON

DEDICATION

KNOW ALL PEOPLE BY THESE PRESENTS THAT WE, THE UNDERSIGNED OWNERS OF INTEREST IN THE LAND HEREBY SUBDIVIDED, HEREBY DECLARE THIS PLAT TO BE THE GRAPHIC REPRESENTATION OF THE SUBDIVISION MADE HEREBY, AND DO HEREBY DEDICATE TO THE USE OF THE PUBLIC FOREVER, ALL STREETS AND AVENUES NOT SHOWN AS PRIVATE HEREON AND DEDICATE THE USE THEREOF FOR ALL PUBLIC PURPOSES NOT INCONSISTENT WITH THE USE THEREOF FOR PUBLIC HIGHWAY PURPOSES, AND ALSO THE RIGHT TO MAKE NECESSARY SLOPES FOR CUTS AND FILLS UPON THE LOTS SHOWN THEREON IN THE ORIGINAL REASONABLE GRADING OF SAID STREETS AND AVENUES AND FURTHER DEDICATE TO THE USE OF THE PUBLIC ALL EASEMENTS AND TRACTS SHOWN ON THIS PLAT FOR ALL PUBLIC PURPOSES AS INDICATED THEREON, INCLUDING BUT NOT LIMITED TO PARKS, OPEN SPACES, UTILITIES AND DRAINAGE UNLESS SUCH EASEMENTS OR TRACTS ARE SPECIFICALLY IDENTIFIED ON THIS PLAT AS BEING DEDICATED OR CONVEYED TO A PERSON OR ENTITY OTHER THAN THE PUBLIC, IN WHICH CASE WE DO HEREBY DEDICATE SUCH STREETS, EASEMENTS, OR TRACTS TO THE PERSON OR ENTITY IDENTIFIED AND FOR THE PURPOSE STATED.

FURTHER, THE UNDERSIGNED OWNERS OF THE LAND HEREBY SUBDIVIDED, WAIVE FOR THEMSELVES, THEIR HEIRS AND ASSIGNS AND ANY PERSON OR ENTITY DERIVING TITLE FROM THE UNDERSIGNED, ANY AND ALL CLAIMS FOR DAMAGES AGAINST THE CITY OF SAMMAMISH, ITS SUCCESSORS AND ASSIGNS WHICH MAY BE OCCASIONED BY THE ESTABLISHMENT, CONSTRUCTION, OR MAINTENANCE OF ROADS AND/OR DRAINAGE SYSTEMS WITHIN THIS SUBDIVISION OTHER THAN CLAIMS RESULTING FROM INADEQUATE MAINTENANCE BY THE CITY OF SAMMAMISH.

FURTHER, THE UNDERSIGNED OWNERS OF THE LAND HEREBY SUBDIVIDED, AGREE FOR THEMSELVES, THEIR HEIRS AND ASSIGNS TO INDEMNIFY AND HOLD THE CITY OF SAMMAMISH, ITS SUCCESSORS AND ASSIGNS, HARMLESS FROM ANY DAMAGE, INCLUDING THE COSTS OF DEFENSE CLAIMED BY PERSONS WITHIN OR WITHOUT THIS SUBDIVISION TO HAVE BEEN CAUSED BY ALTERATIONS OF THE GROUND SURFACE, VEGETATION, DRAINAGE, OR SURFACE OR SUB-SURFACE WATER FLOWS WITHIN THIS SUBDIVISION OR BY ESTABLISHMENT, CONSTRUCTION OR MAINTENANCE OF THE ROADS WITHIN THIS SUBDIVISION, PROVIDED THIS WAIVER AND INDEMNIFICATION SHALL NOT BE CONSTRUED AS RELEASING THE CITY OF SAMMAMISH, ITS SUCCESSORS OR ASSIGNS, FROM LIABILITY FOR DAMAGES, INCLUDING THE COST OF DEFENSE, RESULTING IN WHOLE OR IN PART FROM THE NEGLIGENCE OF THE CITY OF SAMMAMISH, ITS SUCCESSORS OR ASSIGNS.

THIS SUBDIVISION, DEDICATION, WAIVER OF CLAIMS AND AGREEMENT TO HOLD HARMLESS IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNERS.

IN WITNESS WHEREOF WE SET OUR HANDS AND SEALS.

SUMMIT IVY, LLC, A WASHINGTON LIMITED LIABILITY COMPANY

BY:
ITS:

Acknowledgement

STATE OF WASHINGTON }
 } ss.
COUNTY OF KING }

ON THIS DAY PERSONALLY APPEARED BEFORE ME _____ TO ME KNOWN TO BE THE _____ OF SUMMIT IVY, LLC, A WASHINGTON LIMITED LIABILITY COMPANY, THE COMPANY THAT EXECUTED THE WITHIN AND FOREGOING INSTRUMENT, AND ACKNOWLEDGED SAID INSTRUMENT TO BE THE FREE AND VOLUNTARY ACT AND DEED OF SAID CORPORATION, FOR THE USES AND PURPOSES THEREIN MENTIONED, AND ON OATH STATED THAT HE/SHE WAS AUTHORIZED TO EXECUTE SAID INSTRUMENT ON BEHALF OF THE CORPORATION.

GIVEN UNDER MY HAND AND OFFICIAL SEAL THIS _____ DAY OF _____, 20____.

NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON
MY COMMISSION EXPIRES _____

LEGAL DESCRIPTION

THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 2, TOWNSHIP 24 NORTH, RANGE 6 EAST, WILLAMETTE MERIDIAN IN KING COUNTY, WASHINGTON;

TOGETHER WITH AN EASEMENT FOR INGRESS AND EGRESS OVER THE EAST 30 FEET OF THE EAST HALF OF THE WEST HALF OF SAID SOUTHWEST QUARTER OF SAID SECTION 2;

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

APPROVALS

CITY OF SAMMAMISH

EXAMINED AND APPROVED THIS _____ DAY OF _____, 20____.

DIRECTOR OF COMMUNITY DEVELOPMENT, CITY OF SAMMAMISH

CITY ENGINEER, CITY OF SAMMAMISH

MAYOR, CITY OF SAMMAMISH

KING COUNTY DEPARTMENT OF ASSESSMENTS

EXAMINED AND APPROVED THIS _____ DAY OF _____, 20____.

KING COUNTY ASSESSOR

DEPUTY COUNTY ASSESSOR

TAX PARCEL NO. 022406-9066

FINANCE DIVISION CERTIFICATE

I HEREBY CERTIFY THAT ALL PROPERTY TAXES ARE PAID, THAT THERE ARE NO DELINQUENT SPECIAL ASSESSMENTS CERTIFIED TO THIS OFFICE FOR COLLECTION, AND THAT ALL SPECIAL ASSESSMENTS CERTIFIED TO THIS OFFICE FOR COLLECTION ON ANY OF THE PROPERTY HEREIN DEDICATED AS STREETS, ALLEYS OR FOR OTHER PUBLIC USE ARE PAID IN FULL THIS _____ DAY OF _____, 20____.

MANAGER

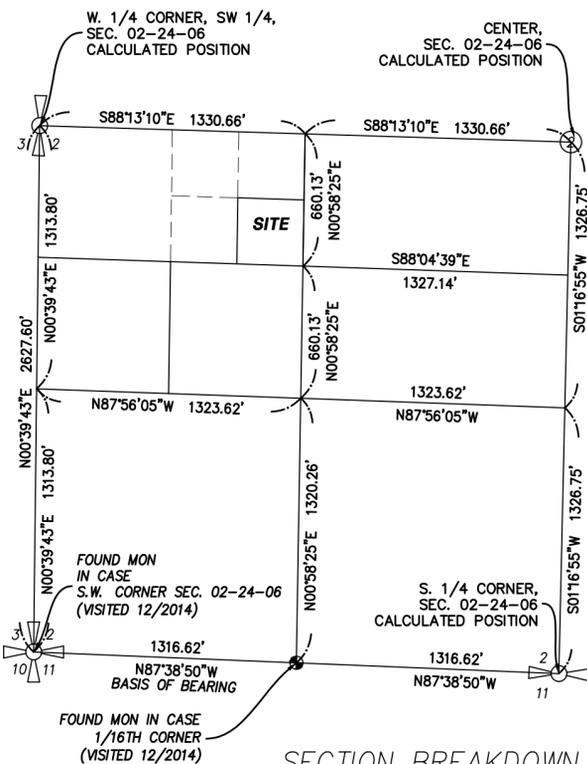
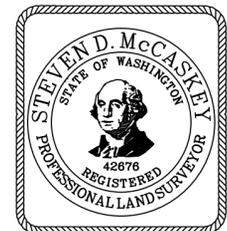
DEPUTY

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THIS PLAT OF IVY ESTATES IS BASED UPON AN ACTUAL SURVEY AND SUBDIVISION OF SECTION 2, TOWNSHIP 24 NORTH, RANGE 6 EAST, W.M., AS REQUIRED BY STATE STATUTES; THAT THE DISTANCES, COURSES AND ANGLES ARE SHOWN THEREON CORRECTLY; THAT THE MONUMENTS SHALL BE SET AND LOT AND BLOCK CORNERS SHALL BE STAKED CORRECTLY ON THE GROUND, AND THAT I HAVE FULLY COMPLIED WITH THE PROVISIONS OF THE STATE AND LOCAL STATUTES AND REGULATIONS GOVERNING PLATTING.

STEVE D. McCASKEY, PROFESSIONAL LAND SURVEYOR
CERTIFICATE NO. 42676
ENCOMPASS ENGINEERING AND SURVEYING
165 NE JUNIPER STREET, SUITE 201
ISSAQUAH, WA 98027
PHONE: (425) 392-0250

DATE



SURVEY NOTES

HORIZONTAL DATUM
NAD 1983/91

BASIS OF BEARINGS
S87°38'50"E BEING THE SOUTH LINE OF THE S.W. 1/4 OF SEC. 02-24-06

REFERENCE

PLAT OF NORRIS ESTATES DIVISION 1
REC. NO. 20020918001376
PLAT OF THE PINES AT BEAVER LAKE
REC. NO. 20071018000652
RECORD OF SURVEY,
REC. NO. 20140110900006

SECTION BREAKDOWN
S.W. 1/4, SEC. 02-24-06
REFERENCE R.O.S., REC. NO. 20140110900006
N.T.S.

CITY OF SAMMAMISH FILE NO. FSUB2016-00191

PREPARED BY 		VOL.
Western Washington Division 165 NE Juniper Street, Suite 201 • Issaquah, WA 98027 • Phone: (425) 392-0250 • Fax: (425) 391-3055 Eastern Washington Division 407 Swiftwater Blvd. • Cle Elum, WA 98922 • Phone: (509) 674-7433 • Fax: (509) 674-7419		PG.
DRAWN BY: JEF	CHECKED BY: SDM	DATE: 10/20/16
JOB NO. 13705		SHEET: 1 OF 4

IVY ESTATES

A PORTION OF THE N.W. 1/4, OF THE S.W. 1/4, SEC. 2, T 24 N, R 6 E, W.M.

TRACT DEFINITIONS

TRACTS A AND B

TRACTS A AND B ARE CRITICAL AREA TRACTS THAT CONTAIN A CATEGORY IV WETLAND WITH AN ASSOCIATED BUFFER.

DEDICATION OF CRITICAL AREA TRACT(S) AND BUFFER CONVEYS TO THE PUBLIC A BENEFICIAL INTEREST IN THE LAND WITHIN THE CRITICAL AREA TRACT/CRITICAL AREA AND BUFFER. THIS INTEREST INCLUDES THE PRESERVATION OF NATIVE VEGETATION FOR ALL PURPOSES THAT BENEFIT THE PUBLIC HEALTH, SAFETY AND WELFARE, INCLUDING THE CONTROL OF SURFACE WATER AND EROSION, MAINTENANCE OF SLOPE STABILITY, AND PROTECTION OF PLANT AND ANIMAL HABITAT.

THE CRITICAL AREA TRACT/CRITICAL AREA AND BUFFER IMPOSES UPON ALL PRESENT AND FUTURE OWNERS AND OCCUPIERS OF THE LAND SUBJECT TO THE CRITICAL AREA TRACT/CRITICAL AREA AND BUFFER THE OBLIGATION ENFORCEABLE ON BEHALF OF THE PUBLIC BY THE CITY OF SAMMAMISH, TO LEAVE UNDISTURBED ALL TREES AND OTHER VEGETATION WITHIN THE CRITICAL AREA TRACT AND BUFFER. THE VEGETATION WITHIN THE CRITICAL AREA TRACT/CRITICAL AREA TRACT AND BUFFER MAY NOT BE CUT, PRUNED, COVERED BY FILL, REMOVED, OR DAMAGED WITHOUT APPROVAL IN WRITING FROM THE CITY, UNLESS OTHERWISE PROVIDED BY LAW.

THE COMMON BOUNDARY BETWEEN THE CRITICAL AREA TRACT/CRITICAL AREA AND BUFFER AND THE AREA OF DEVELOPMENT ACTIVITY MUST BE MARKED OR OTHERWISE FLAGGED TO THE SATISFACTION OF THE CITY PRIOR TO ANY CLEARING, GRADING, BUILDING CONSTRUCTION, OR OTHER BUILDING ACTIVITY ON A LOT SUBJECT TO THE CRITICAL AREA TRACT/CRITICAL AREA AND BUFFER.

NO BUILDING FOUNDATIONS ARE ALLOWED WITHIN THE REQUIRED 15-FOOT BUILDING SETBACK LINE FROM TRACTS A AND B.

TRACTS A AND B ARE HEREBY CONVEYED TO THE IVY ESTATES HOMEOWNER'S ASSOCIATION WHICH IS RESPONSIBLE FOR MAINTENANCE OF SAID TRACTS.

A 26 FOOT WATER AND SANITARY SEWER EASEMENT OVER, UNDER, THROUGH AND UPON TRACTS A AND B IS HEREBY DEDICATED AND CONVEYED UPON THE RECORDING OF THIS PLAT TO THE SAMMAMISH PLATEAU WATER AND SEWER DISTRICT AS DESCRIBED ON SHEET 3 OF 4.

TRACT C

TRACT C IS A RECREATIONAL SPACE TRACT. SAID TRACT IS HEREBY CONVEYED TO THE IVY ESTATES HOMEOWNER'S ASSOCIATION UPON THE RECORDING OF THIS PLAT. THE IVY ESTATES HOMEOWNER'S ASSOCIATION SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF TRACT C. A 26 FOOT WATER AND SANITARY SEWER EASEMENT OVER, UNDER, THROUGH AND UPON TRACT C IS HEREBY DEDICATED AND CONVEYED UPON THE RECORDING OF THIS PLAT TO THE SAMMAMISH PLATEAU WATER AND SEWER DISTRICT AS DESCRIBED ON SHEET 3 OF 4.

TRACT D

PER CHAPTER PWS.20, THE SURFACE WATER MANAGEMENT FACILITY CONSTRUCTED WITHIN TRACT D OF THIS SUBDIVISION SHALL BE DEDICATED TO THE CITY OF SAMMAMISH FOR MAINTENANCE AND OPERATION.

TRACT D, A SURFACE WATER MANAGEMENT FACILITY TRACT, IS HEREBY GRANTED AND CONVEYED, TOGETHER WITH ALL MAINTENANCE RESPONSIBILITIES, WITH THE EXCEPTION OF THE STORMWATER FACILITIES, TO THE IVY ESTATES HOMEOWNER'S ASSOCIATION UPON THE RECORDING OF THIS PLAT. SHOULD THE IVY ESTATES HOMEOWNER'S ASSOCIATION FAIL TO PROPERLY MAINTAIN SAID TRACT, THE OWNERS OF LOTS 1 THROUGH 10 OF THIS PLAT SHALL BE EQUALLY RESPONSIBLE FOR THE MAINTENANCE OF THE LANDSCAPING WITHIN SAID TRACT. FURTHERMORE AN EASEMENT OVER, UNDER AND ACROSS TRACT D IS HEREBY GRANTED AND CONVEYED TO THE CITY OF SAMMAMISH FOR ACCESS, INSPECTION, MAINTENANCE, AND REPAIR OF THE STORMWATER FACILITIES WITHIN SAID TRACT. THE CITY OF SAMMAMISH SHALL BE RESPONSIBLE FOR MAINTENANCE OF ALL STORMWATER FACILITIES LYING WITHIN SAID TRACT D.

TRACT E

TRACT E IS A SENSITIVE AREA/WETLAND FILL MITIGATION AREA TRACT.

DEDICATION OF CRITICAL AREA TRACT(S) AND BUFFER CONVEYS TO THE PUBLIC A BENEFICIAL INTEREST IN THE LAND WITHIN THE CRITICAL AREA TRACT/CRITICAL AREA AND BUFFER. THIS INTEREST INCLUDES THE PRESERVATION OF NATIVE VEGETATION FOR ALL PURPOSES THAT BENEFIT THE PUBLIC HEALTH, SAFETY AND WELFARE, INCLUDING THE CONTROL OF SURFACE WATER AND EROSION, MAINTENANCE OF SLOPE STABILITY, AND PROTECTION OF PLANT AND ANIMAL HABITAT.

THE CRITICAL AREA TRACT/CRITICAL AREA AND BUFFER IMPOSES UPON ALL PRESENT AND FUTURE OWNERS AND OCCUPIERS OF THE LAND SUBJECT TO THE CRITICAL AREA TRACT/CRITICAL AREA AND BUFFER THE OBLIGATION ENFORCEABLE ON BEHALF OF THE PUBLIC BY THE CITY OF SAMMAMISH, TO LEAVE UNDISTURBED ALL TREES AND OTHER VEGETATION WITHIN THE CRITICAL AREA TRACT AND BUFFER. THE VEGETATION WITHIN THE CRITICAL AREA TRACT AND BUFFER MAY NOT BE CUT, PRUNED, COVERED BY FILL, REMOVED, OR DAMAGED WITHOUT APPROVAL IN WRITING FROM THE CITY, UNLESS OTHERWISE PROVIDED BY LAW.

THE COMMON BOUNDARY BETWEEN THE CRITICAL AREA TRACT/CRITICAL AREA AND BUFFER AND THE AREA OF DEVELOPMENT ACTIVITY MUST BE MARKED OR OTHERWISE FLAGGED TO THE SATISFACTION OF THE CITY PRIOR TO ANY CLEARING, GRADING, BUILDING CONSTRUCTION, OR OTHER BUILDING ACTIVITY ON A LOT SUBJECT TO THE CRITICAL AREA TRACT/CRITICAL AREA AND BUFFER.

NO BUILDING FOUNDATIONS ARE ALLOWED WITHIN THE REQUIRED 15-FOOT BUILDING SETBACK LINE FROM TRACT E.

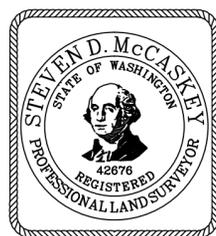
TRACT E IS HEREBY CONVEYED TO THE IVY ESTATES HOMEOWNER'S ASSOCIATION WHICH IS RESPONSIBLE FOR MAINTENANCE OF SAID TRACT.

TRACT F

TRACT F IS A PRIVATE ACCESS TRACT FOR INGRESS, EGRESS AND UTILITIES FOR THE OWNERS OF LOTS 7 AND 8. OWNERSHIP OF LOTS 7 AND 8 WITHIN THIS PLAT INCLUDES AN EQUAL AND UNDIVIDED OWNERSHIP OF TRACT F AND AN EQUAL AND UNDIVIDED RESPONSIBILITY FOR THE MAINTENANCE OF SAID TRACT, INCLUDING THE PRIVATE DRAINAGE FACILITIES CONTAINED WITHIN SAID TRACT. AN EASEMENT OVER, UNDER, THROUGH AND UPON TRACT F IS HEREBY CONVEYED UPON THE RECORDING OF THIS PLAT TO THE IVY ESTATES HOMEOWNER'S ASSOCIATION FOR ACCESS TO THE RECREATIONAL TRACT C. AN EASEMENT OVER, UNDER, THROUGH AND UPON TRACT F IS HEREBY DEDICATED AND CONVEYED UPON THE RECORDING OF THIS PLAT TO THE CITY OF SAMMAMISH IN WHICH TO INSTALL, LAY, CONSTRUCT, MAINTAIN, INSPECT, REPLACE, REPAIR, REMOVE, RENEW, USE AND OPERATE STORM DRAINAGE SYSTEMS AND APPURTENANCES FOR THIS SUBDIVISION, TOGETHER WITH THE RIGHT TO ENTER UPON THE EASEMENT AT ALL TIMES WITH ALL NECESSARY MAINTENANCE AND CONSTRUCTION EQUIPMENT FOR THE PURPOSES STATED. THIS EASEMENT ENTERED UPON FOR THESE PURPOSES SHALL BE RESTORED AS NEAR AS POSSIBLE TO THEIR ORIGINAL CONDITION BY THE CITY. A WATER AND SANITARY SEWER EASEMENT OVER, UNDER, THROUGH AND UPON THE ENTIRE WIDTH AND LENGTH OF TRACT F IS HEREBY DEDICATED AND CONVEYED UPON THE RECORDING OF THIS PLAT TO THE SAMMAMISH PLATEAU WATER AND SEWER DISTRICT AS DESCRIBED ON SHEET 3 OF 4.

TRACT G

TRACT G IS A PRIVATE ACCESS TRACT FOR INGRESS AND EGRESS FOR THE OWNERS OF LOTS 2, 3, 4, 5 AND 6. OWNERSHIP OF LOTS 2, 3, 4, 5 AND 6 WITHIN THIS PLAT INCLUDES AN EQUAL AND UNDIVIDED OWNERSHIP OF TRACT G AND AN EQUAL AND UNDIVIDED RESPONSIBILITY FOR THE MAINTENANCE OF SAID TRACT. A PRIVATE DRAINAGE UTILITY EASEMENT WITHIN TRACT G IS FOR THE BENEFIT OF THE OWNERS ON LOTS 2, 3, 4, 5 AND 6 AND THE OWNERSHIP OF LOTS 2, 3, 4, 5 AND 6 WITHIN THIS PLAT INCLUDES AN EQUAL AND UNDIVIDED RESPONSIBILITY FOR THE MAINTENANCE OF THE PRIVATE DRAINAGE FACILITIES CONTAINED WITHIN SAID TRACT, EXCEPT THAT THE OWNERS OF ANY LOWER PARCEL SHALL NOT BE RESPONSIBLE FOR THE PART OF THE STORM DRAINAGE SYSTEM ABOVE THEIR CONNECTION; AND WHEN NECESSARY TO REPAIR, CLEAN OR RECONSTRUCT THE STORM DRAINAGE SYSTEM, THE PROPERTY OWNER(S) TO WHOM THE EASEMENT BENEFITS SHALL HAVE A RIGHT OF ENTRY FOR THAT PURPOSE. AN EASEMENT OVER, UNDER, THROUGH AND UPON TRACT G IS HEREBY DEDICATED AND CONVEYED UPON THE RECORDING OF THIS PLAT TO THE CITY OF SAMMAMISH IN WHICH TO INSTALL, LAY, CONSTRUCT, MAINTAIN, INSPECT, REPLACE, REPAIR, REMOVE, RENEW, USE AND OPERATE STORM DRAINAGE SYSTEMS AND APPURTENANCES FOR THIS SUBDIVISION, TOGETHER WITH THE RIGHT TO ENTER UPON THE EASEMENT AT ALL TIMES WITH ALL NECESSARY MAINTENANCE AND CONSTRUCTION EQUIPMENT FOR THE PURPOSES STATED. THIS EASEMENT ENTERED UPON FOR THESE PURPOSES SHALL BE RESTORED AS NEAR AS POSSIBLE TO THEIR ORIGINAL CONDITION BY THE CITY. A 26 FOOT WATER AND SANITARY SEWER EASEMENT OVER, UNDER, THROUGH AND UPON TRACT G IS HEREBY DEDICATED AND CONVEYED UPON THE RECORDING OF THIS PLAT TO THE SAMMAMISH PLATEAU WATER AND SEWER DISTRICT AS DESCRIBED ON SHEET 3 OF 4.



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DRAWN BY: JEF
JOB NO. 13705

CHECKED BY: SDM

DATE: 10/20/16

SHEET: 2 OF 4

VOL.

PG.

IVY ESTATES

A PORTION OF THE N.W. 1/4, OF THE S.W. 1/4, SEC. 2, T 24 N, R 6 E, W.M.

GENERAL RESTRICTIONS

- METAL PRODUCTS SUCH AS GALVANIZED STEEL, COPPER, OR ZINC SHALL NOT BE USED IN ALL BUILDING ROOFS, FLASHING, GUTTERS, OR DOWNSPOUTS UNLESS THEY ARE TREATED TO PREVENT METAL LEACHING AND SEALED SUCH THAT CONTACT WITH STORM WATER IS PREVENTED.
- ALL BUILDING DOWNSPOUTS, FOOTING DRAINS, AND DRAINS FROM ALL IMPERVIOUS SURFACES SUCH AS PATIOS AND DRIVEWAYS SHALL BE CONNECTED TO THE PERMANENT STORM DRAIN SYSTEM AS SHOWN ON THE APPROVED PLAT SITE DEVELOPMENT PERMIT ON FILE WITH THE CITY OF SAMMAMISH. THE CONNECTION TO THE STORM SYSTEM SHALL BE THROUGH A PERFORATED STUB-OUT PER THE 1998 KING COUNTY SURFACE WATER DESIGN MANUAL. THE APPROVED SITE DEVELOPMENT PERMIT SHALL BE SUBMITTED WITH THE APPLICATION FOR ANY BUILDING PERMIT. ALL CONNECTIONS OF THE DRAINS SHALL BE CONSTRUCTED AND APPROVED PRIOR TO FINAL BUILDING INSPECTION APPROVAL.

STORMWATER BMP'S SHALL BE CONSTRUCTED ON INDIVIDUAL LOTS AS REQUIRED/APPROVED ON INDIVIDUAL BUILDING PERMITS.

ANY LOT WHICH WILL CONTAIN OR WILL BE ADJACENT TO INFILTRATION OR DISPERSION TRENCHES SHALL BE GRADED SUCH THAT TOP OF TRENCH IS BELOW BOTTOM OF FOUNDATION.
- NO LOT OR PORTION OF A LOT SHALL BE SUBDIVIDED AND SOLD, OR RESOLD, OR ITS OWNERSHIP CHANGED OR TRANSFERRED IN VIOLATION OF APPLICABLE CITY, COUNTY, STATE, OR FEDERAL STANDARDS, RULES, REGULATIONS OR LAWS.
- THE HOUSE ADDRESS SYSTEM FOR THIS PLAT SHALL BE AS FOLLOWS: 24711 TO 24789 FOR S.E. 17TH PLACE. INDIVIDUAL ADDRESSES WILL BE ASSIGNED TO THE PRINCIPAL ENTRANCE OF EACH RESIDENCE OR BUILDING AT THE TIME OF BUILDING PERMIT ISSUANCE.
- NO DIRECT VEHICULAR DRIVEWAY ACCESS SHALL BE ALLOWED FROM ANY LOT ONTO 248TH AVENUE S.E..
- MAINTENANCE AND UPKEEP OF THE RECREATION SPACE, OPEN SPACE, AND SENSITIVE AREAS TRACTS SHALL BE THE RESPONSIBILITY OF THE IVY ESTATES HOME OWNERS ASSOCIATION.
- TREES IDENTIFIED ON THE FACE OF THIS PLAT HAVE BEEN RETAINED PURSUANT TO THE PROVISIONS OF SMC 21A.35.210. RETAINED TREES ARE SUBJECT TO THE TREE PROTECTION STANDARDS OF SMC 21A.35.230. REMOVAL OF THESE TREES IS PROHIBITED UNLESS THE TREE IS REMOVED TO PREVENT IMMINENT DANGER OR HAZARD TO PERSONS OR PROPERTY, SUBJECT TO A CLEARING AND GRADING PERMIT APPROVED BY THE CITY OF SAMMAMISH. TREES REMOVED SUBJECT TO THIS PROVISION SHALL BE REPLACED IN COMPLIANCE WITH SMC 21A.35.240.
- THE CITY SHALL COLLECT STREET IMPACT FEES, BASED ON THE RATES IN SMC 14A.15.110, FROM ANY APPLICANT SEEKING DEVELOPMENT APPROVAL FROM THE CITY FOR ANY DEVELOPMENT WITHIN THE CITY, WHERE SUCH DEVELOPMENT REQUIRES THE ISSUANCE OF A BUILDING PERMIT.
- THE PROPOSED SUBDIVISION IS SUBJECT TO SCHOOL IMPACT FEES FOR ISSAQUAH SCHOOL DISTRICT, CONSISTENT WITH SMC 21A.L05. AT THE TIME OF BUILDING PERMIT, THE APPLICANT SHALL PAY ONE HALF OF THE REQUIRED SCHOOL IMPACT FEE, TOGETHER WITH AN ADMINISTRATIVE FEE.
- THE PROPOSED SUBDIVISION IS SUBJECT TO PARKS IMPACT FEES, CONSISTENT WITH SMC 14A.20, WHICH SHALL BE PAID AT THE TIME OF BUILDING PERMIT ISSUANCE TOGETHER WITH AN ADMINISTRATIVE FEE, IF APPLICABLE.
- MAINTENANCE OF ILLUMINATION ALONG ALL LOCAL AND PRIVATE ROADS SHALL BE THE RESPONSIBILITY OF THE IVY ESTATES HOMEOWNER'S ASSOCIATION OR JOINTLY SHARED BY THE OWNERS OF THE DEVELOPMENT.
- PER CITY OF SAMMAMISH ORDINANCE NO. 02002-112, A SURFACE WATER SYSTEM DEVELOPMENT CHARGE SHALL BE PAID AT THE TIME OF BUILDING PERMIT ISSUANCE, FOR EACH NEW RESIDENTIAL DWELLING UNIT.
- MAINTENANCE OF LANDSCAPE STRIPS WITHIN THE INTERNAL PLAT ROAD AND 248TH AVENUE SE SEPARATING THE SIDEWALK FROM THE ROADWAY SHALL BE THE RESPONSIBILITY OF THE IVY ESTATES HOMEOWNERS ASSOCIATION. UNDER NO CIRCUMSTANCES SHALL THE CITY BEAR ANY MAINTENANCE RESPONSIBILITIES FOR DITCHES, LANDSCAPING STRIPS, PLANTER ISLANDS, OR PLANTED MEDIANS CREATED BY THE PLAT.
- MAINTENANCE OF LANDSCAPING ON ALL STORMWATER FACILITIES, EXCEPT FOR INTERIOR POND EMBANKMENTS, SHALL BE THE RESPONSIBILITY OF THE IVY ESTATES HOMEOWNER'S ASSOCIATION.
- THE IVY ESTATES HOMEOWNER'S ASSOCIATION WAS ESTABLISHED WITH THE WASHINGTON SECRETARY OF STATE ON 11/15/2016. ALL LOTS AND TRACTS WITHIN THIS SUBDIVISION ARE SUBJECT TO THE COVENANTS, CONDITIONS AND RESTRICTIONS FOR THE IVY ESTATES HOMEOWNER'S ASSOCIATION RECORDED UNDER KING COUNTY RECORDING NUMBER _____.

CHICAGO TITLE COMPANY OF WASHINGTON COMMITMENT NUMBER 0063057-ETU

DATED MARCH 3, 2016

SPECIAL EXCEPTIONS

- EASEMENT CONDEMNED IN KING COUNTY SUPERIOR COURT CAUSE NUMBER 4253 IN FAVOR OF THE UNITED STATES OF AMERICA FOR A TRANSMISSION LINE EASEMENT, AFFECTING A STRIP OF LAND 150 FEET IN WIDTH OVER A NORTHWESTERLY PORTION OF SAID PREMISES. (SHOWN ON SURVEY)

NOTE: SAID EASEMENT ID ALSO DELINEATED ON SURVEY RECORDED UNDER RECORDING NUMBER 7602030451.
- EASEMENT GRANTED TO ADJOINING OWNERS FOR ROADWAY, RECORDED APRIL 16, 1956 UNDER RECORDING NUMBER 4682848, AFFECTING THE EASTERLY 30 FEET OF SAID PREMISES. (SHOWN ON SURVEY)
- EASEMENT GRANTED TO PUGET SOUND POWER & LIGHT COMPANY FOR ELECTRIC TRANSMISSION AND/OR DISTRIBUTION SYSTEM, RECORDED OCTOBER 23, 1958 UNDER RECORDING NUMBER 4957720, AFFECTING THE EAST 30 FEET OF SAID PREMISES. (SHOWN ON SURVEY)
- EASEMENT GRANTED TO THE ADJOINING PROPERTY OWNERS FOR VEHICULAR TRAFFIC AND PUBLIC UTILITIES, RECORDED JUNE 2, 1959 UNDER RECORDING NUMBER 5038933, AFFECTING THE EASTERLY 30 FEET OF SAID PREMISES AND OTHER PROPERTY. (SHOWN ON SURVEY)

ADDENDUM TO SAID EASEMENT AND THE TERMS AND CONDITIONS THEREOF, RECORDED UNDER RECORDING NUMBER 20050215001644 (RECITES ERRONEOUS RECORDING NUMBER FOR SAID EASEMENT).
- EASEMENT GRANTED FOR ROADWAY AND UTILITIES, RECORDED JUNE 9, 1959 UNDER RECORDING NUMBER 5053886, AFFECTING THE EASTERLY 30 FEET OF SAID PREMISES AND OTHER PROPERTY. (SHOWN ON SURVEY)
- EXCEPTIONS AND RESERVATIONS CONTAINED IN A DEED FROM P.J. KNIGHT AND MARY KNIGHT, HIS WIFE, RECORDED JUNE 26, 1923 UNDER RECORDING NUMBER 1753017 (NOT LOCATABLE)

WHICH AMONG OTHER THINGS PROVIDES: RESERVATION OF MINERALS AND THE RIGHT TO MINE THE SAME.
- EXCEPTIONS AND RESERVATIONS CONTAINED IN DEED FROM CARL A. OLSON AND GLADYS C. OLSON, HIS WIFE, RECORDED JANUARY 30, 1959 UNDER RECORDING NUMBER 4991922. (NOT LOCATABLE)

WHICH AMONG OTHER THINGS PROVIDES: EXCEPTING, HOWEVER, AND RESERVING HEREFROM TO THE GRANTOR ALL OIL AND GAS CONTAINED IN OR UNDER THE SAID LANDS TOGETHER WITH THE RIGHT TO ENTER UPON SAID LANDS TO PROSPECT FOR, MINE, PRODUCE, STORE, TRANSPORT, AND MARKET THE SAME, INCLUDING THE ERECTION OF STRUCTURES, LAYING PIPELINES, AND DOING ALL THINGS INCIDENTAL AND NECESSARY TO PROSPECTING FOR, MINING, PRODUCING AND MARKETING OIL AND GAS THEREFROM. PROVIDED, HOWEVER, THAT GRANTOR, HIS HEIRS AND ASSIGNS SHALL PAY ALL DAMAGES RESULTING FROM ENTERING THEREON, AND THAT PIPELINES SHALL BE LAYED BELOW PLOW DEPTH IF REQUESTED IN WRITING PRIOR TO LAYING SUCH LINE; PROVIDE HOWEVER, THAT THERE IS INCLUDED HEREWITH TO THE GRANTEE 6-1/4% OIL ROYALTY ON ALL GAS AND/OR OIL PRODUCED AND SAVED FROM THE ABOVE REFERENCED LANDS, UNDER SAID RESERVATION.

REFERENCE IS HEREBY MADE TO SAID DOCUMENTS FOR FULL PARTICULARS.
- SAMMAMISH PLATEAU WATER AND SEWER DISTRICT REIMBURSEMENT AGREEMENT, INCLUDING THE TERMS AND CONDITIONS THEREOF AND COSTS RELATED THERETO, RECORDED APRIL 10, 2008 UNDER RECORDING NUMBER 20080410000042. (NOT LOCATABLE)
- NOTICE OF OBLIGATION TO CONSTRUCT DEVELOPER EXTENSION AGREEMENT WATER AND SEWER IMPROVEMENTS PURSUANT TO CHAPTER 57.22 RCW, INCLUDING THE TERMS AND PROVISIONS THEREOF, RECORDED APRIL 10, 2008 UNDER RECORDING NUMBER 20080410000197. (NOT LOCATABLE)
- TERMS AND CONDITIONS OF NOTICE OF CHARGES BY WATER, SEWER, AND/OR STORM AND SURFACE WATER UTILITIES, RECORDED UNDER RECORDING NUMBERS 9307301617, 9811051363, 9901150609, 20040414002865, 20041201000040, 20060126001770, 20110106000751, 20110106000800, 20110106000801, 20110106000802. (NOT LOCATABLE)
- DECLARATION AND GRANT OF TEMPORARY GRADING EASEMENT AND THE TERMS AND CONDITIONS THEREOF, RECORDED SEPTEMBER 4, 2015 UNDER RECORDING NUMBER 20150904000725. (SHOWN ON SURVEY)

PUBLIC UTILITY EASEMENT PROVISION

AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE CITY OF SAMMAMISH, PUGET SOUND ENERGY COMPANY, THE REGIONAL TELEPHONE COMPANY, THE REGIONAL CABLE TELEVISION COMPANY, AND THEIR RESPECTIVE SUCCESSOR AND ASSIGNS, UNDER AND UPON THE EXTERIOR 10 FEET OF ALL LOTS AND TRACTS, AS SHOWN HEREON, PARALLEL WITH AND ADJOINING THE PUBLIC STREET FRONTAGE, THE NORTH 10 FEET OF LOT 8 AND THE EAST 10 FEET OF LOTS 5 AND 6, IN WHICH TO INSTALL, LAY, CONSTRUCT, RENEW, OPERATE AND MAINTAIN UNDERGROUND CONDUITS, MAINS, CABLES, AND WIRES WITH NECESSARY FACILITIES AND OTHER EQUIPMENT FOR THE PURPOSE OF SERVING THIS SUBDIVISION WITH ELECTRIC, TELEVISION, TELEPHONE AND GAS SERVICE TOGETHER WITH THE RIGHT TO ENTER UPON THE LOTS AT ALL TIMES FOR THE PURPOSE HEREIN STATED. THESE EASEMENTS ENTERED UPON FOR THESE PURPOSES SHALL BE RESTORED AS NEAR AS POSSIBLE TO THEIR ORIGINAL CONDITION BY THE UTILITY. NO LINES OR WIRES FOR THE TRANSMISSION OF ELECTRIC CURRENT, TELEPHONE, OR CABLE TELEVISION SHALL BE PLACED OR BE PERMITTED TO BE PLACED UPON ANY LOT UNLESS THE SAME SHALL BE UNDERGROUND OR IN CONDUIT ATTACHED TO A BUILDING.

A NON-EXCLUSIVE EASEMENT IS HEREBY RESERVED FOR AND CONVEYED TO SAMMAMISH PLATEAU WATER AND SEWER DISTRICT, AND ITS HEIRS, SUCCESSORS AND ASSIGNS, UNDER AND UPON THE EXTERIOR TEN (10) FEET OF ALL LOTS WITHIN THE PLAT LYING PARALLEL WITH AND ADJOINING ALL STREETS AND TRACTS F AND G IN WHICH TO CONSTRUCT, OPERATE, MAINTAIN, REPAIR, REPLACE AND ENLARGE WATER AND SEWER SERVICE LINES, TOGETHER WITH ALL NECESSARY APPURTENANCES THERETO FOR THE PURPOSE OF SERVING THIS SUBDIVISION AND OTHER PROPERTY WITH WATER AND SEWER SERVICE, TOGETHER WITH THE RIGHT TO ENTER UPON THE STREETS, LOTS, TRACTS AND SPACES AT ALL TIMES FOR THE PURPOSES HEREIN STATED.

WATER AND SANITARY SEWER EASEMENT

THE 26 FOOT WATER AND SANITARY SEWER EASEMENTS OVER, UNDER, THROUGH AND UPON LOT 4, TRACT A, TRACT B, TRACT C, AND TRACT G AND THE WATER AND SEWER EASEMENT OVER, UNDER, THROUGH AND UPON THE FULL WIDTH AND LENGTH OF TRACT F, AND OVER, UNDER, THROUGH AND UPON THE EXTERIOR TEN (10) FEET OF ALL LOTS WITHIN THE PLAT LYING PARALLEL WITH AND ADJOINING ALL STREETS AND TRACTS F AND G ARE HEREBY DEDICATED AND CONVEYED UPON THE RECORDING OF THIS PLAT TO THE SAMMAMISH PLATEAU WATER AND SEWER DISTRICT IN WHICH TO INSTALL, LAY, CONSTRUCT, MAINTAIN, INSPECT, REPLACE, REPAIR, REMOVE, RENEW, USE AND OPERATE WATER AND SANITARY SEWER SYSTEMS AND APPURTENANCES FOR THIS SUBDIVISION AND OTHER PROPERTY, TOGETHER WITH THE RIGHT TO ENTER UPON THE EASEMENT AT ALL TIMES WITH ALL NECESSARY MAINTENANCE AND CONSTRUCTION EQUIPMENT FOR THE PURPOSES STATED. THE GRANTOR COVENANTS THAT NO STRUCTURES SHALL BE CONSTRUCTED OVER, UPON OR WITHIN THESE EASEMENTS, INCLUDING FENCES OR ROCKERIES AND NO TREES, BUSHES OR OTHER SHRUBBERY SHALL BE PLANTED IN THE AREA OF GROUND FOR WHICH THE EASEMENT IN FAVOR OF SAMMAMISH PLATEAU WATER AND SEWER DISTRICT HAS BEEN APPROVED. THE DISTRICT SHALL NOT BE RESPONSIBLE FOR ANY COSTS OF PAVEMENT REPLACEMENT OR REPAIR NECESSITATED BY DAMAGE INCURRED THROUGH THE NORMAL OPERATION OR MAINTENANCE OF THE WATER AND/OR SEWER FACILITIES, EXCEPT THAT IN THE EVENT THAT THE SURFACING IS REMOVED BY THE GRANTEE FOR ANY UNDERGROUND CONSTRUCTION, UNDERGROUND REPAIR OR REPLACEMENT OF THE WATER AND/OR SEWER LINES, THE SURFACING SHALL BE RESTORED AS NEARLY AS REASONABLY POSSIBLE TO ITS CONDITION PRIOR TO PLACEMENT OF THE WATER OR SEWER.

THE 5'x5' WATER EASEMENT OVER, UNDER, THROUGH AND UPON LOT 3 IS HEREBY DEDICATED AND CONVEYED UPON THE RECORDING OF THIS PLAT TO THE SAMMAMISH PLATEAU WATER AND SEWER DISTRICT IN WHICH TO INSTALL, LAY, CONSTRUCT, MAINTAIN, INSPECT, REPLACE, REPAIR, REMOVE, RENEW, USE AND OPERATE WATER AIR/VAC AND BLOWOFF FACILITIES AND APPURTENANCES FOR THIS SUBDIVISION AND OTHER PROPERTY, TOGETHER WITH THE RIGHT TO ENTER UPON THE EASEMENT AT ALL TIMES WITH ALL NECESSARY MAINTENANCE AND CONSTRUCTION EQUIPMENT FOR THE PURPOSES STATED. THE GRANTOR COVENANTS THAT NO STRUCTURES SHALL BE CONSTRUCTED OVER, UPON OR WITHIN THESE EASEMENTS, INCLUDING FENCES OR ROCKERIES AND NO TREES, BUSHES OR OTHER SHRUBBERY SHALL BE PLANTED IN THE AREA OF GROUND FOR WHICH THE EASEMENT IN FAVOR OF SAMMAMISH PLATEAU WATER AND SEWER DISTRICT HAS BEEN APPROVED.

THE 5'x7.5' WATER EASEMENT OVER, UNDER, THROUGH AND UPON LOT 4 IS HEREBY DEDICATED AND CONVEYED UPON THE RECORDING OF THIS PLAT TO THE SAMMAMISH PLATEAU WATER AND SEWER DISTRICT IN WHICH TO INSTALL, LAY, CONSTRUCT, MAINTAIN, INSPECT, REPLACE, REPAIR, REMOVE, RENEW, USE AND OPERATE WATER METER AND APPURTENANCES FOR THIS PROPERTY, TOGETHER WITH THE RIGHT TO ENTER UPON THE EASEMENT AT ALL TIMES WITH ALL NECESSARY MAINTENANCE AND CONSTRUCTION EQUIPMENT FOR THE PURPOSES STATED. THE GRANTOR COVENANTS THAT NO STRUCTURES SHALL BE CONSTRUCTED OVER, UPON OR WITHIN THESE EASEMENTS, INCLUDING FENCES OR ROCKERIES AND NO TREES, BUSHES OR OTHER SHRUBBERY SHALL BE PLANTED IN THE AREA OF GROUND FOR WHICH THE EASEMENT IN FAVOR OF SAMMAMISH PLATEAU WATER AND SEWER DISTRICT HAS BEEN APPROVED.

PRIVATE EASEMENT PROVISIONS

THE 10' PRIVATE DRAINAGE EASEMENTS SHOWN OVER AND ACROSS LOTS 2, 3, 5 AND 6 ARE ESTABLISHED FOR THE BENEFIT OF THE OWNERS OF LOTS 2, 3, 4, 5, AND 6. THE COST OF MAINTENANCE, REPAIRS OR RECONSTRUCTION OF THAT PORTION OF THE STORM DRAINAGE SYSTEM USED IN COMMON SHALL BE BORNE IN EQUAL SHARES BY THE OWNERS OF LOTS 2, 3, 4, 5, AND 6, EXCEPT THAT THE OWNERS OF ANY LOWER PARCEL SHALL NOT BE RESPONSIBLE FOR THE PART OF THE STORM DRAINAGE SYSTEM ABOVE THEIR CONNECTION; AND WHEN NECESSARY TO REPAIR, CLEAN OR RECONSTRUCT THE STORM DRAINAGE SYSTEM, THE PROPERTY OWNER(S) TO WHOM THE EASEMENT BENEFITS SHALL HAVE A RIGHT OF ENTRY FOR THAT PURPOSE.

THE 5' PRIVATE STORMWATER SWALE EASEMENT SHOWN OVER AND ACROSS THE NORTHERLY PORTION OF LOT 4 IS ESTABLISHED FOR DIRECTING INCIDENTAL WATER RUNOFF FROM ADJACENT PROPERTY NORTH OF LOT 4 TO THE WETLAND IN TRACT A. THE COST OF MAINTENANCE, REPAIRS OR RECONSTRUCTION OF THE STORM DRAINAGE SYSTEM ACROSS LOT 4 SHALL BE BORNE BY THE IVY ESTATES HOMEOWNER'S ASSOCIATION.

THE 10' PRIVATE DRAINAGE EASEMENT SHOWN OVER AND ACROSS LOTS 9 AND 10 IS ESTABLISHED FOR THE BENEFIT OF THE OWNERS OF LOTS 8, 9 AND 10. THE COST OF MAINTENANCE, REPAIRS OR RECONSTRUCTION OF THAT PORTION OF THE STORM DRAINAGE SYSTEM USED IN COMMON SHALL BE BORNE IN EQUAL SHARES BY THE OWNERS OF LOTS 8, 9, AND 10, EXCEPT THAT THE OWNERS OF ANY LOWER PARCEL SHALL NOT BE RESPONSIBLE FOR THE PART OF THE STORM DRAINAGE SYSTEM ABOVE THEIR CONNECTION; AND WHEN NECESSARY TO REPAIR, CLEAN OR RECONSTRUCT THE STORM DRAINAGE SYSTEM, THE PROPERTY OWNER(S) TO WHOM THE EASEMENT BENEFITS SHALL HAVE A RIGHT OF ENTRY FOR THAT PURPOSE.

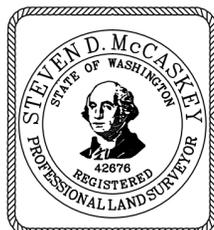
THE 10' PRIVATE UTILITY EASEMENT SHOWN OVER AND ACROSS LOT 8 IS ESTABLISHED FOR THE BENEFIT OF THE OWNER OF LOT 7. THE COST OF MAINTENANCE, REPAIRS OR RECONSTRUCTION OF THE PRIVATE UTILITY SYSTEM SHALL BE BORNE BY THE OWNER OF LOT 7; AND WHEN NECESSARY TO REPAIR, CLEAN OR RECONSTRUCT THE PRIVATE UTILITY SYSTEM, THE PROPERTY OWNER(S) TO WHOM THE EASEMENT BENEFITS SHALL HAVE A RIGHT OF ENTRY FOR THAT PURPOSE.

PRIVATE DRAINAGE EASEMENT COVENANT

THE OWNERS OF PRIVATE PROPERTY WITHIN THIS PLAT ENCUMBERED WITH DRAINAGE EASEMENTS SHOWN AS "PRIVATE" HEREBY GRANT AND CONVEY TO THE CITY OF SAMMAMISH, A POLITICAL SUBDIVISION OF THE STATE OF WASHINGTON, THE RIGHT, BUT NOT THE OBLIGATION TO CONVEY OR STORE STORM AND SURFACE WATER PER THE ENGINEERING PLANS APPROVED BY THE CITY OF SAMMAMISH, TOGETHER WITH THE RIGHT OF REASONABLE ACCESS (INGRESS AND EGRESS), TO ENTER SAID DRAINAGE EASEMENT FOR THE PURPOSE OF OBSERVING THAT THE OWNERS ARE PROPERLY OPERATING AND MAINTAINING THE DRAINAGE FACILITIES CONTAINED HEREIN.

THE BENEFICIARIES OF SAID PRIVATE DRAINAGE EASEMENTS ARE RESPONSIBLE FOR OPERATING, MAINTAINING AND REPAIRING THE DRAINAGE FACILITIES CONTAINED WITHIN SAID DRAINAGE EASEMENTS, AND ARE HEREBY REQUIRED TO OBTAIN ANY REQUIRED PERMITS FROM THE CITY OF SAMMAMISH PRIOR TO FILLING, PIPING, CUTTING OR REMOVING VEGETATION (EXCEPT FOR ROUTINE MAINTENANCE SUCH AS LAWN MOWING) IN OPEN VEGETATED DRAINAGE FACILITIES (SUCH AS SWALES, CHANNELS, DITCHES, PONDS, ETC.) OR PERFORMING ALTERATIONS OR MODIFICATIONS TO THE DRAINAGE FACILITIES CONTAINED WITHIN SAID DRAINAGE EASEMENTS.

THIS COVENANT SHALL RUN WITH THE LAND AND IS BINDING UPON THE OWNERS OF SAID PRIVATE PROPERTY, THEIR HEIRS, SUCCESSORS AND ASSIGNS.



PREPARED BY				VOL.
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DRAWN BY: JEF	CHECKED BY: SDM	DATE: 10/20/16	SHEET: 3 OF 4	
JOB NO. 13705				

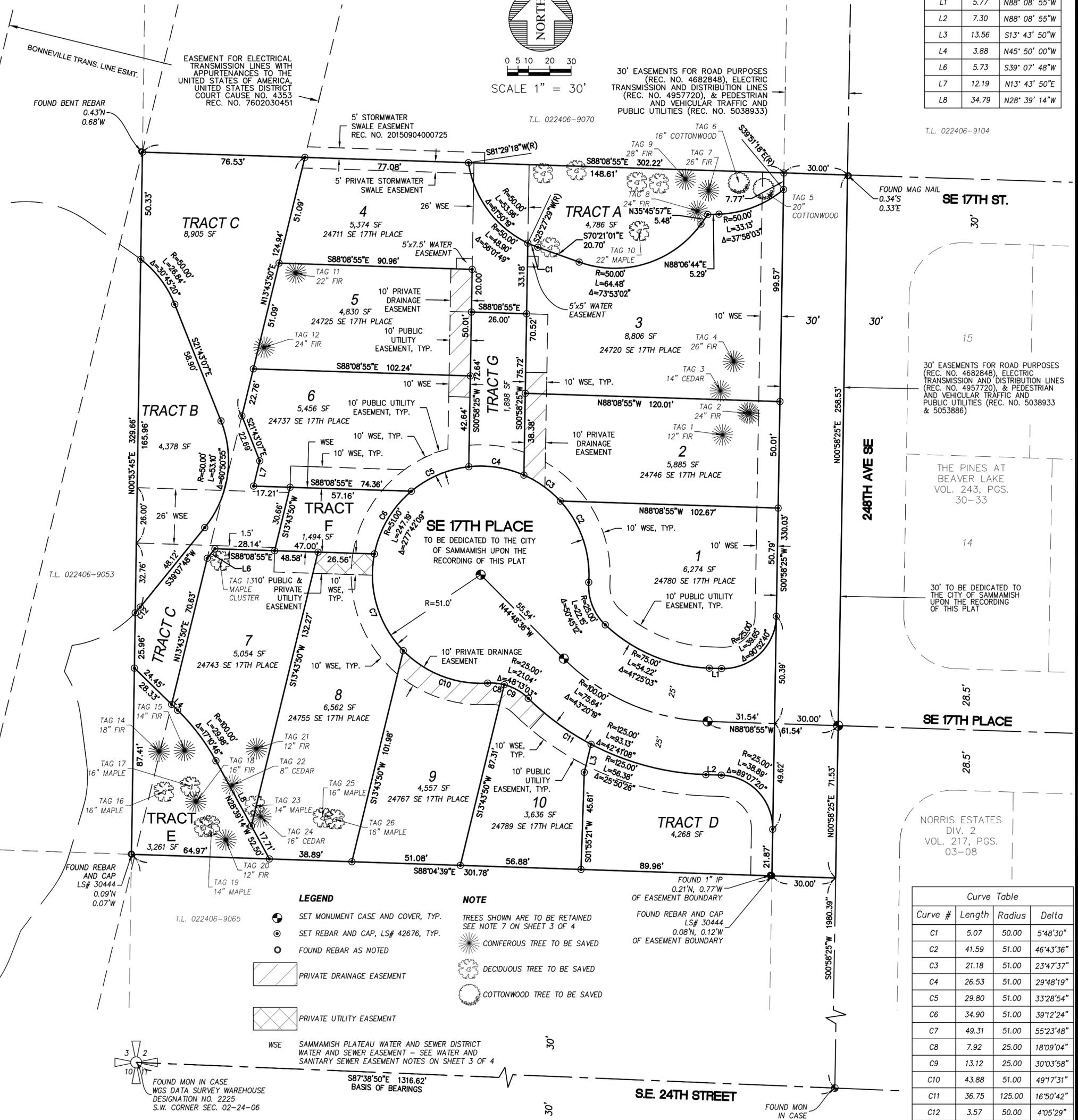
IVY ESTATES

A PORTION OF THE S.W. 1/4, OF THE S.E. 1/4, SEC. 5, T 21 N, R 5 E, W.M.
CITY OF SAMMAMISH, WASHINGTON



SCALE 1" = 30'

Line Table		
Line #	Length	Direction
L1	5.77	N88° 08' 55"W
L2	7.30	N88° 08' 55"W
L3	13.56	S13° 43' 50"W
L4	3.88	N45° 00' 00"W
L6	5.73	S39° 07' 48"W
L7	12.19	N13° 43' 50"E
L8	34.79	N28° 39' 14"W



T.L. 022406-9104

30' EASEMENTS FOR ROAD PURPOSES (REC. NO. 4682848), ELECTRIC TRANSMISSION AND DISTRIBUTION LINES (REC. NO. 4957720), & PEDESTRIAN AND VEHICULAR TRAFFIC AND PUBLIC UTILITIES (REC. NO. 5038933 & 5053886)

THE PINES AT BEAVER LAKE VOL. 243, PGS. 30-33

30' TO BE DEDICATED TO THE CITY OF SAMMAMISH UPON THE RECORDING OF THIS PLAT

NORRIS ESTATES DIV. 2 VOL. 217, PGS. 03-08

LEGEND

- SET MONUMENT CASE AND COVER, TYP.
- SET REBAR AND CAP, LS# 42676, TYP.
- FOUND REBAR AS NOTED
- PRIVATE DRAINAGE EASEMENT
- PRIVATE UTILITY EASEMENT
- WSE SAMMAMISH PLATEAU WATER AND SEWER DISTRICT WATER AND SEWER EASEMENT - SEE WATER AND SANITARY SEWER EASEMENT NOTES ON SHEET 3 OF 4

NOTE

- TREES SHOWN ARE TO BE RETAINED SEE NOTE 7 ON SHEET 3 OF 4
- CONIFEROUS TREE TO BE SAVED
- DECIDUOUS TREE TO BE SAVED
- COTTONWOOD TREE TO BE SAVED

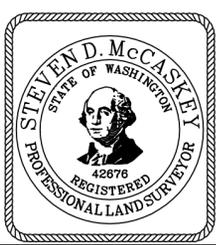
FOUND 1" IP 0.21"N, 0.77"W OF EASEMENT BOUNDARY
FOUND REBAR AND CAP LS# 30444 0.08"N, 0.12"W OF EASEMENT BOUNDARY

Curve Table			
Curve #	Length	Radius	Delta
C1	5.07	50.00	5°48'30"
C2	41.59	51.00	46°43'36"
C3	21.18	51.00	23°47'37"
C4	26.53	51.00	29°48'19"
C5	29.80	51.00	33°28'54"
C6	34.90	51.00	39°12'24"
C7	49.31	51.00	55°23'48"
C8	7.92	25.00	18°09'04"
C9	13.12	25.00	30°03'58"
C10	43.88	51.00	49°17'31"
C11	36.75	125.00	16°50'42"
C12	3.57	50.00	4°05'29"

TRACT DEFINITIONS

- TRACT A CRITICAL AREA TRACT
- TRACT B CRITICAL AREA TRACT
- TRACT C RECREATIONAL SPACE TRACT
- TRACT D STORMWATER DETENTION TRACT
- TRACT E SENSITIVE AREA/WETLAND FILL TRACT
- TRACT F PRIVATE ACCESS TRACT
- TRACT G PRIVATE ACCESS TRACT

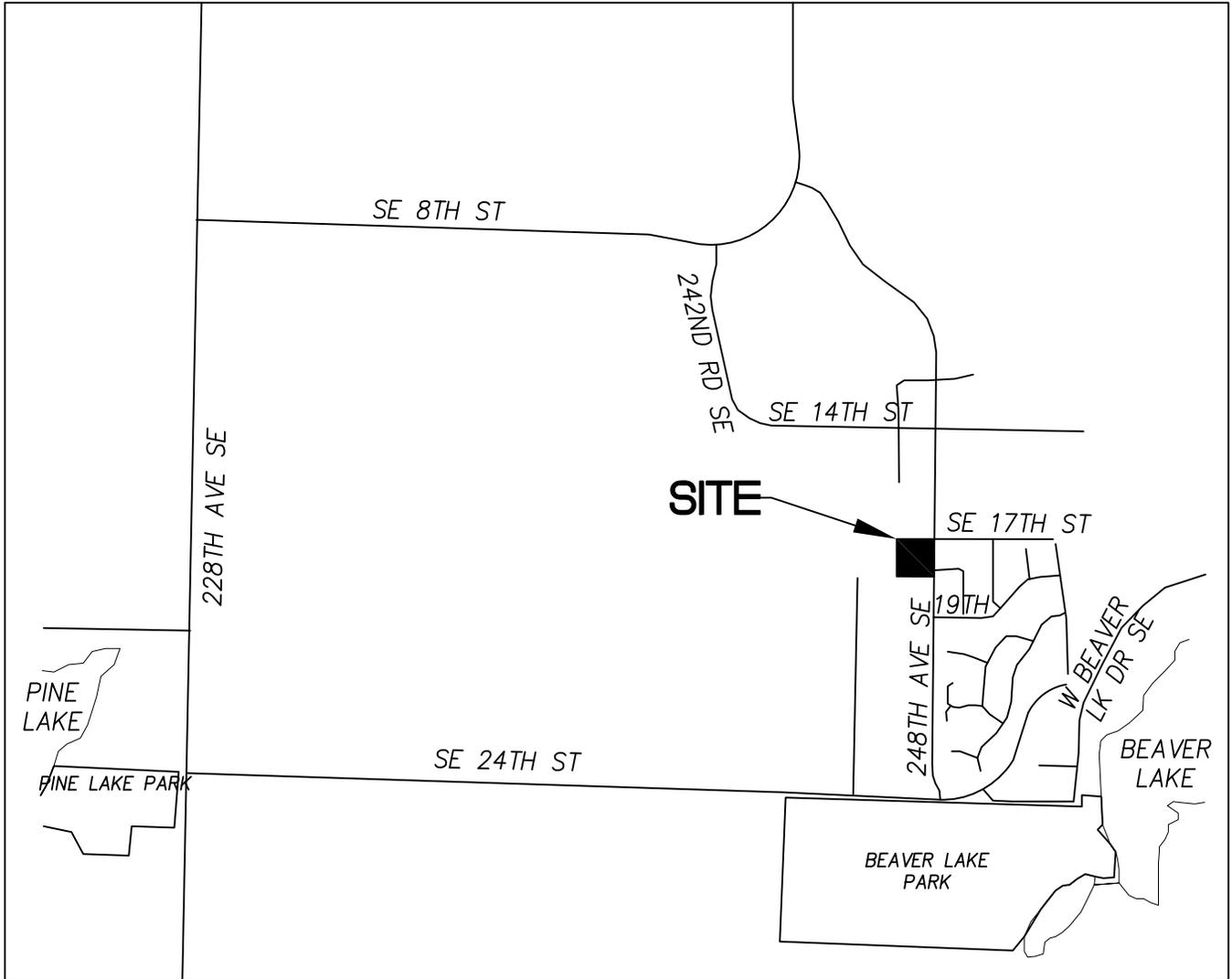
CITY OF SAMMAMISH FILE NO. FSUB2016-00191



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DRAWN BY: JEF	CHECKED BY: SDM	DATE: 10/20/16	SHEET: 4 OF 4
JOB NO. 13705			

VOL. _____
PG. _____



VICINITY MAP



Meeting Date: November 15, 2016

Date Submitted: November 7, 2016

Originating Department: Community Development

Clearances:

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

Subject: A Resolution approving the Final Plat for the Brixton Subdivision PSUB2014-00111 (FSUB2015-00295)

Action Required: Approve Resolution

Exhibits: 1. Resolution
2. Hearing Examiner Decision
3. Compliance Matrix
4. Map of Final Plat
5. Vicinity Map

Budget: N/A

Summary Statement:

The developer of the Brixton subdivision is seeking to record for Final Plat, which will create 32 single-family residential lots from 8 tax parcels totaling approximately 8.83 acres zoned residential, 4 units per acre (R-4).

Background:

The Brixton subdivision application was reviewed and granted preliminary approval by the Hearing Examiner on December 7, 2015 – attached as Exhibit 2.

The property consists of 8 lots in *Washington Park Estates, Division 2*, located along SE 1st Street and east of 218th Avenue SE. King County Assessor's parcel numbers: 9186510010, 9186510020, 9186510030, 9186510040, 9186510050, 9186510060, 9186510070, and 9186510080.

This subdivision application vested to the City of Sammamish Municipal Code in effect on May 22, 2014. The City has reviewed and approved the installation of the required infrastructure (drainage facilities, streets, sidewalks, etc.) improvements under site development permit SDP2015-02213. The improvements have been substantially completed and inspected or bonded for as detailed below.

Tree Retention:

The Brixton Subdivision is vested to Ordinance No. O2005-175, which required the applicant to retain 25% of the significant trees outside of critical areas and/or buffers. A total 351 significant trees were located outside the critical area and/or buffer areas, thereby requiring a total of 88 significant trees (25%) to be retained. Up to 50% of these trees could be counted within a critical area and/or critical area buffer. A total of 89 significant trees were retained, 74 outside and 15 inside the critical area and/or buffer area.

Performance Bond:

The applicant posted a bond for the installation of the remaining right-of-way improvements on November 4, 2016 including final lift of asphalt, curb and sidewalks in the amount of \$423,151.40.

Landscaping Bond:

The applicant posted a *performance* bond November 4, 2016 for the landscaping and recreational improvements in the amount of \$190,062.47.

Critical Areas Bond:

The applicant posted a *performance* bond on May 4, 2016 for the landscaping and recreational improvements in the amount of \$18,566.21.

Street Mitigation Fees:

The applicant has paid 20% of the street mitigation impact fee in the amount of \$168,180.50 through September 25, 2015. The balance of the street mitigation impact fee will be paid at the time of building permit issuance on a per lot basis for 24 of the 32 new lots with credit given for 8 existing lots.

School Mitigation Fees:

The applicant paid 50% of Lake Washington School District impact fee in the amount of \$115,476.00 on November 4, 2016, in addition to the current administration fee. The balance of the school mitigation impact fee will be paid at the time of building permit issuance on a per lot basis for 24 of the 32 new lots with credit given for 8 existing lots.

Park Impact Fees:

Park impact fees, in addition to the current administration fee, will be paid at the time of building permit issuance on a per lot basis for 24 of the 32 new lots with credit given for 8 existing lots.

The applicant has demonstrated to the City of Sammamish that all of the preliminary plat approval conditions have either been met, or have been bonded for and will be met in a timely manner.

Financial Impact: N/A

Recommended Motion: Approve the resolution for the 32-lot Brixton Subdivision authorizing the Mayor to sign for final plat.

**CITY OF SAMMAMISH
WASHINGTON
Resolution No. R2016-_____**

**A RESOLUTION OF THE CITY OF SAMMAMISH,
WASHINGTON, GRANTING FINAL PLAT APPROVAL OF
THE BRIXTON SUBDIVISION**

WHEREAS, the City Council has received a recommendation of approval for the final plat of the Brixton subdivision; and

WHEREAS, the City Council has reviewed said plat and finds that it conforms to all terms of the preliminary plat approval and applicable land use laws and regulations; and

WHEREAS, the City Council desires to grant final approval to the 32-lot plat of the Brixton Subdivision;

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

Section 1. Adoption of Hearing Examiner's Findings and Conclusions. The City Council hereby adopts the findings and conclusions included in the City of Sammamish Hearing Examiner's decision of December 7, 2015 for the preliminary plat approval of the Brixton Subdivision PSUB2014-00111.

Section 2. Grant of Approval. The City Council hereby grants final approval to the plat of the Brixton Subdivision (32-lots).

**PASSED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON
THE _____ DAY OF NOBEMBER 2016.**

CITY OF SAMMAMISH

Mayor Donald J. Gerend

Exhibit 1

ATTEST/AUTHENTICATED:

Melonie Anderson, City Clerk

Approved as to form:

Michael R. Kenyon, City Attorney

Filed with the City Clerk: November 8, 2016

Passed by the City Council:

Resolution No.: R2016-_____

**BEFORE the HEARING EXAMINER for the
CITY of SAMMAMISH**

DECISION

FILE NUMBER: PSUB2014-00111

APPLICANT: Brixton Homes, LLC
ATTN: Todd Levitt
14410 Bel-Red Road
Bellevue, WA 98007

TYPE OF CASE: Preliminary subdivision (*Brixton*)

STAFF RECOMMENDATION: Approve subject to conditions

EXAMINER DECISION: GRANT subject to conditions

DATE OF DECISION: December 7, 2015

INTRODUCTION¹

Brixton Homes, LLC (Brixton Homes) seeks preliminary approval of *Brixton*, a 32-lot single-family residential subdivision of an 8.8 acre site, composed of eight platted lots, which is zoned R-4.

Brixton Homes filed a Base Land Use Application on May 22, 2014.² (Exhibits 1 and 2³; and testimony) The Sammamish Department of Community Development (the Department) deemed the application to be complete when filed. (Exhibit 8c)

The subject property consists of the eight lots in *Washington Park Estates, Division 2*, located along SE 1st Street east of 218th Avenue SE.

¹ Any statement in this section deemed to be either a Finding of Fact or a Conclusion of Law is hereby adopted as such.
² The applicant for that application was Barrington Homes, LLC. On December 12, 2014, a replacement application was filed which changed the applicant name to Brixton Homes, LLC. Both LLCs have the same address, phone number, and e-mail address. (Exhibit 2) Documents generated before the name revision list Barrington Homes as the applicant.
³ Exhibit citations are provided for the reader's benefit and indicate: 1) The source of a quote or specific fact; and/or 2) The major document(s) upon which a stated fact is based. While the Examiner considers all relevant documents in the record, typically only major documents are cited. The Examiner's Decision is based upon all documents in the record.

The pre-filed exhibit numbers each include the prefix "S-". For simplicity, the Examiner will omit the prefix in exhibit citations herein.

Exhibit 2

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The Sammamish Hearing Examiner (Examiner) viewed the subject property on November 24, 2015.

Two working days prior the scheduled open record hearing the Department's lead planner suffered a medical emergency which prevented her attendance at the hearing. The City informally (via e-mail) notified those citizens who had submitted review comments that the hearing would be opened and then immediately continued to a later date when the planner could be present. The Examiner convened the open record hearing as scheduled on November 2, 2015. The Department had given notice of the hearing as required by the Sammamish Municipal Code (SMC). (Exhibit 8a) The Examiner immediately continued the hearing to November 24, 2015. The Examiner announced the date, time, and place of the rescheduled hearing on the record. The hearing was reconvened and concluded on November 24, 2015.

Subsection 20.05.100(1) SMC requires that decisions on preliminary subdivision applications be issued within 120 net review days after the application is found to be complete. The open record hearing was held well beyond that date. (Exhibit 1, p. 5, Finding 28) The SMC provides two potential remedies for an untimely decision: A time extension mutually agreed upon by the City and the applicant [SMC 20.05.100(2)] or written notice from the Department explaining why the deadline was not met [SMC 20.05.100(3)]. Brixton Homes chose to extend the deadline. (Testimony)

The following exhibits were entered into the hearing record during the hearing:

- Exhibit 1: Departmental Staff Report
- Exhibits 2 – 18: As enumerated in Exhibit 1
- Exhibit 19: Letter from Wei Fu dated November 23, 2015
- Exhibit 20: Letter dated November 23, 2015, signed by 11 persons representing six households on 218th Place SE
- Exhibit 21: Letter from Patricia A. Flynn dated November 23, 2015
- Exhibit 22: Letter from Bruce Moulton dated November 24, 2015
- Exhibit 23: Report from Greenforest, Inc. dated November 20, 2015

The action taken herein and the requirements, limitations and/or conditions imposed by this decision are, to the best of the Examiner's knowledge or belief, only such as are lawful and within the authority of the Examiner to take pursuant to applicable law and policy.

FINDINGS OF FACT

1. *Washington Park Estates, Division 2 (Division 2)* is an eight-lot subdivision of a nominally 10 acre tract developed in or around 1981. (The City of Sammamish was not incorporated until 1999. (Official notice)) Excluding a 50' x 170' stormwater detention pond tract in the northwest corner of the 10 acre parcel and right-of-way dedicated for 218th Avenue SE, *Division 2* covers approximately 8.8 acres. Its eight, approximately 1-acre lots, are arrayed along SE 1st Street (four lots on the north, four lots on the south), a public cul-de-sac which ends approximately 110 feet from the east

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boundary of the subdivision. Each lot in *Division 2* contains a single-family residence; most also contain detached accessory buildings. (Exhibits 3, Sheet P02; 7b, p. 1-1)

2. *Division 2*, although its current density is about one dwelling unit per acre (1 du/ac), is zoned R-4 (4 du/ac) as a transition between low density development to the north and significantly higher density development to the south.⁴

The area to the north on both sides of 218th Avenue SE is zoned R-1 (1 du/ac). Lots in the plat of *Washington Park East* abut the north edge of the subject property. One of those lots, Lot 4, is owned by the Moulton family. (Exhibits 3, Sheet P02; 15; 16)

Division 2 and the acreage parcels to the east are zoned R-4 (4 du/ac). The abutting parcels on the east are owned by the Elser and Hutten families. (Exhibits 3, Sheet P02; 15; 16)

The area west of 218th Avenue and south of E Main Street as well as the area south of *Division 2* is zoned R-6 (6 du/ac). The undeveloped, wooded, approximate 10 acre tract across 218th Avenue SE from *Division 2* is owned by Patricia Flynn (Flynn). The developed plat of *Pine Meadows*, a subdivision recorded in 2010 and built-out in 2011, borders the south side of *Division 2*. A wetland protection tract (Tract A) occupies about the west 40% of *Pine Meadows*. Seven single-family residential lots (Lots 8 – 14) abut the remainder of the south side of *Division 2*. (Exhibits 3, Sheet P02; 15; 16; and testimony)

3. Brixton Homes proposes to subdivide the eight lots into 32 lots. The design retains the currently dedicated right-of-way of SE 1st Street and extends it south about 160 feet and then east to stub out at the common boundary of property owned by Hutten.⁵ Ten, potentially 11, of the proposed lots will be served by a combination of private streets (Tracts B, C, and D) and access easements; the remainder will directly access onto one or more of the internal public streets. *Division 2's* Lot 1 will be converted into a stormwater control tract (Tract A). Three open space and tree retention tracts will be created along the north half of the east edge of the site (Tracts E, F, and G). A wetland buffer tract will be created in the southwest corner of *Division 2's* Lot 8, new Proposed Lot 1 (the Huleen lot). (Exhibit 3, Sheet P01)

⁴ The City “inherited” King County zoning upon incorporation in 1999. There has been no change in the zoning in this area since incorporation. (Official notice)

⁵ The initial plat design included a right-of-way extension of SE 1st Street easterly to stub out at the common boundary with property owned by Elser and a short cul-de-sac running north-south to serve eight lots in the southeast quarter of the property. (Exhibit 8c) Early in the review process Elser notified the City that he had no intention of developing his property; Hutten and a prospective developer of his property advised the City that they were developing a design to subdivide the Hutten property and that they wanted a street stub. (Exhibits 9c; 9f; 9j; and 17) The plat was redesigned to eliminate the right-of-way stub to the Elser property and create a right-of-way stub to the Hutten property. (Exhibit 3, Sheet P01) It is that design which is now before the Examiner.

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The proposed *Brixton* lots range in size from 5,355 square feet (SF) to 28,938 SF, Proposed Lots 3 and 1, respectively. Proposed Lot 1 is approximately the southern $\frac{3}{4}$ of *Division 2's* Lot 8. The plat has been designed so that Huleen may retain his home (built in or around 1981) and a detached garage/shop on over-sized Proposed Lot 1. If Proposed Lot 1 is not considered, the proposed lots range in net size (exclusive of panhandles encumbered by access and utility easements) from the aforementioned Lot 3 at 5,355 SF to Proposed Lot 17 at 9,976 SF. The proposed density is 3.62 dwelling units per gross acre. (Exhibit 3, Sheet P01; and testimony) All proposed lots comply with zoning regulations. (Exhibit 1)

4. For the most part the ground surface within *Brixton* slopes westerly, generally towards 218th Avenue SE. The exceptions are the northeast corner which slopes towards the northeast, the northwest corner which exhibits a slightly more northwest aspect, and the southwest corner which slopes somewhat southwesterly towards a wetland area on the adjoining property to the south. The site's slopes are very gentle: The total elevation drop from east to west is on the order of 20 feet over a distance of about 640 feet. (Exhibits 3, Sheet P02; 7b, p. 3-8, Fig. 3)

The *Washington Park East* area to the north slopes downward to the north at a substantially greater degree of slope than is present on the *Brixton* site. The *Pine Meadows* area to the south also exhibits a higher degree of slope than does the *Brixton* site, although to a lesser degree than is present to the north. (Exhibits 3, Sheet P02; 9i)

5. Site soils consist of a very shallow layer of duff and topsoil (3" – 10") overlying glacial till. The upper 1.5' – 2.5' of the till is weathered, beneath which is dense, weakly cemented unweathered till (hardpan) to a depth of at least seven feet, the depth to which exploratory pits were dug. (Exhibit 7a, Appendix A, Figs. A-1 – A-10) Weathered till is somewhat pervious. Unweathered till, on the other hand, is nearly impermeable. The interface between weathered and unweathered till generally mirrors surface topography. Therefore, water which enters the ground tends to collect at the weathered till/unweathered till interface and flow, underground, through the weathered till along the top of that interface. That water is referred to as "perched" groundwater or "interflow." It does not represent the regional aquifer. Perched groundwater was encountered in the test pits at depths between about 2' – 3.5' below grade. An accumulation of surface water was observed near the midpoint of the south property line, against a retaining wall along the north edges of *Pine Meadows* Lots 8 and 9 behind which fill had been placed during development of *Pine Meadows*. Thus, *Pine Meadows* Lots 8, 9, and a portion of 10 were filled to a grade above that of the adjoining *Brixton* site, blocking the natural flow of drainage in that direction. ⁶ (Exhibit 7a, pp. 2 and 3; and official notice)
6. Chapter 21A.50 SMC, Environmentally Critical Areas, contains the City's regulations for critical areas, included within which are wetlands regulations. The *Brixton* site contains no regulated critical areas. However, Tract A in *Pine Meadows* contains a Category II wetland with a habitat score of 16 whose northernmost tip comes to within about five feet of the south line of *Brixton*. (Exhibits 3;

⁶ Brixton Homes' spokesperson testified that one of their associated companies was the developer of *Pine Meadows*.

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Sheet P01; 4) City code requires that such wetlands be protected by establishment of a 75 foot wide buffer, measured horizontally from the edge of the delineated wetland. [SMC 21A.50.290(2)] Tract A in *Pine Meadows* provides the required buffer within *Pine Meadows*. Because of *Division 2's* age, no protection for the neighboring wetland was established when the subdivision was developed. As a result, Huleen's detached garage/shop⁷ and part of his sport court now sit within the 75 foot buffer required by current regulations. (Exhibit 3, Sheet P01)

Garages/shops and sport courts are not allowed within wetland buffers. [SMC 21A.50.290 - .320] The Department, Brixton Homes, and Huleen have had (what were apparently) extensive and intensive negotiations regarding the treatment of the garage/shop, sport court, and wetland buffer. Ideally, the Department would prefer that the Huleen detached garage/shop and sport court be removed, the area beneath them restored, and the portion of the 75 foot wetland buffer within *Brixton* be established as a separate tract owned by the *Brixton* Homeowners Association (HOA). (Testimony)

7. Since Huleen is unwilling to give up his detached garage/shop or sport court, a buffer averaging plan has been developed. That plan recognizes that the sport court occupies 357 SF of the required buffer area. In exchange for reducing the buffer so it does not encompass any of the sport court, an additional 813 SF of land south and east of the sport court will be established as protected buffer (and a small shed that is located partly in the expanded buffer area will be removed). (Exhibit 4a; and testimony)

The proposed buffer averaging plan completely ignores the detached garage/shop which lies entirely within the required 75 foot wide wetland buffer: The buffer completely wraps around the garage/shop. (Exhibits 3, Sheet P01; 4a, Fig. 1)

8. As noted, the Department would like to see the detached garage/shop removed from the required buffer. Since Huleen does not agree with that solution, the Department has proposed a condition of subdivision approval which would require that a minimal area around the detached garage/shop be established as a separate critical areas tract, the responsibility for which would rest with the owner of Proposed Lot 1. The remainder of the critical areas tract protecting the wetland would be established as a separate tract, the responsibility for which would rest with the *Brixton* HOA. (Exhibit 1, p. 9, Recommended Condition 8) A second recommended condition would require a notice against the title of Proposed Lot 1 to the effect that the garage "cannot be further expanded or reconstructed if demolished." (Exhibit 1, p. 11, Recommended Condition 29)
9. The Department bases Recommended Condition 29 on the provisions of Chapter 21A.70 SMC, "Nonconformance, ...". (Exhibit 1, p. 11, Recommended Condition 29) Sections 21A.70.020 - .080 SMC address nonconformances, which are defined as

⁷ Huleen's residence includes an attached, two-car garage. (Testimony)

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any use, improvement or structure established in conformance with the City's rules and regulations in effect at the time of establishment that no longer conforms to the range of uses permitted in the site's current zone or to the current development standards of the code due to changes in the code or its application to the subject property.

[SMC 21A.15.800] Sections 21A.70.020 - .080 SMC, in brief, allow nonconformances: To be continued as is; to be rebuilt without expansion if damaged or destroyed; to be modified without expansion; and to be expanded up to 10%.

However, SMC 21A.50.060 makes specific provisions for existing, legally established uses which conflict with current critical areas regulations. Such uses "may be maintained". [SMC 21A.50.060(1)] Structures within a wetland buffer may be modified or replaced if the work "does not increase the existing footprint" and "there is no increased risk to life or property." [SMC 21A.50.060(2)(a)]

10. Because of the previous subdivision and construction of eight houses, much of the native forest overstory was removed decades ago. The site currently contains 366 "significant trees"⁸ scattered throughout the eight lots, of which one is dead and 19 are not viable. (Exhibits 3, Sheet P02; 6; 7a, Fig. 2)
11. The City has adopted tree retention requirements.⁹ [SMC 21A.35.210 - .240] New subdivisions must retain at least 25% of all "significant" trees located outside of protected sensitive areas [SMC 21A.35.210(2)(a)] and essentially all significant trees located within protected environmentally sensitive areas [SMC 21A.35.210(2)(b)] There is a proviso associated with the retention requirement: "trees retained within environmentally sensitive areas and associated buffers may be counted for up to 50 percent of the tree retention requirement in subsection (2)(a) of this section." [SMC 21A.35.210(2)(b)] Further, up to 50% of the trees to be retained may be replaced by new trees upon approval by the Department; replacement ratios range from 4:1 to 8:1 depending upon the size of the tree to be replaced. [SMC 21A.35.210(6) and .240(1)(c)]

The regulations include criteria for selecting which trees to retain on a development site:

⁸ The SMC defines a "significant tree" as either a coniferous tree with a diameter at breast height (DBH) of 8" or more or a deciduous tree with a DBH of 12" or more. [SMC 21A.15.1333]

⁹ The tree retention provisions within Chapter 21A.35 SMC underwent two interim revisions, one effective from October 14, 2014, through April 14, 2015, the other effective from April 14, 2015, through October 14, 2015 (Ordinances O2014-375 and O2015-390) before being repealed and replaced by Chapter 21A.37, effective October 14, 2015 (Ordinance O2015-395). The *Brixton* application is vested to the "original" version of the tree retention regulations, those in existence on May 22, 2014. Therefore, none of the interim versions nor the current version may be applied to the consideration of this application. All tree retention citations herein are to the SMC as it existed on May 22, 2014.

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- (a) Trees located within healthy, vegetated groups and stands rather than as isolated trees scattered throughout the site;
- (b) Trees that have a reasonable chance of survival once the site is developed;
- (c) Trees that will not pose a threat to persons or property;
- (d) Trees that can be incorporated into required landscaping or can be used to screen the site from adjacent properties;
- (e) Trees adjacent to open space, sensitive area buffers or sensitive area tracts;
- (f) Trees having a significant land stability function; or
- (g) Trees that meet the definition of heritage tree.

[SMC 21A.35.210(5)]

12. Of the 366 significant trees on site (See Finding of Fact 10, above.), 15 are located within the on-site wetland buffer (Proposed Tract H). Pursuant to SMC 21A.35.210(2)(a), 88 (25% of 351) significant trees outside of sensitive areas and the 15 significant trees within sensitive areas tracts must be retained. Pursuant to the proviso in SMC 21A.35.210(2)(b), the 15 trees within the sensitive areas may count towards the 88 tree total.

Brixton Homes proposes to retain 92 significant trees, the 15 within Proposed Tract H plus an additional 77 others. Most (62) of those 77 are clustered within Proposed open space Tracts E, F, and G along the north half of the east property line. The remaining 19% (15 trees) are scattered within Proposed Lot 1, representing all but three of the significant trees outside of Proposed Tract H within that lot. (Exhibit 3, Sheet P05)

13. On September 11, 2014, Huleen signed a statement acknowledging that the 15 significant trees within Proposed Lot 1 plus those within the wetland buffer on Proposed Lot 1 are required to meet the tree retention requirements of the SMC and cannot be removed for further development of Proposed Lot 1. (Exhibit 6a)

During the hearing Huleen asked if trees # 8627 and # 8632 (See Exhibit 3, Sheet P05: Those two trees are located outside Proposed Tract H near the northern tip of the sport court.) could be removed from the list of trees to be protected: He is worried that falling branches from those trees could damage the sport court. The Department also suggested that it might be beneficial to take tree # 8040 (See Exhibit 3, Sheet P05: Tree # 8040 is located in the northeast corner of Proposed Lot 1.) off the protected tree list as that tree would be in the way if and when Huleen ever abandoned his access drives onto 218th Avenue SE and developed a driveway onto Tract C. (Testimony)

14. A very large (36" diameter at breast height) cedar tree straddles the common boundary between the Moulton property and *Brixton*. (Exhibit 23) Moulton does not want that tree damaged. (Exhibits 3, Sheet P02; 9e; 9i; 22; and testimony)

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Brixton Homes has agreed to establish a wider-than-required north side setback of 9 feet (versus the code-required 5 feet) on Proposed Lots 31 and 32 to protect roots of trees along the common property line. Brixton Homes also agreed that “an arborist will be retained to provide onsite consultation during construction, to further evaluate any impacts to offsite trees.” (Exhibit 9k, pp. 1 – 3; quote from p. 3) Brixton Homes’ arborist has done an impact evaluation of the Moulton cedar tree assuming that grading as preliminarily proposed occurs (“a net cut of around 1 foot below the existing grade within a portion of the tree’s dripline.” (Exhibit 23)). The arborist believes that such grading “will likely have minimal impact” on the cedar, but acknowledges that “it is impossible to predict where the roots of this tree actually are. [The arborist] recommend[s] the project arborist be on site to monitor, document and assess any root disturbance during grading that occurs within the dripline of this tree.” (Exhibit 23) When asked by the Examiner what “document and assess” meant, Brixton Homes’ representative stated that Brixton Homes does not want to harm that cedar tree and would stop work and make a “course correction” if necessary to protect the tree. (Testimony)

15. The City adopted Interim Public Works Standards (PWS) in 2000. [SMC 14.01.010] In turn, the PWS adopt the King County Surface Water Design Manual (2009 KCSWDM). [PWS.20.010] Because of its location, *Brixton* is subject to Level 3 Flow Control and Sensitive Lake Water Quality Treatment under the 2009 KCSWDM. (Exhibit 1, p. 3, Finding 9) The 2009 KCSWDM requires that, after collection, treatment, and detention, surface water from impervious surfaces in the subdivision be discharged at existing natural locations. (Exhibit 7b, p. 2-1)

When *Division 2* was developed, a storm water detention pond was constructed at its northwest corner and subsequently conveyed to the City. (Exhibit 3, Sheets P01 and P02) That pond receives runoff from SE 1st Street. (Exhibit 7b, p. 4-17)

Brixton Homes has developed a preliminary drainage plan which contemplates collecting runoff from the 80% of the site that drains west (the part that will be developed) and transporting it to a new, much larger detention pond in Proposed Tract A. The pond design includes dead storage for water quality treatment of the runoff and live storage for flow control. (Exhibit 7b) The 2009 KCSWDM requires that calculations for the storage volume required assume that the site is currently undeveloped and densely wooded. That assumption results in a significantly larger pond than had current land cover conditions been used as the baseline. (Exhibit 7b, pp. 4-17 – 4-22)

16. Associated with the storm water control plan is Brixton Homes’ preliminary grading plan. In summary, the preliminary grading plan envisions clearing all structures and vegetation on the site except within Proposed Lot 1 and Tracts E, F, and G. The detention pond in Proposed Tract A would be cut into the ground about 16 feet. Portions of the proposed lots along the north and south edges of the site are proposed to be filled (about two feet of fill along portions of the north edge; up to about six feet of fill along portions of the south edge). The preliminary plan envisions a retaining wall north of *Pine Meadows* Lots 8 – 10 which could be a few feet higher than the retaining wall built during the development of *Pine Meadows*. Brixton Homes representative stated that the proposed

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grading, at least in part, is necessary to direct storm water runoff inward to the collection and treatment system within the subdivision. (Exhibit 3, Sheet P03; and testimony)

The pond and on-site utilities will likely be excavated deeper than the weathered till – unweathered till interface, thus intercepting at least some of the site’s natural interflow. Brixton Homes’ geotechnical engineer has concluded that the amount of interflow seepage into the storm water detention pond would be “insignificant to the volume of the pond.” (Exhibit 7b, p. 4-30)

17. The owners of *Pine Meadows* Lots 8 – 14 (Fu *et al.*) are upset about the proposed fill near their common boundary with *Brixton*. They believe that the fill will cause homes on the abutting lots in *Brixton* (Proposed Lots 13 – 17) to “look down on” their lots, thus destroying their privacy. They also complain of loss of view (although the record is devoid of any evidence that their lots have any view to the north other than of the houses, accessory buildings and trees in *Division 2*). They want the Examiner to prohibit Brixton Homes from removing trees or filling near their property line (in part because they fear that additional grading near the property line will increase runoff onto their lots and in part because it will adversely impact the privacy of their back yards); they also want the Examiner to require there to be a 60 foot separation between their residences and those in *Brixton*. They argue that the burden should be on Brixton Homes to demonstrate a need to raise the grade of the adjacent lots. (Exhibits 9d; and 9h; and testimony) The City has no regulations limiting the extent of grading allowed in development of a subdivision except as might be limited by tree retention regulations.

Pine Meadows’ Lot 8 shares a side yard boundary with *Brixton*’s Proposed Lot 12; *Pine Meadows*’ Lots 9 – 14 share a rear yard boundary with *Brixton*’s Proposed Lots 13 - 17. Proposed Lot 12 is 65 feet wide; Proposed Lots 13 – 17 are between 115 and 150 feet deep. (Exhibit 3, Sheet P01)

Property line setbacks for the R-4 (*Brixton*) and R-6 (*Pine Meadows*) zones are the same: 10 feet from a street property line (but a garage must have at least a 20 foot long driveway) and 5 feet from interior property lines. [SMC 21A.50.030(A)] Brixton Homes’ representative testified that, where utilities are located beneath a subdivision’s streets, builders typically construct homes as close to the street as legally possible to minimize driveway and utility construction costs. He also testified that the typical home built by Brixton Homes generally has a front to back depth of around 60 feet. ¹⁰ (Testimony)

Proposed Lots 12 – 17 in *Brixton* abut Lots 8 – 14 in *Pine Meadows*. The rear half of Proposed Lot 12 shares a side lot line with the rear half of *Pine Meadows* Lot 8. (Exhibit 3, Sheet P01)

¹⁰ The schematic depiction of Proposed Lot 31 in Exhibit 23 shows a house footprint that is about 48 feet wide by 70 feet deep.

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18. Public Works issued a traffic Certificate of Concurrency for *Brixton*, indicating that traffic from the development would not lower the level of service on City streets below established levels. (Exhibit 14; see also Exhibit 7c)
19. Brixton Homes requested and Public Works approved a PWS Variation to reduce the new internal street right-of-way width from 60 to 50 feet, eliminate parking on one side of all internal streets, and reduce all internal pavement widths from 36 to 28 feet. (Exhibits 3 and 18) Public notice of approval of the Variation was issued; there was no appeal. (Exhibit 8b)
20. Tracts B, C, and D are considered private streets. (Testimony) Private streets may serve up to four lots and must have a 20 foot wide travel surface with a 5-foot sidewalk on one side. [PWS.15.090(A)] Public Works testified that a turnaround is not required for Tracts B, C, and D as each is not longer than 150 feet.¹¹ The proposed preliminary plat complies with those requirements. (Exhibit 3, Sheet P03)

The panhandles which extend from the ends of Tracts B, C, and D are considered shared or joint use driveways. (Testimony) Joint use driveways may serve no more than two adjoining lots and must have a paved width of 15 feet. [PWS.15.170(A)(4)] The proposed panhandles are 20 feet wide, thus allowing construction of a 15 foot wide driveway. (Exhibit 3, Sheet P01)

Therefore, Proposed Lots 1 (if it ever requires this access) and 10 must access Tract C; they cannot be allowed to access the Lot 12 panhandle which they both also abut. Proposed Lots 4 and 5 may not access Tract C which they abut. Proposed Lot 26 must access Tract B; it cannot be allowed to access the Lot 32 panhandle which it also abuts. Proposed Lot 25 cannot be allowed to access Tract B. And, finally, Proposed Lots 27 and 28 must access Tract D; they cannot be allowed to access the Lot 31 panhandle which they also abut. Proposed Lots 21 and 22 cannot be allowed to access Tract D.

21. *Division 2* Lot 8 (the Huleen lot) currently has three driveways accessing public streets: One driveway onto SE 1st Street and two driveways onto 218th Avenue SE. (Exhibit 3, Sheet P02) The driveway onto SE 1st Street will be cut off by Proposed Lot 3, leaving new Proposed Lot 1 with two driveways onto 218th Avenue SE. (Exhibit 3, Sheet P01)

Recommended Condition 44 reads as follows:

Except for the existing driveway to Lot 1, no direct vehicular access driveway shall be allowed onto 218th Avenue SE. The existing driveway shall be allowed to remain in place as long as the existing house and/or accessory building on Lot 1 remains “as

¹¹ The Examiner cannot find that provision in the PWS. The table in PWS.15.090 indicates that a cul-de-sac for a private street must have a paved radius of 45 feet – but nothing in said section explicitly states that a cul-de-sac is required. The Examiner will thus accept, without deciding, Public Works’ statement that a turnaround of some sort is not required when the private street is 150 feet long or less.

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is”. Any application for a new single family residence on Lot 1 shall require Lot 1 to eliminate the existing driveway apron on 218th Avenue SE and begin to use Tract C for access.

When the Examiner pointed out that Proposed Lot 1 actually has two driveways, not one driveway, onto 218th Avenue SE and that the third sentence in the recommended condition conflicts with the second sentence,¹² a lengthy discussion ensued during which City staff’s position evolved.

Staff first stated that its intent was that if the garage were ever removed, the second driveway to 218th Avenue SE would also be removed and any new garage would be built outside of Tract H. Staff then asserted that having two driveways onto 218th Avenue SE violated the PWS.¹³ Staff stated that it wanted Lot 1 to come into compliance with code requirements and that while it was willing to allow the garage to remain within Tract H, it wanted to achieve compliance whenever anything changed on the lot. That position then evolved to a desire to eliminate both driveways onto 218th Avenue SE, to be replaced by a new driveway onto Tract C. Finally, staff said that any structural changes to any building on Proposed Lot 1 should trigger a requirement to bring the entire lot up to code: Eliminating both driveways, building a new driveway onto Tract C, removing the garage/shop, and restoring the wetland buffer. (Testimony)

Brixton Homes’ attorney said that the applicant was surprised by the garage removal concept and wanted to remain neutral on the issue, but felt that the SMC’s provisions for nonconformances provided sufficient regulations. (Statement of counsel)

Huleen believes that the SMC would allow him to not only retain the garage, but also enlarge it. He wants the right to do both. He does not believe that the SMC requires him to abandon his 218th Avenue SE driveways. Huleen opposes the staff’s position. (Testimony)

22. The record contains evidence that appropriate provisions have been made for open space (Exhibits 1 and 3); potable water supply (Exhibits 1 and 12); sanitary wastes (Exhibits 1 and 13); parks and recreation (Exhibits 1 and 3); playgrounds (Exhibits 1 and 3); schools and schoolgrounds (Exhibit 1); and safe walking conditions for children who walk to school (Exhibits 1 and 10). The proposed plat design does not require alleys or other public ways (Exhibit 3); the record contains no request for transit stops.
23. In addition to the concerns of area property owners mentioned in previous Findings of Fact, several other written comments were submitted during the initial comment period in 2014. Barclay, Chiene,

¹² The “trigger” in the second sentence is any change to the house or garage/shop from “as is”. The trigger in the third sentence is an application to build a new house. The two triggers are inconsistent.

¹³ PWS.15.170(A)(8) requires new driveways to “be unified whenever possible to create the fewest number of accesses onto a City street.” PWS.15.170(C)(2) states that the City may refuse to allow access to a public street “[w]henver a potential access exists to any property from both a public road and a private easement”. The Examiner is unaware of any other potentially relevant PWS provisions.

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Heinonen, and Isaac, residents to the north, presumably all living within the R-1 zoned area, expressed concern about perceived excessive density, loss of tree cover, too-rapid City development, poor internal street layout, and traffic impacts. (Exhibits 9a, 9b, 9e, and 9g) Barclay also argued that there should be a recreation area within the plat. (Exhibit 9a; There is a recreation area required by City code and proposed within the plat. (Exhibit 3, Sheets P01 and P06))

Flynn asked that she “be involved” regarding any improvements to 218th Avenue SE. (Exhibit 21) Frontage improvements are required of a developer only on the development’s street frontage, not on the opposite side of the street. Flynn’s property borders the west side of 218th Avenue SE, opposite the *Brixton* property. The *Brixton* developer will not be required to do anything on Flynn’s side of the street.

Moulton expressed concern that site clearing would displace rodents (rats) who would then invade neighboring properties. (Exhibit 9e) *Brixton Homes* voluntarily offered “[i]f requested prior to the start of construction ... to provide rodent abatement programs per approved city regulations to mitigate the potential migration of onsite rats/rodents.” (Exhibit 9k, p. 3)

24. Sammamish’s State Environmental Policy Act (SEPA) Responsible Official issued a threshold Determination of Nonsignificance (DNS) for *Brixton* on August 31, 2015. (Exhibit 5a) The DNS was not appealed. (Exhibit 1)
25. The Department concludes that *Brixton* complies with applicable standards and requirements if properly conditioned. Therefore, the Department recommends approval subject to 48 conditions. (Exhibit 1) *Brixton Homes* has no objection to the Recommended Conditions. (Testimony)

One of those 48 conditions, Recommended Condition 25, deals with the allocation of impact fee credits. The philosophical and legal concept behind impact fees is to offset costs attributable to new dwellings and their residents. When a site contains existing residences, even if they will be removed and replaced by new dwellings, fairness requires that impact fees not be required for those existing residences (or their replacements) as they do not create new impacts: They are either existing impacts or replacements for existing impacts.

How to allocate those credits is not spelled out in the SMC. In the past the Department and the Examiner have disagreed on how to best allocate impact fee credits. The Department’s representative testified that after the Examiner’s most recent preliminary subdivision decision, staff met with the City Attorney to discuss this topic. As a result of those discussions, staff now recommends that impact fee credits be applied in the order in which building permit applications are filed until the number of credits for a particular development is exhausted.

The Examiner finds that solution to be as equitable or more equitable than prior solutions. Since there is no code language to rely on and since that solution is supported by the City Attorney, the Examiner hereafter will apply it consistently unless and until either an impact fee credit allocation

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provision is added to the SMC or the City Attorney informs the Examiner of an even more legally sound alternative.

26. Any Conclusion of Law deemed to be a Finding of Fact is hereby adopted as such.

LEGAL FRAMEWORK ¹⁴

The Examiner is legally required to decide this case within the framework created by the following principles:

Authority

A preliminary subdivision is a Type 3 land use application. [SMC 20.05.020, Exhibit A] A Type 3 land use application requires an open record hearing before the Examiner. The Examiner makes a final decision on the application which is subject to the right of reconsideration and appeal to Superior Court. [SMC 20.05.020, 20.10.240, 20.10.250, and 20.10.260]

The Examiner's decision may be to grant or deny the application or appeal, or the examiner may grant the application or appeal with such conditions, modifications, and restrictions as the Examiner finds necessary to make the application or appeal compatible with the environment and carry out applicable state laws and regulations, including Chapter 43.21C RCW and the regulations, policies, objectives, and goals of the interim comprehensive plan or neighborhood plans, the development code, the subdivision code, and other official laws, policies and objectives of the City of Sammamish.

[SMC 20.10.070(2)]

Review Criteria

Section 20.10.200 SMC sets forth requirements applicable to all Examiner Decisions:

When the examiner renders a decision . . . , he or she shall make and enter findings of fact and conclusions from the record that support the decision, said findings and conclusions shall set forth and demonstrate the manner in which the decision . . . is consistent with, carries out, and helps implement applicable state laws and regulations and the regulations, policies, objectives, and goals of the interim comprehensive plan, the development code, and other official laws, policies, and objectives of the City of Sammamish, and that the recommendation or decision will not be unreasonably incompatible with or detrimental to affected properties and the general public.

Additional review criteria for preliminary subdivisions are set forth at SMC 20.10.220:

¹⁴ Any statement in this section deemed to be either a Finding of Fact or a Conclusion of Law is hereby adopted as such.

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When the examiner makes a decision regarding an application for a proposed preliminary plat, the decision shall include additional findings as to whether:

(1) Appropriate provisions are made for the public health, safety, and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school; and

(2) The public use and interest will be served by the platting of such subdivision and dedication.

Vested Rights

Sammamish has enacted a vested rights provision.

Applications for Type 1, 2, 3 and 4 land use decisions, except those that seek variance from or exception to land use regulations and substantive and procedural SEPA decisions shall be considered under the zoning and other land use control ordinances in effect on the date a complete application is filed meeting all the requirements of this chapter. The department's issuance of a notice of complete application as provided in this chapter, or the failure of the department to provide such a notice as provided in this chapter, shall cause an application to be conclusively deemed to be vested as provided herein.

[SMC 20.05.070(1)] Therefore, this application is vested to the development regulations as they existed on May 22, 2014.

Standard of Review

The standard of review is preponderance of the evidence. The applicant has the burden of proof. [City of Sammamish Hearing Examiner Rule of Procedure 316(a)]

Scope of Consideration

The Examiner has considered: all of the evidence and testimony; applicable adopted laws, ordinances, plans, and policies; and the pleadings, positions, and arguments of the parties of record.

CONCLUSIONS OF LAW

1. *Brixton* presents a less than inspiring design accompanied by avoidable complications.

It's rectangular lots, for the most part, are stacked together like containers on a cargo ship. But DCD affirms that each and every one of those lots fully complies with applicable zoning regulations. And

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City code has essentially no design standards that could be applied to declare the proposal unacceptable.

Nearly one-third of its 32 lots are served by a combination of private streets (apparently designed to the maximum length allowed without a turnaround) and private easements (narrower extensions of those private streets), all without any turnarounds. Those lots will lack any on-street guest parking as their private accesses are too narrow for guest parking. But Public Works affirms that those private streets and easements fully meet all applicable PWS requirements and that guest parking is not required.

Fourteen of its 92 retained significant trees are scattered around Proposed Lot 1, the Huleen lot, not in a tree retention tract or under control of the *Brixton* HOA. But DCD affirms that the version of the City's tree retention regulations to which *Brixton* is vested does not require that the retained trees be commonly owned or within a separate tract.

The struggle and confusion so evident in the Findings of Fact, above, surrounding treatment of Huleen's driveways and detached garage is solely attributable to Huleen's desire to retain most of his existing lot as his residence and Brixton Homes' desire to maximize its yield. If Huleen's lot had been left out of the plat entirely, nobody would be talking about the detached garage or its existence inside what now has to be set aside as a wetland buffer area; nor would anyone be talking about Huleen's multiple driveways onto 218th Avenue SE; nor would anyone be talking about what to do in the future if Huleen changes anything on his lot; nor would anyone be talking about how to assure that the retained trees scattered around the Huleen lot will remain protected as required by applicable tree retention regulations. But if Huleen's lot were completely eliminated from the plat, Brixton Homes' lot yield would be reduced as the site area would be reduced by about one acre (roughly equivalent to four lots). But there is no evidence that inclusion of the Huleen lot violates any applicable City regulation. Nor is there any City regulation that would allow the Examiner to force Brixton Homes to remove the Huleen lot from the proposal.

In the end, the Examiner's duty is to apply adopted, legally applicable City regulations to the *Brixton* proposal. The Examiner was not appointed to be the arbiter of good design in land development in the absence of any standards by which to judge good design. Nor was the Examiner appointed to force his ideas of good design on land owners in the City. The Examiner was appointed to fairly apply to proposed applications those land development regulations (subject obviously to vested rights regulations) adopted by the City's legislative officials, the City Council. The Examiner will, in this case as in every other case which he hears, seek to impartially fulfill that duty to the best of his ability.

2. The concerned neighbors are reminded of the subdivision process explanation provided by the Examiner near the end of the hearing. Washington State land subdivision regulations establish a two-step process: Preliminary approval and final approval. State law establishes a quasi-judicial preliminary approval process which includes an open record public hearing and decision by an

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impartial decision maker; state law establishes a mostly administrative process for review and approval of a final subdivision.

A “preliminary plat” is by law a neat and approximate drawing of a proposed subdivision. [SMC 19A.04.260; see also RCW 58.17.020(4)] It is not intended to provide engineering detail and specifications. It is intended to demonstrate that the proposed subdivision can comply with all applicable regulations. Preliminary subdivision approval results in a plan for development of a site which is “neat and approximate” – more than conceptual, but less than detailed.

Once preliminary approval has occurred, the developer then sets about to convert those “neat and approximate” preliminary plans into full-fledged construction plans. That part of the process is wholly administrative. If, as the detailed engineering work proceeds, the developer believes that it would be beneficial to make some changes in the designs, it may request approval of such changes. If they are minor, they are handled administratively by City staff; if they are major, they require a quasi-judicial review process essentially like re-opening the preliminary subdivision review process. [SMC 19A.12.040]

Once the detailed construction plans are approved, the developer does the grading, infrastructure construction (utilities, roads, drainage facilities, etc.), and sensitive areas mitigation (if applicable) to prepare the development for final plat approval.

The final plat process involves a closed record review by the City Council. If the developed project complies with all conditions of preliminary approval, it is granted final approval and the developer may record the plat and begin selling lots.

From the above synopsis of the process, one can see that detailed engineering detail is simply not required nor typically available during the preliminary subdivision review process. Those who are looking for that level of detail in the preliminary subdivision review process have an unrealistic expectation not grounded in either state law or local regulation.

3. Quasi-judicial decisions (which a preliminary subdivision is) must be based upon applicable statutes, ordinances, policies, and facts contained within the record of the open record hearing. Neighborhood opposition alone may not justify denial of an application. [*Sunderland Services v. Pasco*, 127 Wn.2d 782, 797, 903 P.2d 986 (1995)] Such decisions must also be based upon facts, not fears. [*Dept. of Corrections v. Kennewick*, 86 Wn. App. 521, 937 P.2d 1119 (1997)]
4. City ordinances are subject to the same rules of interpretation and construction as apply to statutes. [*Tahoma Audubon Soc. v. Park Junction Partners*, 128 Wn. App. 671, 116 P.3d 1046 (2005); *Neighbors v. King County*, 88 Wn. App. 773, 778, 946 P.2d 1188 (1997)]

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5. “When a general and a specific ordinance cover the same subject matter, the specific controls over the general to the extent that the two conflict.” [*State ex rel. Lige & Wm. B. Dickson Co. v. Pierce Cty.*, 65 Wn. App. 614, 620, 829 P.2d 217 (1992)]
6. The state Supreme Court in *Citizens v. Mount Vernon* [133 Wn.2d 861, 947 P.2d 1208 (1997), *reconsideration denied*] ruled that “[RCW 36.70B.030(1)] suggests ... a comprehensive plan can be used to make a specific land use decision. Our cases hold otherwise.” [at 873]

Since a comprehensive plan is a guide and not a document designed for making specific land use decisions, conflicts surrounding the appropriate use are resolved in favor of the more specific regulations, usually zoning regulations. A specific zoning ordinance will prevail over an inconsistent comprehensive plan. If a comprehensive plan prohibits a particular use but the zoning code permits it, the use would be permitted. These rules require that conflicts between a general comprehensive plan and a specific zoning code be resolved in the zoning code’s favor.

[*Mount Vernon* at 873-74, citations omitted]

7. The proposed density is fully consistent with the site’s zoning. Although not documented in the record of this hearing, the Examiner believes that the zoning pattern was inherited from King County upon incorporation of the City in 1999. If that is the case, then the area’s zoning has been unchanged for at least 16 years.

The subject property is located within an incorporated city. The zoning density of this site and the area to its south (4 and 6 du/ac, respectively) is representative of urban/suburban development in the greater Puget Sound area. Urban densities are to be expected in a city. Although not expressly detailed in the hearing record, it is commonly understood that urban density development destroys the natural habitat for many wildlife species. The loss of wildlife habitat is a known result of urbanization – large wildlife species and humans do not coexist in close quarters well. When the City’s legislative body, the City Council, inherited without change the R-4 and R-6 zones in this area, it made a conscious trade-off: Human habitat over wildlife habitat. Except as required to comply with Chapter 21A.50, Environmentally Critical Areas, loss of wildlife habitat is to be expected as the City develops.

8. Resolution of how to handle the Huleen lot (Proposed Lot 1) is substantially informed by the above-stated legal principles. The SMC contains regulations governing nonconformances in general and specific regulations governing nonconformances associated with critical areas regulations. The latter, SMC 21A.50.060, take precedence over the code’s general nonconformance regulations in Chapter 21A.70 SMC because the issues with the garage exclusively involve critical areas regulations. Section 21A.50.060 SMC governs the detached garage/shop that will become nonconforming when the wetland buffer is established on the Huleen property. Those regulations allow the detached garage/shop to remain where it is, to be modified or replaced if such action doesn’t increase the

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footprint of the structure or increase “risk to life or property” [SMC 21A.50.060(2)(a)], and to be replaced under limited conditions. [SMC 21A.50.060(1), (2)(a), and (6)] Nothing in the record of this proceeding supports stricter regulation of the nonconforming detached garage/shop than required by adopted code. Therefore, Recommended Condition 29 must be revised to comport with the above.

9. The above discussion does not resolve the questions surrounding segmenting and fencing Proposed Tract H. Recommended Condition 8 calls for Tract H to be divided such that the *Brixton* HOA is responsible for that portion not containing the detached garage/shop and the owner of Proposed Lot 1 is responsible for that portion containing the detached garage/shop. During the hearing the Department suggested that the portion of the wetland buffer containing the detached garage/shop should be only five feet wider than the building (providing a minimal area around the garage for maintenance), thus allowing the HOA to access its portion of the buffer tract from the public street right-of-way. That is a reasonable suggestion; it minimizes the portion of the buffer that is compromised by the existence of the detached garage/shop and thus minimizes the extent of the nonconformance.
10. Sections 21A.50.190 and 21A.50.170 SMC, respectively, require critical areas and their buffers to be protected in separate tracts owned by an HOA or the City and require the outer edges of those tracts to be marked by survey, signed, and fenced. Proposed Tract H, the portion of the wetland buffer containing the detached garage/shop, cannot fully meet those requirements because of the nonconforming detached garage/shop. The development must comply with the requirements to the greatest extent possible so as to minimize the extent of the nonconformance.

The code requires fencing of critical areas tracts. [SMC 21A.50.170(3)(a)(i)] There is no reason why the exterior of the buffer tracts should not be fenced as required by code. Since fencing is required by code, no special condition is required. However, the distinction between Proposed Tract H (the nonconforming garage/shop tract) and what will be called Proposed Tract I (the remainder of the critical areas buffer within the subdivision) is important. The HOA needs to know exactly what area it is responsible for. And the owner of Proposed Lot 1 needs to know how much area around the garage/shop is within his control. A fence of the type required around the edge of a critical area tract is necessary between Proposed Tracts H and I.

The outer edge of the buffer can be fenced and signed, but a gate through that buffer must be provided to allow access to the garage. The gate should be no wider than the driveway leading to the garage door(s). Recommended Condition 8 must be revised to so provide.

11. Recommended Conditions 40 and 41 adequately address the issue of tree retention within Proposed Lot 1. Those conditions require that all trees retained to meet code requirements must be tagged in the field and specifically noted on the face of the final plat. The final plat is a legally recorded document. Language on the face of the final plat will specify that tagged trees cannot be removed without penalty. That is as much as can be done.

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Since the preliminary tree retention proposal will retain more trees than required, the Examiner has no objection if some trees within Proposed Lot 1 are taken off the preservation list as requested by Huleen. In fact, if Brixton Homes were to reduce the scope of grading in areas where healthy significant trees exist, and if Brixton Homes consequently wanted to retain significant trees elsewhere within the property in lieu of some or all of the trees within Proposed Lot 1, the Examiner would have no problem with such a change. Consideration of such changes from the preliminary tree retention plan could be handled administratively by staff during the site development plan review process.

12. The PWS require that new driveways “be unified whenever possible to create the fewest number of accesses onto a City street.” [PWS.15.170.A.8] The PWS also provides that “[w]herever a potential access exists to any property from both a public road and a private easement, the City may refuse access to the public road.” [PWS.15.170.C.2] On the other hand, the Examiner can find no outright prohibition within the PWS against multiple driveways from a single property to a City street.

Proposed Lot 1, the Huleen lot, has two driveways onto 218th Avenue SE and will also have the possibility to access Tract C, a private access road. If Proposed Lot 1 were undeveloped, the Examiner would expect staff to recommend prohibition of any access onto 218th Avenue SE from Proposed Lot 1 based upon the above-quoted PWS provisions.

Recommended Condition 44 seeks to address the issue of access to 218th Avenue SE. The first sentence, which bars any additional driveways onto 218th Avenue SE, is fine except to the extent it misstates the number of existing driveways accessing 218th Avenue SE. The remainder of the recommended condition tries to establish a threshold point or action that would require abandonment of the existing 218th Avenue SE driveways. That portion of the condition is inadequate.

The “remain ‘as is’” phrase is an unsatisfactory threshold: It is too vague and amenable to too many vastly differing interpretations. Resolution of the garage/shop driveway is easy: If the detached garage/shop is ever demolished or abandoned, then the driveway associated therewith should also be abandoned and removed. In the meantime, it remains protected under nonconformance regulations.

But the other driveway is more problematic. It will be the primary driveway to the existing house and attached garage on Proposed Lot 1. The Examiner cannot see any rational nexus between remodeling the house itself and continued existence of the driveway, especially where the PWS provides that if a private access is available, “the City may refuse access to the public road.” [PWS.15.170.C.2, emphasis added] “May” confers discretion (as opposed to “shall” which is mandatory). So the City has left to Public Works the discretion in the normal course of events to require or not require access from the private easement. Since there will be no other accesses onto 218th Avenue SE in *Brixton*, allowing one existing driveway to remain, well separated from the existing intersection with the internal street, does not seem either excessive or harmful. In fact, there is no evidence in the record to suggest that the existing driveway has ever been involved in any accident.

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If the existing house were to be completely replaced, then Public Works should have the authority granted to it under the PWS, as the same may exist at that time, to exercise discretion as to an appropriate driveway location. In the meantime, *Brixton* will be conditioned to preserve Proposed Lot 1's right to access Proposed Tract C.

13. Unless access to the three private road tracts and the panhandle easements that extend from them is carefully controlled, the result could quite easily be multiple violations of City access limitations. There will be numerous situations within this plat where lots will abut a private access tract or easement to which those lots have no legal right of access. In order to provide formal notice to lot owners of those restrictions, graphic and textual notices of those restrictions should be placed on the face of the final plat. The Examiner will add a condition specifying such a requirement.
14. All evidence indicates that the preliminary drainage plan demonstrates that the development can comply with applicable storm water control regulations. The Examiner is unaware of any legal basis upon which he could force *Brixton Homes* to change its preliminary grading plans; no hearing participant argued the existence of any such basis.

The Examiner would note that except for Proposed Lot 12, the other lots abutting the south property line are deep lots which back up to the abutting *Pine Meadows* lots. Grading of the back yards of those lots may not be necessary to achieve compliance with drainage control regulations. (If roof and footing drains and impervious surfaces are properly handled, what would remain would be rear yard drainage. It is unlikely that fill placed in the rear yards would be as dense as unweathered till. Therefore, at least a portion of the rain falling on it would infiltrate, regardless of the grade of the surface. Water that infiltrated those fill soils would become interflow and would percolate down to travel along the natural interface between weathered and unweathered till at some depth beneath the filled surface. Unless the site is graded to redirect the unweathered till plane before fill is placed above it, that drainage will not change direction. Thus, it would seem that filling to the rear property line might well be unnecessary to control drainage. If interflow needed to be controlled, other techniques not involving fill are available.) The Examiner can only encourage *Brixton Homes* to evaluate the need for as much grading as shown on the preliminary plans during the preparation of detailed site development plans.

15. *Brixton Homes*' offer regarding protection of the trees on neighboring property along the north property line should be memorialized in a condition.

Brixton Homes' offer to provide rodent abatement for neighboring properties would mitigate for construction disturbance of rodents living on the site – but only if neighbors knew that such a service were available. The offer as set forth in Exhibit 9k puts the onus on the neighbors to be aware of the offer. Neighbors who never read Exhibit 9k or this Decision would have no way of knowing of the existence of the offer. The Examiner believes that the offer was made in good faith to help preserve public health and safety. The offer should be memorialized in a condition, but that condition should

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require the platlor to notify the neighbors of the offer before construction begins so they may choose whether or not to avail themselves of the offer.

16. The *Pine Meadows* neighbors' request for a 60 foot separation between their homes and those within *Brixton* and for a planted buffer along the south edge of *Brixton* is unrealistic and unsupported by any adopted regulation. As has been noted previously, the required setbacks in the R-4 and R-6 zones are 5 feet from side and rear property lines – a far cry from the 60 foot separation requested.

Brixton will be a lower density development than is *Pine Meadows*. The *Pine Meadows* lots are much smaller: Six *Pine Meadows* lots back up to only four *Brixton* lots. If there were a requirement to provide a planted buffer between two adjoining residential developments (there is no such requirement), it would logically require the more dense development to screen itself from the neighboring lower density development, not the other way around. There is no regulatory or logical basis upon which to require a lower density development to screen itself from an adjoining higher density development.

Lastly, as a practical matter, the houses that will be built on Proposed Lots 13 – 17 will most likely be built near their north ends resulting in back yards in the range of 30 feet – much deeper than those in *Pine Meadows*. And the house on Proposed Lot 12 will likely be built near the west end of the lot (where its access is), a mirror image of placement of the house on the east end of *Pine Meadows*' Lot 8, close to its access. (Exhibit 15) It is not likely that those houses will even be beside one another.

17. Based upon all the evidence in the record, the Examiner concludes that *Brixton* meets the considerations within SMC 20.10.200. All evidence demonstrates compliance with Comprehensive Plan policies (to the extent legally applicable) and zoning code, subdivision code, and Environmentally Sensitive Areas regulations.
18. Given all the evidence in the record, the Examiner concludes that *Brixton* complies with the review criteria of SMC 20.10.220. The proposed subdivision allows development at the density expected under the Comprehensive Plan, does not thwart future development of surrounding properties, makes appropriate provision for all items listed in that code section, and will serve the public use and interest.
19. The recommended conditions of approval as set forth in Exhibit 1 are reasonable, supported by the evidence, and capable of accomplishment with the following changes:
 - A. The changes and additions discussed in the preceding Conclusions of Law.
 - B. A few minor, non-substantive structure, grammar, and/or punctuation revisions to Recommended Conditions 3, 6, 7, 11 - 13, 23, and 40 will improve parallel construction, clarity, and flow within the conditions. Such changes will be made.

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20. Any Finding of Fact deemed to be a Conclusion of Law is hereby adopted as such.

DECISION

Based upon the preceding Findings of Fact and Conclusions of Law, and the testimony and evidence submitted at the open record hearing, the Examiner **GRANTS** preliminary subdivision approval for *Brixton* **SUBJECT TO THE ATTACHED CONDITIONS.**

Decision issued December 7, 2015.

\s\ John E. Galt (Signed original in official file)

John E. Galt
Hearing Examiner

HEARING PARTICIPANTS ¹⁵

Patricia Flynn (during November 2 nd session)	Mona Davis
Todd Levitt	Bruce Moulton
John D. Huleen	Wei Fu
Kefei Lu	Haim Strasbourger
Kathy Curry	Jami Balint, unsworn counsel

NOTICE of RIGHT of RECONSIDERATION

This Decision is final subject to the right of any party of record to file with the Examiner (in care of the City of Sammamish, ATTN: Lita Hachey, 801 228th Avenue SE, Sammamish, WA 98075) a written request for reconsideration within 10 calendar days following the issuance of this Decision in accordance with the procedures of SMC 20.10.260 and Hearing Examiner Rule of Procedure 504. Any request for reconsideration shall specify the error which forms the basis of the request. See SMC 20.10.260 and Hearing Examiner Rule of Procedure 504 for additional information and requirements regarding reconsideration.

A request for reconsideration is not a prerequisite to judicial review of this Decision. [SMC 20.10.260(3)]

NOTICE of RIGHT of JUDICIAL REVIEW

¹⁵ The official Parties of Record register is maintained by the City's Hearing Clerk.

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This Decision is final and conclusive subject to the right of review in Superior Court in accordance with the procedures of Chapter 36.70C RCW, the Land Use Petition Act. See Chapter 36.70C RCW and SMC 20.10.250 for additional information and requirements regarding judicial review.

The following statement is provided pursuant to RCW 36.70B.130: "Affected property owners may request a change in valuation for property tax purposes notwithstanding any program of revaluation."

CONDITIONS OF APPROVAL

Brixton

PSUB2014-00111

This Preliminary Subdivision is subject to compliance with all applicable provisions, requirements, and standards of the Sammamish Municipal Code, standards adopted pursuant thereto, and the following special conditions:

General Conditions:

1. Pursuant to RCW 58.17.170 the Plator shall comply with all county, state, and federal rules and regulations in effect on May 22, 2014, the vesting date of the subject application. However, if the legislative body finds that a change in conditions creates a serious threat to the public health or safety in the subdivision, future development may be subject to updated construction codes, including but not limited to the International Building Code and the International Fire Code, as amended.
2. Preliminary plat approval shall be null and void if any condition is not satisfied and the final plat is not recorded within the approval period of 60 months (5 years) as required by SMC Chapter 19A.12.020, provided Plator may file for an extension as permitted by code.
3. The plat configuration shall be developed in substantial conformance with the conceptual development plan set prepared by Core Design received August 3, 2015 (Exhibit S-3); PROVIDED, that Proposed Tract H shall be divided into two tracts as follows. Proposed Tract H shall contain the detached garage/shop together with the area within five (5) feet of its west, south, and east-most sides and that area north of the garage contained by the northerly extension of the west and east-most tract side lines. Proposed Tract I shall contain the remainder of what is depicted on Exhibit 3, Sheet P01, as "Tract H." Revisions to approved preliminary subdivisions are subject to the provisions of SMC 19A.12.040.
4. For the purpose of ensuring compliance with all conditions of approval and the standard requirements of the SMC, the Plator shall provide financial guarantees in conformance with

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SMC Chapter 27A, and PWS Chapter 10.050(K). All improvements required pursuant to the PW standards, SMC, or other applicable regulations, must be installed and approved, or bonded as specified for plats in SMC 19A.16.

5. The platlor shall comply with the payment of street impact fees in accordance to City of Sammamish Ordinance No 2006-208.
6. The Platlor shall provide a final mitigation plan for city review as part of the site construction application process. This mitigation plan shall include critical area fencing and signage consistent with requirements in SMC Chapter 21A.50.170 and shall be based on the Buffer Averaging Plan that was prepared by Raedeke Associates, Inc. and dated June 2, 2015. This plan is attached to a June 5, 2015 Wetland Buffer Averaging Technical Memorandum that was also prepared by Raedeke Associates, Inc. (Exhibits S-4 and S-4a) The final mitigation plan shall include plan implementation details, a monitoring and maintenance protocol, performance standards, and a contingency plan. The final mitigation plan shall include a gate in the critical area fence for the existing driveway leading to the detached garage/shop that may be as wide as the existing driveway.
7. The Platlor shall submit a bond quantity worksheet which, after approval by the City, shall be the basis of a performance bond that must be posted with the City to ensure that mitigation is installed and successfully performed.
8. The Platlor shall revise the site plan for the Site Development Permit to utilize more than one critical area tract adjacent to Lot 1 for the wetland buffer as described in Condition 3, above. One tract shall be created for the area in the buffer where the garage is located. Ownership and maintenance responsibilities for same shall be with Lot 1. The remainder shall be owned and maintained by the Homeowners Association.
9. The Platlor shall have a certified Arborist on site during grading/excavation within the drip line of any off-site trees along the north property line. If the arborist determines that grading/excavation as then proposed would adversely affect any such tree, the grading/excavation shall be adjusted so as to not harm said tree(s).
10. Not less than two weeks prior to the start of site construction work (demolition, clearing, grading, and similar site-disturbing activities) the Platlor shall send a written letter to all abutting property owners (verbal contact may be employed in lieu of written contact, but only if those contacts are documented in a written log of some sort that would be available to the City if requested) informing them that the Platlor will provide rodent abatement programs consistent with approved City regulations to mitigate the potential migration of on-site rats/rodents.

Prior to City Acceptance of Improvements:

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11. The internal plat roads serving more than four dwelling units shall be consistent with the local road standards in accordance with the *Interim Public Works Standards* except as noted in condition 12 below. Further modifications may be applied based on engineering judgment during final engineering review.
12. A future road connection stub shall be made to connect to tax parcel 3325069036. Associated Road A and Road B (as depicted on the preliminary plat) shall be dedicated as public rights-of-way in accordance with the approved plans. This road extension shall be consistent with the approved variation from local road design standards dated February 27, 2015. (Exhibit S-18)
13. Half-street frontage improvements shall be provided along 218th Avenue SE consistent with the local road standard.
14. Private roads shall be in accordance with PWS.15.090.
15. The driveway to Proposed Lot 2 shall be adjusted to be located at least 35 feet from the right-of-way line for 218th Avenue SE, in accordance with PWS.15.170.C.1.
16. Illumination shall be provided in the plat and frontage roads consistent with the City's standards for average foot candles and uniformity for a local road. Luminaires shall be full cut-off and LED. Pole type and style shall be approved by Public Works. All illumination shall be fully installed or as approved by the City Engineer.
17. Cul-de-sacs shall meet the requirements for fire turnaround for access and shall be approved by the fire marshal.
18. Appropriate sidewalk and road transition from all proposed plat roads to all existing roads shall be designed and approved consistent with AASHTO standards as part of the site development permit.
19. Drainage plans, Technical Information Reports, and analysis shall comply with the 2009 King County Surface Water Design Manual (KCSWDM), the City of Sammamish Addendum to the 2009 KCSWDM, and the City of Sammamish Stormwater Management Comprehensive Plan.
20. Prior to acceptance in the Maintenance and Defect period, the storm drain system shall be jetted, cleaned, and vactored and the system shall be televised for inspection.
21. Prior to acceptance in the Maintenance and Defect period, project close-out documents including as-builts and final corrected TIR shall be submitted to Public Works for approval.
22. The Plator shall purchase from the City and install drain markers ("*Only Rain down the Drain*") on each catch basin within the plat.

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23. Wetland hydrology for the off-site wetland shall be maintained using *King County Critical Areas Mitigation Guidelines Appendix A* or approved equivalent method.

Concurrent with or Prior to Final Plat:

24. At a minimum, all stormwater facilities shall be constructed and online and operational. This includes construction of road ATB, curb, gutter, stormwater conveyance system, water quality treatment systems, and stormwater pond. Final lift of asphalt may be bonded unless otherwise directed by Public Works.
25. All new signs required in the public rights-of-way must be installed by the City of Sammamish Public Works Department or at the direction of the City of Sammamish Traffic Engineer. Procurement and installation shall be paid for by the Plator. Contractor shall contact the Public Works Inspector to initiate signage installation a minimum of SIX WEEKS PRIOR TO FINAL PLAT. Temporary street signs may be required for internal plat roads for emergency vehicle access. Any “No parking” signs shall be installed prior to final plat. “No Parking – Fire Lane” signs shall be permanently installed. No parking signs shall be required on all proposed street and private roads with clear widths of 20-feet or less.
26. A licensed surveyor shall survey and stake all storm drain facilities and conveyance lines with associated easements and dedications not located within the public rights-of-way. Public Works Inspector shall inspect and approve locations prior to final plat and easement recording.
27. Pursuant to Chapter 21A.105 SMC, fifty percent of the school impact fees (except for the first seven building permits submitted to the City), plus an administrative fee, shall be paid.
28. Soil amendments shall be provided or bonded for in all common areas of the plat consistent with the requirements of the *2009 King County Surface Water Design Manual City of Sammamish Addendum*.
29. Prior to final plat approval, a performance bond shall be posted to the City for all required improvements that remain at the time of final plat, or 30% of the total improvement costs, whichever is greater. A bond quantities worksheet shall be provided by the Plator for City review and approval of performance bond amount. The restoration bond shall be released by the City following final plat approval.
30. Any off-site improvements shall be fully constructed or bonded for as allowed in SMC Chapter 27A and PWS Chapter 10.050(K).
31. Provide a Notice on Title on Proposed Lot 1 to explain that the detached garage/shop structure is a nonconformance because of its location within critical area Tract H and is

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subject to the limitations for critical area nonconformances contained within SMC 21A.50.060(1), (2)(a), and (6). This tract will also be owned and maintained by the property owner, or future owner(s), of Lot 1. The garage/shop is considered to be a legal, nonconforming use.

32. In addition to the critical area fencing and signage required by SMC 21A.50.170, the common boundary between Proposed Tracts H and I shall be marked as required by SMC 21A.50.170(1) and fenced using fencing compliant with SMC 21A.50.170(3), ¶ 2. Signs (SMC 21A.50.170(2)) are not required on this fence.

Conditions to appear on the face of the Final Plat (italicized text shall be included verbatim):

33. *Metal products such as galvanized steel, copper, or zinc shall not be used in all building roofs, flashing, gutters, or downspouts unless they are treated to prevent metal leaching and sealed such that contact with storm water is prevented.*
34. *Unless directed to individual lot flow control BMPs, all building downspouts, footing drains, and drains from all impervious surfaces such as patios and driveways shall be connected to the permanent storm drain system as shown on the approved plat Site Development Permit on file with the City of Sammamish. The connection to the storm system shall be through a perforated tightline in accordance with the 2009 King County Surface Water Design Manual. The approved Site Development Permit shall be submitted with the application for any building permit. All connections of the drains shall be constructed and approved prior to final building inspection approval.*
35. *Maintenance of all landscaping along the internal plat road shall be the responsibility of the Homeowners Association. Under no circumstances shall the City bear any maintenance responsibilities for landscaping created by the plat.*
36. *Maintenance of landscaping along the stormwater pond perimeter, other than the interior pond embankments, shall be the responsibility of the Homeowners Association.*
37. *All landscaped areas of the plat and individual lots shall include a minimum of 8-inches of composted soil amendment.*
38. *Maintenance of illumination along all local and private roads shall be the responsibility of the Homeowners Association or jointly shared by the owners of the development.*
39. Covenant and easement language pertaining to individual lot and tracts with flow control BMPs shall be shown on the face of the final plat. Public Works shall approve the specific language prior to final plat.

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40. Any Surface Water Management Facilities required for this subdivision shall be contained within a separate tract of land and shall be dedicated or an easement provided to the City of Sammamish for inspection, maintenance, operation, repair and replacement. Language to this effect shall be shown on the face of the final plat.
41. *Individual lot flow control BMPs, in accordance to the 2009 King County Surface Water Design Manual, shall be provided with each single family residential building permit unless otherwise incorporated into the subdivision site development plans.*
42. *Illicit discharge of stormwater pollutants from pressure washing, car washing, and other routine maintenance of household appurtenances such as siding, roof, and windows shall be prevented from entering the storm drain system. Measures such as directing water to a green, vegetated area or covering the downstream catch basins shall be required and enforced pursuant to SMC Chapter 13.30.020.*
43. Trees retained pursuant to SMC Chapter 21A.35.210 shall be identified on the face of the final plat for retention. Trees shall be tagged in the field and referenced on the face of the final plat with the applicable tag number.
44. *Trees identified on the face of this plat have been retained pursuant to the provisions of SMC Chapter 21A.35.210. Retained trees are subject to the tree protection standards of SMC Chapter 21A.35.230. Removal of these trees is prohibited unless the tree is removed to prevent imminent danger or hazard to persons or property, and may be subject to a clearing and grading permit approved by the City of Sammamish. Trees removed subject to this provision shall be replaced in compliance with SMC Chapter 21A.35.240.*
45. *No lot or portion of a lot shall be subdivided and sold, or resold, or its ownership changed or transferred in violation of applicable city, county, state, or federal standards, rules, regulations or laws.*
46. The Plator shall comply with RCW 58.17.280, providing the appropriate “addressing note” with address ranges being on the final plat.
47. Graphic and textual notation of the following driveway restrictions shall be noted: Except for the existing driveways to Proposed Lot 1, no direct vehicular access driveway shall be allowed onto 218th Avenue SE. If the detached garage/shop in Proposed Tract H is ever removed/abandoned, then the driveway associated therewith shall likewise be abandoned and removed. Should the existing house on Proposed Lot 1 ever be completely demolished, then Public Works shall have the right to exercise its authority under the Public Works Standards, as the same exist at that time, to determine whether any new use must take its driveway access over Tract C.
48. Graphic and textual notation of the following access restrictions shall be noted:

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- a. Proposed Tract C: Proposed Lots 1, 10, 11, and 12 have right of access over Tract C. Proposed Lots 4 and 5 have no right of access over Tract C.
 - b. Proposed Lot 12 panhandle: Only Proposed Lots 11 and 12 have right of access over this panhandle.
 - c. Proposed Tract B: Proposed Lots 26, 30, and 32 have right of access over Tract B. Proposed Lot 25 has no right of access over Tract B.
 - d. Proposed Lot 32 panhandle: Only Proposed Lots 30 and 32 have right of access over this panhandle.
 - e. Proposed Tract D: Proposed Lots 27, 28, 29, and 31 have right of access over Tract D. Proposed Lots 21 and 22 have no right of access over Tract D.
 - f. Proposed Lot 31 panhandle: Only Proposed Lots 29 and 31 have right of access over this panhandle.
49. The plat shall include a note regarding the payment of street impact fees in accordance to SMC Chapter 14A.15. Specific language related to the payment of the street impact fees shall be reviewed and approved by the City prior to final plat approval.
50. *Pursuant to SMC Chapter 21A.105, fifty percent of the school impact fees have been paid at final plat for 24 lots. The remaining fifty percent of the school impact fees, plus an administrative fee, shall be paid prior to building permit issuance.*
51. *Consistent with SMC Chapter 14A.20, the plat is subject to parks impact fees which shall be paid at the time of building permit issuance together with an administrative fee.*
52. *Pursuant to SMC Chapter 13.15, a surface water system development charge shall be paid at the time of building permit issuance for each new residential dwelling unit.*

Brixton Compliance Matrix



Date:
 Permit No: PSUB2014-00111
 Reviewer:

Comment No.	Hearing Examiner Condition	Response	City Response
A. General Conditions:			
1	Pursuant to RCW 58.17.170 the Plator shall comply with all county, state, and federal rules and regulations in effect on May 22, 2014, the vesting date of the subject application. However, if the legislative body finds that a change in conditions creates a serious threat to the public health or safety in the subdivision, future development may be subject to updated construction codes, including but not limited to the International Building Code and the International Fire Code, as amended.	NOTED	Complete
2	Preliminary plat approval shall be null and void if any condition is not satisfied and the final plat is not recorded within the approval period of 60 months (5 years) as required by SMC Chapter 19A.12.020, provided Plator may file for an extension as permitted by code.	NOTED	Complete

Exhibit 3

3	<p>The plat configuration shall be developed in substantial conformance with the conceptual development plan set prepared by Core Design received August 3, 2015 (Exhibit S-3); PROVIDED, that Proposed Tract H shall be divided into two tracts as follows. Proposed Tract H shall contain the detached garage/shop together with the area within five (5) feet of its west, south, and east-most sides and that area north of the garage contained by the northerly extension of the west and east-most tract side lines. Proposed Tract I shall contain the remainder of what is depicted on Exhibit 3, Sheet P01, as "Tract H." Revisions to approved preliminary subdivisions are subject to the provisions of SMC 19A.12.040.</p>	<p>THE FINAL PLAT COMPLIES WITH THIS CONDITION</p>	<p>Complete</p>
4	<p>For the purpose of ensuring compliance with all conditions of approval and the standard requirements of the SMC, the Plator shall provide financial guarantees in conformance with SMC Chapter 27A, and PWS Chapter 10.050(K). All improvements required pursuant to the PW standards, SMC, or other applicable regulations, must be installed and approved, or bonded as specified for plats in SMC 19A.16.</p>	<p>THE IMPROVEMENTS WILL BE IMPROVED OR BONDED FOR BY FINAL PLAT SUBMITTAL</p>	<p>Complete</p>
5	<p>The plator shall comply with the payment of street impact fees in accordance to City of Sammamish Ordinance No 2006-208.</p>	<p>THE DEVELOPER WILL COMPLY</p>	<p>Complete</p>

Exhibit 3

6	<p>The Plator shall provide a final mitigation plan for city review as part of the site construction application process. This mitigation plan shall include critical area fencing and signage consistent with requirements in SMC Chapter 21A.50.170 and shall be based on the Buffer Averaging Plan that was prepared by Raedeke Associates, Inc. and dated June 2, 2015. This plan is attached to a June 5, 2015 Wetland Buffer Averaging Technical Memorandum that was also prepared by Raedeke Associates, Inc. (Exhibits S 4 and S-4a) The final mitigation plan shall include plan implementation details, a monitoring and maintenance protocol, performance standards, and a contingency plan. The finalmitigation plan shall include a gate in the critical area fence for the existing driveway leading to the detached garage/shop that may be as wide as the existing driveway.</p>	<p>FINAL MITIGATION PLAN IN INCLUDED IN THE FINAL ENGINEERING PLAN SET.</p>	<p>Complete</p>
7	<p>The Plator shall submit a bond quantity worksheet which, after approval by the City, shall be the basis of a performance bond that must be posted with the City to ensure that mitigation is installed and successfully performed.</p>	<p>BOND QUNTIY HAS BEEN SUBMITTED</p>	<p>Complete</p>
8	<p>The Plator shall revise the site plan for the Site Development Permit to utilize more than one critical area tract adjacent to Lot 1 for the wetland buffer as described in Condition 3, above. One tract shall be created for the area in the buffer where the garage is located. Ownership and maintenance responsibilities for same shall be with Lot 1. The remainder shall be owned and maintained by the Homeowners Association.</p>	<p>TRACT H AND I AS SHOWN ON THE FINAL PLAT</p>	<p>Complete</p>
9	<p>The Plator shall have a certified Arborist on site during grading/excavation within the drip line of any off-site trees along the north property line. If the arborist determines that grading/excavation as then proposed would adversely affect any such tree, the grading/excavation shall be adjusted so as to not harm said tree(s).</p>	<p>THE ABORIST WAS ON-SITE</p>	<p>Complete</p>

Exhibit 3

10	Not less than two weeks prior to the start of site construction work (demolition, clearing, grading, and similar site-disturbing activities) the Plator shall send a written letter to all abutting property owners (verbal contact may be employed in lieu of written contact, but only if those contacts are documented in a written log of some sort that would be available to the City if requested) informing them that the Plator will provide rodent abatement programs consistent with approved City regulations to mitigate the potential migration of on-site rats/rodents.	NOTED	Complete
PRIOR TO CITY ACCEPTANCE OF IMPROVEMENTS			
11	The internal plat roads serving more than four dwelling units shall be consistent with the local road standards in accordance with the Interim Public Works Standards except as noted in condition 12 below. Further modifications may be applied based on engineering judgment during final engineering review.	AS SUCH ON FINAL ENGINEERING PLANS AND PLAT	Complete
12	A future road connection stub shall be made to connect to tax parcel 3325069036. Associated Road A and Road B (as depicted on the preliminary plat) shall be dedicated as public rights-of-way in accordance with the approved plans. This road extension shall be consistent with the approved variation from local road design standards dated February 27, 2015. (Exhibit S-18)	SHOWN ON FINAL PLAT	Complete
13	Half-street frontage improvements shall be provided along 218th Avenue SE consistent with the local road standard.	AS SHOWN ON FINAL ENGINEERING PLANS	Complete
14	Private roads shall be in accordance with PWS.15.090.	AS SHOWN ON FINAL ENGINEERING PLANS	Complete
15	The driveway to Proposed Lot 2 shall be adjusted to be located at least 35 feet from the right-of-way line for 218th Avenue SE, in accordance with PWS.15.170.C.1.	AS SHOWN ON FINAL ENGINEERING PLANS	Complete

Exhibit 3

16	<p>Illumination shall be provided in the plat and frontage roads consistent with the City's standards for average foot candles and uniformity for a local road. Luminaires shall be full cut-off and LED. Pole type and style shall be approved by Public Works. All illumination shall be fully installed or as approved by the City Engineer.</p>	NOTED	Complete
17	<p>Cul-de-sacs shall meet the requirements for fire turnaround for access and shall be approved by the fire marshal.</p>	AS SHOWN ON FINAL ENGINEERING PLANS	Complete
18	<p>Appropriate sidewalk and road transition from all proposed plat roads to all existing roads shall be designed and approved consistent with AASHTO standards as part of the site development permit.</p>	AS SHOWN ON FINAL ENGINEERING PLANS	Complete
19	<p>Drainage plans, Technical Information Reports, and analysis shall comply with the 2009 King County Surface Water Design Manual (KCSWDM), the City of Sammamish Addendum to the 2009 KCSWDM, and the City of Sammamish Stormwater Management Comprehensive Plan.</p>	THE PLANS COMPLY	Complete
20	<p>Prior to acceptance in the Maintenance and Defect period, the storm drain system shall be jetted, cleaned, and vactored and the system shall be televised for inspection.</p>	ACTION TO BE TAKEN BY THE DEVELOPER	Complete
21	<p>Prior to acceptance in the Maintenance and Defect period, project close-out documents including as-builts and final corrected TIR shall be submitted to Public Works for approval.</p>	FINAL AS-BUILTS AND TIR WILL BE SUBMITTED AS REQUIRED	Complete
22	<p>The Plator shall purchase from the City and install drain markers ("<i>Only Rain down the Drain</i>") on each catch basin within the plat.</p>	ACTION TO BE TAKEN BY THE DEVELOPER	Complete
23	<p>Wetland hydrology for the off-site wetland shall be maintained using <i>King County Critical Areas Mitigation Guidelines Appendix A</i> or approved equivalent method.</p>	NOTED	Complete
<p>CONCURRENT WITH OR PRIOR TO FINAL PLAT:</p>			

Exhibit 3

24	At a minimum, all stormwater facilities shall be constructed and online and operational. This includes construction of road ATB, curb, gutter, stormwater conveyance system, water quality treatment systems, and stormwater pond. Final lift of asphalt may be bonded unless otherwise directed by Public Works.	THE FACILITIES WILL BE COSTRUCTED AT FINAL PLAT SUBMITTAL	Complete
25	All new signs required in the public rights-of-way must be installed by the City of Sammamish Public Works Department or at the direction of the City of Sammamish Traffic Engineer. Procurement and installation shall be paid for by the Plator. Contractor shall contact the Public Works Inspector to initiate signage installation a minimum of SIX WEEKS PRIOR TO FINAL PLAT. Temporary street signs may be required for internal plat roads for emergency vehicle access. Any "No parking" signs shall be installed prior to final plat. "No Parking – Fire Lane" signs shall be permanently installed. No parking signs shall be required on all proposed street and private roads with clear widths of 20-feet or less.	THE SIGNS HAVE BEEN ORDERED AND WILL BE INSTALLED AS DIRECTED	Complete
26	A licensed surveyor shall survey and stake all storm drain facilities and conveyance lines with associated easements and dedications not located within the public rights-of-way. Public Works Inspector shall inspect and approve locations prior to final plat and easement recording.	ALL STORM DRAIN FACILITIES HAVE BEEN STAKED UNDER THE SUPERVISION OF A PLS	Complete
27	Pursuant to Chapter 21A.105 SMC, fifty percent of the school impact fees (except for the first seven building permits submitted to the City), plus an administrative fee, shall be paid.	THE FEES WILL BE PAID AT OR BEFORE SUBMITTAL	Complete
28	Soil amendments shall be provided or bonded for in all common areas of the plat consistent with the requirements of the <i>2009 King County Surface Water Design Manual City of Sammamish Addendum</i> .	ACTION TO BE TAKEN BY THE DEVELOPER	Complete

Exhibit 3

29	Prior to final plat approval, a performance bond shall be posted to the City for all required improvements that remain at the time of final plat, or 30% of the total improvement costs, whichever is greater. A bond quantities worksheet shall be provided by the Plator for City review and approval of performance bond amount. The restoration bond shall be released by the City following final plat approval.	NOTED. SEE BOND QUANTITY AS PART OF THIS SUBMITTAL	Complete
30	Any off-site improvements shall be fully constructed or bonded for as allowed in SMC Chapter 27A and PWS Chapter 10.050(K).	ACTION TO BE TAKEN BY THE DEVELOPER	Complete
31	Provide a Notice on Title on Proposed Lot 1 to explain that the detached garage/shop structure is a nonconformance because of its location within critical area Tract H and is subject to the limitations for critical area nonconformances contained within SMC 21A.50.060(1), (2)(a), and (6). This tract will also be owned and maintained by the property owner, or future owner(s), of Lot 1. The garage/shop is considered to be a legal, nonconforming use.	A NOTE HAS BEEN PLACED ON THE FINAL PLAT	Complete
32	In addition to the critical area fencing and signage required by SMC 21A.50.170, the common boundary between Proposed Tracts H and I shall be marked as required by SMC 21A.50.170(1) and fenced using fencing compliant with SMC 21A.50.170(3), ¶ 2. Signs (SMC 21A.50.170(2)) are not required on this fence.	ACTION TO BE TAKEN BY THE DEVELOPER	Complete
<i>Conditions to appear on the face of the Final Plat (italicized text shall be included verbatim):</i>			
33	<i>Metal products such as galvanized steel, copper, or zinc shall not be used in all building roofs, flashing, gutters, or downspouts unless they are treated to prevent metal leaching and sealed such that contact with storm water is prevented.</i>	SHOWN ON FINAL PLAT	Complete

Exhibit 3

34	<p><i>Unless directed to individual lot flow control BMPs, all building downspouts, footing drains, and drains from all impervious surfaces such as patios and driveways shall be connected to the permanent storm drain system as shown on the approved plat Site Development Permit on file with the City of Sammamish. The connection to the storm system shall be through a perforated tightline in accordance with the 2009 King County Surface Water Design Manual. The approved Site Development Permit shall be submitted with the application for any building permit. All connections of the drains shall be constructed and approved prior to final building inspection approval.</i></p>	SHOWN ON FINAL PLAT	Complete
35	<p><i>Maintenance of all landscaping along the internal plat road shall be the responsibility of the Homeowners Association. Under no circumstances shall the City bear any maintenance responsibilities for landscaping created by the plat.</i></p>	SHOWN ON FINAL PLAT	Complete
36	<p><i>Maintenance of landscaping along the stormwater pond perimeter, other than the interior pond embankments, shall be the responsibility of the Homeowners Association.</i></p>	SHOWN ON FINAL PLAT	Complete
37	<p><i>All landscaped areas of the plat and individual lots shall include a minimum of 8-inches of composted soil amendment.</i></p>	SHOWN ON FINAL PLAT	Complete
38	<p><i>Maintenance of illumination along all local and private roads shall be the responsibility of the Homeowners Association or jointly shared by the owners of the development.</i></p>	SHOWN ON FINAL PLAT	Complete
39	<p><i>Covenant and easement language pertaining to individual lot and tracts with flow control BMPs shall be shown on the face of the final plat. Public Works shall approve the specific language prior to final plat.</i></p>	SHOWN ON FINAL PLAT	Complete

Exhibit 3

40	Any Surface Water Management Facilities required for this subdivision shall be contained within a separate tract of land and shall be dedicated or an easement provided to the City of Sammamish for inspection, maintenance, operation, repair and replacement. Language to this effect shall be shown on the face of the final plat.	SEE TRACT A ON FINAL PLAT	Complete
41	<i>Individual lot flow control BMPs, in accordance to the 2009 King County Surface Water Design Manual, shall be provided with each single family residential building permit unless otherwise incorporated into the subdivision site development plans.</i>	SHOWN ON FINAL PLAT	Complete
42	<i>Illicit discharge of stormwater pollutants from pressure washing, car washing, and other routine maintenance of household appurtenances such as siding, roof, and windows shall be prevented from entering the storm drain system. Measures such as directing water to a green, vegetated area or covering the downstream catch basins shall be required and enforced pursuant to SMC Chapter 13.30.020.</i>	SHOWN ON FINAL PLAT	Complete
43	Trees retained pursuant to SMC Chapter 21A.35.210 shall be identified on the face of the final plat for retention. Trees shall be tagged in the field and referenced on the face of the final plat with the applicable tag number.	SHOWN ON FINAL PLAT	Complete
44	<i>Trees identified on the face of this plat have been retained pursuant to the provisions of SMC Chapter 21A.35.210. Retained trees are subject to the tree protection standards of SMC Chapter 21A.35.230. Removal of these trees is prohibited unless the tree is removed to prevent imminent danger or hazard to persons or property, and may be subject to a clearing and grading permit approved by the City of Sammamish. Trees removed subject to this provision shall be replaced in compliance with SMC Chapter 21A.35.240.</i>	SHOWN ON FINAL PLAT	Complete
45	<i>No lot or portion of a lot shall be subdivided and sold, or resold, or its ownership changed or transferred in violation of applicable city, county, state, or federal standards, rules, regulations or laws.</i>	SHOWN ON FINAL PLAT	Complete

Exhibit 3

46	The Plator shall comply with RCW 58.17.280, providing the appropriate “addressing note” with address ranges being on the final plat.	SHOWN ON FINAL PLAT	Complete
47	Graphic and textual notation of the following driveway restrictions shall be noted: Except for the existing driveways to Proposed Lot 1, no direct vehicular access driveway shall be allowed onto 218th Avenue SE. If the detached garage/shop in Proposed Tract H is ever removed/abandoned, then the driveway associated therewith shall likewise be abandoned and removed. Should the existing house on Proposed Lot 1 ever be completely demolished, then Public Works shall have the right to exercise its authority under the Public Works Standards, as the same exist at that time, to determine whether any new use must take its driveway access over Tract C.	SHOWN ON FINAL PLAT	Complete
48	Graphic and textual notation of the following access restrictions shall be noted:		Complete
	a. Proposed Tract C: Proposed Lots 1, 10, 11, and 12 have right of access over Tract C. Proposed Lots 4 and 5 have no right of access over Tract C.	SHOWN ON FINAL PLAT	Complete
	b. Proposed Lot 12 panhandle: Only Proposed Lots 11 and 12 have right of access over this panhandle.	SHOWN ON FINAL PLAT	Complete
	c. Proposed Tract B: Proposed Lots 26, 30, and 32 have right of access over Tract B. Proposed Lot 25 has no right of access over Tract B.	SHOWN ON FINAL PLAT	Complete
	d. Proposed Lot 32 panhandle: Only Proposed Lots 30 and 32 have right of access over this panhandle.	SHOWN ON FINAL PLAT	Complete
	e. Proposed Tract D: Proposed Lots 27, 28, 29, and 31 have right of access over Tract D. Proposed Lots 21 and 22 have no right of access over Tract D.	SHOWN ON FINAL PLAT	Complete
	f. Proposed Lot 31 panhandle: Only Proposed Lots 29 and 31 have right of access over this panhandle.	SHOWN ON FINAL PLAT	Complete
49	The plator shall include a note regarding the payment of street impact fees in accordance to SMC Chapter 14A.15. Specific language related to the payment of the street impact fees shall be reviewed and approved by the City prior to final plat approval.	SHOWN ON FINAL PLAT	Complete

Exhibit 3

50	<i>Pursuant to SMC Chapter 21A.105, fifty percent of the school impact fees have been paid at final plat for 24 lots. The remaining fifty percent of the school impact fees, plus an administrative fee, shall be paid prior to building permit issuance.</i>	SHOWN ON FINAL PLAT	Complete
51	<i>Consistent with SMC Chapter 14A.20, the plat is subject to parks impact fees which shall be paid at the time of building permit issuance together with an administrative fee.</i>	SHOWN ON FINAL PLAT	Complete
52	<i>Pursuant to SMC Chapter 13.15, a surface water system development charge shall be paid at the time of building permit issuance for each new residential dwelling unit.</i>	SHOWN ON FINAL PLAT	Complete

BRIXTON

A PORTION OF THE NE 1/4, OF THE SW 1/4, SECTION 33, TOWNSHIP 25 NORTH, RANGE 6 EAST, W.M.
CITY OF SAMMAMISH, KING COUNTY, WASHINGTON

DEDICATION

KNOW ALL PEOPLE BY THESE PRESENTS THAT WE, THE UNDERSIGNED OWNERS OF INTEREST IN THE LAND HEREBY SUBDIVIDED, HEREBY DECLARE THIS PLAT TO BE THE GRAPHIC REPRESENTATION OF THE SUBDIVISION MADE HEREBY, AND DO HEREBY DEDICATE TO THE USE OF THE PUBLIC FOREVER ALL STREETS AND AVENUES NOT SHOWN AS PRIVATE HEREON AND DEDICATE THE USE THEREOF FOR ALL PUBLIC PURPOSES NOT INCONSISTENT WITH THE USE THEREOF FOR PUBLIC HIGHWAY PURPOSES, AND ALSO THE RIGHT TO MAKE ALL NECESSARY SLOPES FOR CUTS AND FILLS UPON THE LOTS AND TRACTS SHOWN THEREON IN THE ORIGINAL REASONABLE GRADING OF SAID STREETS AND AVENUES, AND FURTHER DEDICATE TO THE USE OF THE PUBLIC ALL THE EASEMENTS AND TRACTS SHOWN ON THIS PLAT FOR ALL PUBLIC PURPOSES AS INDICATED THEREON, INCLUDING BUT NOT LIMITED TO PARKS, OPEN SPACE, UTILITIES AND DRAINAGE UNLESS SUCH EASEMENTS OR TRACTS ARE SPECIFICALLY IDENTIFIED ON THIS PLAT AS BEING DEDICATED OR CONVEYED TO A PERSON OR ENTITY OTHER THAN THE PUBLIC, IN WHICH CASE WE DO HEREBY DEDICATE SUCH STREETS, EASEMENTS, OR TRACTS TO THE PERSON OR ENTITY IDENTIFIED AND FOR THE PURPOSE STATED.

FURTHER, THE UNDERSIGNED OWNERS OF THE LAND HEREBY SUBDIVIDED, WAIVE FOR THEMSELVES, THEIR HEIRS AND ASSIGNS AND ANY PERSON OR ENTITY DERIVING TITLE FROM THE UNDERSIGNED, ANY AND ALL CLAIMS FOR DAMAGES AGAINST THE CITY OF SAMMAMISH, ITS SUCCESSORS AND ASSIGNS WHICH MAY BE OCCASIONED BY THE ESTABLISHMENT, CONSTRUCTION, OR MAINTENANCE OF ROADS AND/OR DRAINAGE SYSTEMS WITHIN THIS SUBDIVISION OTHER THAN CLAIMS RESULTING FROM INADEQUATE MAINTENANCE BY THE CITY OF SAMMAMISH.

FURTHER, THE UNDERSIGNED OWNERS OF THE LAND HEREBY SUBDIVIDED, AGREE FOR THEMSELVES, THEIR HEIRS AND ASSIGNS TO INDEMNIFY AND HOLD THE CITY OF SAMMAMISH, ITS SUCCESSORS AND ASSIGNS, HARMLESS FROM ANY DAMAGE, INCLUDING ANY COSTS OF DEFENSE CLAIMED BY PERSONS WITHIN OR WITHOUT THIS SUBDIVISION TO HAVE BEEN CAUSED BY ALTERATIONS OF THE GROUND SURFACE, VEGETATION, DRAINAGE, OR SURFACE OR SUB-SURFACE WATER FLOWS WITHIN THIS SUBDIVISION OR BY ESTABLISHMENT, CONSTRUCTION OR MAINTENANCE OF THE ROADS WITHIN THIS SUBDIVISION. PROVIDED, THIS WAIVER AND INDEMNIFICATION SHALL NOT BE CONSTRUED AS RELINQUISHING THE CITY OF SAMMAMISH, ITS SUCCESSORS OR ASSIGNS, FROM LIABILITY FOR DAMAGES, INCLUDING THE COST OF DEFENSE, RESULTING IN WHOLE OR IN PART FROM THE NEGLIGENCE OF THE CITY OF SAMMAMISH, ITS SUCCESSORS OR ASSIGNS.

THIS SUBDIVISION, DEDICATION, WAIVER OF CLAIMS AND AGREEMENT TO HOLD HARMLESS IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNERS.

IN WITNESS WHEREOF, WE HAVE SET OUR HANDS AND SEALS, THIS _____ DAY OF _____, 20____.

BRIXTON HOMES LLC,
A WASHINGTON LIMITED LIABILITY COMPANY

JOHN D. HULEEN
BY: _____
ITS: _____
ANGIE M. HULEEN

ACKNOWLEDGEMENTS

STATE OF WASHINGTON)
) SS.
COUNTY OF _____)

I CERTIFY THAT I KNOW OR HAVE SATISFACTORY EVIDENCE THAT _____ IS THE PERSON WHO APPEARED BEFORE ME AND SAID PERSON ACKNOWLEDGED THAT (S)HE SIGNED THIS INSTRUMENT, ON OATH STATED (S)HE WAS AUTHORIZED TO EXECUTE THE INSTRUMENT AND ACKNOWLEDGED IT AS THE _____ OF BRIXTON HOMES LLC, A WASHINGTON LIMITED LIABILITY COMPANY, TO BE THE FREE AND VOLUNTARY ACT OF SUCH PARTY FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

DATED: _____, 2016.
SIGNATURE _____
PRINTED NAME _____
RESIDING AT _____
MY APPOINTMENT EXPIRES _____

STATE OF WASHINGTON)
) SS.
COUNTY OF _____)

I CERTIFY THAT I KNOW OR HAVE SATISFACTORY EVIDENCE THAT ANGIE M. HULEEN IS THE PERSON WHO APPEARED BEFORE ME AND SAID PERSON ACKNOWLEDGED THAT HE SIGNED THIS INSTRUMENT, TO BE THE FREE AND VOLUNTARY ACT OF SUCH PARTY FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

DATED: _____, 2016.
SIGNATURE _____
PRINTED NAME _____
RESIDING AT _____
MY APPOINTMENT EXPIRES _____

STATE OF WASHINGTON)
) SS.
COUNTY OF _____)

I CERTIFY THAT I KNOW OR HAVE SATISFACTORY EVIDENCE THAT JOHN D. HULEEN IS THE PERSON WHO APPEARED BEFORE ME AND SAID PERSON ACKNOWLEDGED THAT HE SIGNED THIS INSTRUMENT, TO BE THE FREE AND VOLUNTARY ACT OF SUCH PARTY FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

DATED: _____, 2016.
SIGNATURE _____
PRINTED NAME _____
RESIDING AT _____
MY APPOINTMENT EXPIRES _____

APPROVALS

EXAMINED AND APPROVED PER S.M.C. 19A.16 THIS _____ DAY OF _____ 20____.

DIRECTOR OF COMMUNITY DEVELOPMENT
CITY OF SAMMAMISH

CITY ENGINEER
CITY OF SAMMAMISH

MAYOR
CITY OF SAMMAMISH

KING COUNTY DEPARTMENT OF ASSESSMENTS

EXAMINED AND APPROVED THIS _____ DAY OF _____ 20____.

KING COUNTY ASSESSOR

DEPUTY KING COUNTY ASSESSOR

KING COUNTY TAX ACCOUNT NUMBERS: 918651-0010, 918651-0020, 918651-0030, 918651-0040, 918651-0050, 918651-0060, 918651-0070, 918651-0080.

KING COUNTY FINANCE DIRECTOR'S CERTIFICATE

I HEREBY CERTIFY THAT ALL PROPERTY TAXES ARE PAID, THAT THERE ARE NO DELINQUENT SPECIAL ASSESSMENTS CERTIFIED TO THIS OFFICE FOR COLLECTION AND THAT ALL SPECIAL ASSESSMENTS CERTIFIED TO THIS OFFICE FOR COLLECTION ON ANY OF THE PROPERTY HEREIN CONTAINED, DEDICATED AS STREETS, ALLEYS OR FOR ANY OTHER PUBLIC USE ARE PAID IN FULL THIS _____ DAY OF _____ 20____.

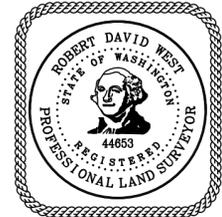
MANAGER, KING COUNTY OFFICE OF FINANCE

DEPUTY

LAND SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THIS FINAL PLAT OF BRIXTON CORRECTLY REPRESENTS IS BASED UPON AN ACTUAL SURVEY AND SUBDIVISION OF SECTION 33, TOWNSHIP 25 NORTH, RANGE 6 EAST, W.M., THAT THE COURSES AND DISTANCES ARE SHOWN CORRECTLY, THAT THE MONUMENTS WILL BE SET AND THE LOT CORNERS STAKED CORRECTLY ON THE GROUND FOLLOWING THE COMPLETION OF CONSTRUCTION OF THE SITE IMPROVEMENTS AND THAT I HAVE FULLY COMPLIED WITH THE PROVISION OF THE PLATTING REGULATIONS.

ROBERT D. WEST
PROFESSIONAL LAND SURVEYOR
CERTIFICATE NO. 44653



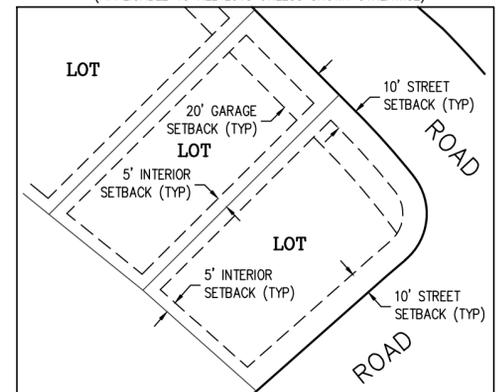
RECORDING CERTIFICATE

FILED FOR RECORD THIS _____ DAY OF _____ 2016 AT _____ M IN BOOK _____ OF PLATS

AT PAGE _____ AT THE REQUEST OF _____

MANAGER OF RECORDS

BUILDING SETBACK DETAIL (APPLICABLE TO ALL LOTS UNLESS SHOWN OTHERWISE)



14711 N.E. 29th Pl. Suite 101
Bellevue, Washington 98007
425.885.7877 Fax 425.885.7963

ENGINEERING • PLANNING • SURVEYING

JOB NO. 14013

BRIXTON

SHEET 2 OF 8

A PORTION OF THE NE 1/4, OF THE SW 1/4, SECTION 33, TOWNSHIP 25 NORTH, RANGE 6 EAST, W.M.
CITY OF SAMMAMISH, KING COUNTY, WASHINGTON

LEGAL DESCRIPTION

LOT(S) 1 THROUGH 8, WASHINGTON PARK ESTATES DIVISION 2, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 116 OF PLATS, PAGE 45 AND 46, RECORDS OF KING COUNTY, WASHINGTON.

RESTRICTIONS OF RECORD

- THIS SITE IS SUBJECT TO THE TERMS AND CONDITIONS OF AN EASEMENT FOR RIGHT TO ENTER SAID PREMISES TO OPERATE, MAINTAIN AND REPAIR UNDERGROUND ELECTRIC TRANSMISSION AND/OR DISTRIBUTION SYSTEM, TOGETHER WITH THE RIGHT TO REMOVE BRUSH, TREES AND LANDSCAPING WHICH MAY CONSTITUTE A DANGER TO SAID LINES AS DISCLOSED BY INSTRUMENT RECORDED NOVEMBER 14, 1978 UNDER KING COUNTY RECORDING NUMBER 7811141204. (AFFECTS LOTS 1-8)
- THIS SITE IS SUBJECT TO COVENANTS, CONDITIONS, RESTRICTIONS, RECITALS, RESERVATIONS, EASEMENTS, EASEMENT PROVISIONS, DEDICATIONS, BUILDING SETBACK LINES, NOTES AND STATEMENTS, IF ANY, BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, OR SOURCE OF INCOME, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH ON SAID SUBDIVISION. (AFFECTS LOTS 1-8)
- THIS SITE IS SUBJECT TO RESERVATION OF ALL COAL, OIL, GAS AND MINERAL RIGHTS, AND RIGHTS TO EXPLORE FOR THE SAME AS DISCLOSED BY INSTRUMENT RECORDED MARCH 17, 1906 UNDER KING COUNTY RECORDING NUMBER 382528 AND AMENDED UNDER RECORDING NUMBER 6054700. (AFFECTS LOTS 1-8)
- THIS SITE IS SUBJECT TO TERMS AND CONDITIONS OF NOTICE OF CHARGES BY WATER, SEWER, AND/OR STORM AND SURFACE WATER UTILITIES, RECORDED UNDER KING COUNTY RECORDING NUMBERS 9307301617, 9811051363, 9901150609, 20040414002865, 20041201000040, 20060126001770 AND 20070320001265. (AFFECTS LOTS 1-7)
- THIS SITE IS SUBJECT TO MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED SELLER'S NOTICE OF ON-SITE SEWAGE SYSTEM OPERATION AND MAINTENANCE REQUIREMENTS RECORDED JULY 6, 2006 UNDER KING COUNTY RECORDING NUMBER 20060706002169. (AFFECTS LOT 2)
- THIS SITE IS SUBJECT TO MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED DECLARATION OF COVENANT (BED ROOM RESTRICTION) RECORDED JULY 11, 2002 UNDER KING COUNTY RECORDING NUMBER 20020711000839. (AFFECTS LOT 3)
- THIS SITE IS SUBJECT TO MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED SELLER'S NOTICE OF ON-SITE SEWAGE SYSTEM OPERATION AND MAINTENANCE REQUIREMENTS RECORDED FEBRUARY 24, 2006 UNDER KING COUNTY RECORDING NUMBER 20060224001233. (AFFECTS LOT 3)
- THIS SITE IS SUBJECT TO MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED SELLER'S NOTICE OF ON-SITE SEWAGE SYSTEM OPERATION AND MAINTENANCE REQUIREMENTS RECORDED MAY 28, 2002 UNDER KING COUNTY RECORDING NUMBER 20020528001776. (AFFECTS LOT 4)
- THIS SITE IS SUBJECT TO MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED SELLER'S NOTICE OF ON-SITE SEWAGE SYSTEM OPERATION AND MAINTENANCE REQUIREMENTS RECORDED SEPTEMBER 25, 2003 UNDER KING COUNTY RECORDING NUMBER 20030925000401. (AFFECTS LOT 4)
- THIS SITE IS SUBJECT TO MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED SELLER'S NOTICE OF ON-SITE SEWAGE SYSTEM OPERATION AND MAINTENANCE REQUIREMENTS RECORDED DECEMBER 15, 2003 UNDER KING COUNTY RECORDING NUMBER 20031215000859. (AFFECTS LOT 7)
- THIS SITE IS SUBJECT TO MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED SELLER'S NOTICE OF ON-SITE SEWAGE SYSTEM OPERATION AND MAINTENANCE REQUIREMENTS RECORDED SEPTEMBER 25, 2003 UNDER KING COUNTY RECORDING NUMBER 20101008001377. (AFFECTS LOT 8)
- THIS SITE IS SUBJECT TO A NOTICE OF OBLIGATION TO CONSTRUCT DEVELOPER EXTENSION AGREEMENT FOR WATER AND SEWER IMPROVEMENTS AS DISCLOSED BY INSTRUMENT RECORDED UNDER RECORDING NUMBER 2014100900103.
- THIS SITE IS SUBJECT TO THE PURPOSES AND RIGHTS INCIDENTAL TO AN EASEMENT FOR TRANSMISSION AND DISTRIBUTION OF ELECTRICITY AND GAS AS DISCLOSED BY INSTRUMENT RECORDED UNDER RECORDING NUMBER 20160609001567.
- THIS SITE IS SUBJECT TO THE PURPOSES AND RIGHTS INCIDENTAL TO AN EASEMENT FOR TRANSMISSION AND DISTRIBUTION OF ELECTRICITY AND GAS AS DISCLOSED BY INSTRUMENT RECORDED UNDER RECORDING NUMBER 20160609001568.

UTILITY EASEMENT PROVISION

AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE CITY OF SAMMAMISH, PUGET SOUND ENERGY COMPANY, THE REGIONAL TELEPHONE COMPANY, THE REGIONAL CABLE TELEVISION COMPANY, AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, UNDER AND UPON THOSE EASEMENTS IDENTIFIED AS PUBLIC UTILITY EASEMENTS, THE EXTERIOR 10 FEET, PARALLEL WITH AND ADJOINING THE PUBLIC STREET FRONTAGE OF ALL LOTS AND TRACTS, IN WHICH TO LAY, INSTALL, CONSTRUCT, RENEW, OPERATE AND MAINTAIN UNDER GROUND CONDUITS, MAINS, CABLES AND WIRES WITH NECESSARY FACILITIES AND OTHER EQUIPMENT FOR THE PURPOSE OF SERVING THIS SUBDIVISION AND OTHER PROPERTY WITH ELECTRIC TELEPHONE, T.V. AND GAS SERVICE, TOGETHER WITH THE RIGHT TO ENTER UPON THE LOTS AT ALL TIMES FOR THE PURPOSE HEREIN STATED, THESE EASEMENTS ENTERED UPON FOR THESE PURPOSES SHALL BE RESTORED AS NEAR AS POSSIBLE TO THEIR ORIGINAL CONDITION BY THE UTILITY. NO LINES OR WIRES FOR THE TRANSMISSION OF ELECTRIC CURRENT, TELEPHONE, OR CABLE T.V. SHALL BE PLACED OR BE PERMITTED TO BE PLACED UPON ANY LOT UNLESS THE SAME SHALL BE UNDERGROUND OR IN CONDUIT ATTACHED TO A BUILDING.

CITY OF SAMMAMISH DRAINAGE EASEMENT AND COVENANT

ALL DRAINAGE EASEMENTS WITHIN THIS PLAT, NOT SHOWN AS "PRIVATE", ARE HEREBY GRANTED AND CONVEYED TO THE CITY OF SAMMAMISH, A POLITICAL SUBDIVISION OF THE STATE OF WASHINGTON, FOR THE PURPOSE OF CONVEYING, STORING, MANAGING AND LOCATING STORM AND SURFACE WATER PER THE ENGINEERING PLANS APPROVED FOR THIS PLAT BY THE CITY OF SAMMAMISH, TOGETHER WITH THE RIGHT OF REASONABLE ACCESS (INGRESS AND EGRESS), TO ENTER SAID DRAINAGE EASEMENT FOR THE PURPOSE OF INSPECTING, OPERATING, MAINTAINING, REPAIRING AND IMPROVING THE DRAINAGE FACILITIES CONTAINED THEREIN. NOTE THAT EXCEPT FOR THE FACILITIES WHICH HAVE BEEN FORMALLY ACCEPTED FOR MAINTENANCE BY THE CITY OF SAMMAMISH, MAINTENANCE OF DRAINAGE FACILITIES ON PRIVATE PROPERTY IS THE RESPONSIBILITY OF THE PROPERTY OWNER.

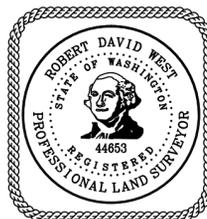
THE OWNERS OF SAID PRIVATE PROPERTY ARE REQUIRED TO OBTAIN PRIOR WRITTEN APPROVAL FROM THE CITY OF SAMMAMISH, AND ANY REQUIRED PERMITS FROM THE CITY OF SAMMAMISH FOR ACTIVITIES SUCH AS CLEARING AND GRADING, PRIOR TO FILLING, PIPING, CUTTING OR REMOVING VEGETATION (EXCEPT FOR ROUTINE LANDSCAPE MAINTENANCE SUCH AS LAWN MOWING) IN OPEN VEGETATED DRAINAGE FACILITIES (SUCH AS SWALES, CHANNELS, DITCHES, PONDS, ETC.) OR PERFORMING ANY ALTERATIONS OR MODIFICATIONS TO THE DRAINAGE FACILITIES, CONTAINED WITHIN SAID DRAINAGE EASEMENT.

THIS EASEMENT IS INTENDED TO FACILITATE REASONABLE ACCESS TO THE DRAINAGE FACILITIES. THIS EASEMENT AND COVENANT SHALL RUN WITH THE LAND AND IS BINDING UPON THE OWNERS OF SAID PRIVATE PROPERTY, THEIR HEIRS, SUCCESSORS AND ASSIGNS.

THE OWNER(S) OF THE BURDENED LOT SHALL NOT ERECT OR MAINTAIN ANY BUILDINGS OR STRUCTURES WITHIN THE EASEMENT. ALSO THE OWNER(S) OF THE BURDENED LOT SHALL NOT PLANT TREES, SHRUBS OR VEGETATION HAVING DEEP ROOT PATTERNS WHICH MAY CAUSE DAMAGE TO OR INTERFERE WITH SAID UTILITIES. ALSO THE OWNER(S) OF THE BURDENED LOT SHALL NOT DEVELOP OR BEAUTIFY THE EASEMENT AREAS IN SUCH A WAY TO CAUSE EXCESSIVE COST TO THE OWNER(S) OF LOT BENEFITED PURSUANT TO ITS RESTORATION DUTIES HEREIN

NOTES

- TRACT A, A STORM DRAINAGE DETENTION TRACT, IS HEREBY GRANTED AND CONVEYED TO THE CITY OF SAMMAMISH FOR ACCESS, INSPECTION, MAINTENANCE AND REPAIR OF THE STORMWATER FACILITIES WITHIN SAID TRACT. THE CITY OF SAMMAMISH SHALL BE RESPONSIBLE FOR MAINTENANCE OF ALL PUBLIC STORMWATER FACILITIES LYING WITHIN SAID TRACT. MAINTENANCE OF LANDSCAPING STRIPS ALONG THE STORMWATER POND PERIMETER OTHER THAN THE INTERIOR POND EMBANKMENTS SHALL BE THE RESPONSIBILITY OF THE BRIXTON HOME OWNERS ASSOCIATION.
- TRACT B IS A PRIVATE ACCESS AND UTILITIES TRACT FOR THE BENEFIT OF THE OWNERS OF LOTS 26, 30 AND 32, INCLUSIVE. OWNERSHIP OF LOTS 26, 30 AND 32, INCLUSIVE, SHALL INCLUDE AN EQUAL AND UNDIVIDED ONE-THIRD INTEREST IN THE OWNERSHIP OF SAID TRACT B, WHICH INTEREST SHALL ATTACH TO SAID LOTS AND SHALL RUN WITH FUTURE CONVEYANCES THEREOF AND SHALL INCLUDE AN EQUAL AND UNDIVIDED ONE-THIRD OBLIGATION IN THE MAINTENANCE RESPONSIBILITY FOR SAID TRACT B. LOT 25 HAS NO RIGHT OF ACCESS OVER TRACT B. THE BRIXTON HOME OWNERS ASSOCIATION SHALL HAVE ACCESS RIGHTS TO SAID TRACT B. ALL DEED TRANSFERS OF LOTS 26, 30, AND 32 MUST INCLUDE THEIR FRACTIONAL INTEREST IN TRACT B.
- TRACT C IS A PRIVATE ACCESS AND UTILITIES TRACT FOR THE BENEFIT OF THE OWNERS OF LOTS 10, 11 AND 12, INCLUSIVE. OWNERSHIP OF LOTS 10, 11 AND 12, INCLUSIVE, SHALL INCLUDE AN EQUAL AND UNDIVIDED ONE-THIRD INTEREST IN THE OWNERSHIP OF SAID TRACT C, WHICH INTEREST SHALL ATTACH TO SAID LOTS AND SHALL RUN WITH FUTURE CONVEYANCES THEREOF AND SHALL INCLUDE AN EQUAL AND UNDIVIDED ONE-THIRD OBLIGATION IN THE MAINTENANCE RESPONSIBILITY FOR SAID TRACT C. LOTS 1, 10, 11 AND 12 HAVE RIGHT OF ACCESS OVER TRACT C. LOTS 4 AND 5 HAVE NO RIGHT OF ACCESS OVER TRACT C. IN THE EVENT THAT NOTE 19 OF THIS SECTION IS SATISFIED, THEN THE OWNERS OF LOT 1 SHALL ACQUIRE ACCESS RIGHTS TO TRACT C. THEY WILL NOT BE RESPONSIBLE FOR ANY MAINTENANCE OBLIGATIONS OF TRACT C. THE BRIXTON HOME OWNERS ASSOCIATION SHALL HAVE ACCESS RIGHTS TO SAID TRACT C. ALL DEED TRANSFERS OF LOTS 10, 11, AND 12 MUST INCLUDE THEIR FRACTIONAL INTEREST IN TRACT C.
- TRACT D IS A PRIVATE ACCESS AND UTILITIES TRACT FOR THE BENEFIT OF THE OWNERS OF LOTS 27, 28, 29 AND 31, INCLUSIVE. OWNERSHIP OF LOTS 27, 28, 29 AND 31, INCLUSIVE, SHALL INCLUDE AN EQUAL AND UNDIVIDED ONE-FOURTH INTEREST IN THE OWNERSHIP OF SAID TRACT D, WHICH INTEREST SHALL ATTACH TO SAID LOTS AND SHALL RUN WITH FUTURE CONVEYANCES THEREOF AND SHALL INCLUDE AN EQUAL AND UNDIVIDED ONE-FOURTH OBLIGATION IN THE MAINTENANCE RESPONSIBILITY FOR SAID TRACT D. LOTS 21 AND 22 HAVE NO RIGHT OF ACCESS OVER TRACT D. THE BRIXTON HOME OWNERS ASSOCIATION SHALL HAVE ACCESS RIGHTS TO SAID TRACT D. ALL DEED TRANSFERS OF LOTS 27, 28, 29 AND 31 MUST INCLUDE THEIR FRACTIONAL INTEREST IN TRACT D.
- TRACTS E, F, AND G, OPEN SPACE/TREE RETENTION TRACTS, ARE HEREBY GRANTED AND CONVEYED, TOGETHER WITH ALL MAINTENANCE OBLIGATIONS FOR SAID TRACTS, TO THE BRIXTON HOME OWNERS ASSOCIATION UPON THE RECORDING OF THIS PLAT. SHOULD THE BRIXTON HOME OWNERS ASSOCIATION FAIL TO PROPERLY MAINTAIN SAID TRACTS, THE OWNERS OF LOTS 2 THROUGH 32 OF THIS PLAT SHALL BE EQUALLY RESPONSIBLE FOR THE MAINTENANCE OF THE OPEN SPACE FACILITIES WITHIN SAID TRACTS.
- TRACT H, A CRITICAL AREA TRACT, IS HEREBY GRANTED AND CONVEYED, TOGETHER WITH ALL MAINTENANCE OBLIGATIONS FOR SAID TRACT, TO THE OWNERS OF LOT 1. ALL DEED TRANSFERS OF LOT 1 MUST INCLUDE A CONVEYANCE OF TRACT H. THE DETACHED GARAGE/SHOP STRUCTURE LOCATED WITHIN SAID TRACT H IS A NONCONFORMANCE BECAUSE OF ITS LOCATION WITHIN CRITICAL AREA TRACT H AND IS SUBJECT TO THE LIMITATIONS FOR CRITICAL AREA NONCONFORMANCES CONTAINED WITHIN SMC 21A.50.060(1), (2)(A), AND (6). THE GARAGE/SHOP IS CONSIDERED TO BE A LEGAL, NONCONFORMING USE.
- TRACT I, A CRITICAL AREA TRACT, IS HEREBY GRANTED AND CONVEYED, TOGETHER WITH ALL MAINTENANCE OBLIGATIONS FOR SAID TRACT, TO THE BRIXTON HOME OWNERS ASSOCIATION UPON THE RECORDING OF THIS PLAT. SHOULD THE BRIXTON HOME OWNERS ASSOCIATION FAIL TO PROPERLY MAINTAIN SAID TRACTS, THE OWNERS OF LOTS 2 THROUGH 32 OF THIS PLAT SHALL BE EQUALLY RESPONSIBLE FOR THE MAINTENANCE OF THE OPEN SPACE FACILITIES WITHIN SAID TRACT.
- METAL PRODUCTS SUCH AS GALVANIZED STEEL, COPPER, OR ZINC SHALL NOT BE USED IN ALL BUILDING ROOFS, FLASHING, GUTTERS, OR DOWNSPOUTS UNLESS THEY ARE TREATED TO PREVENT METAL LEACHING AND SEALED SUCH THAT CONTACT WITH STORM WATER IS PREVENTED.
- UNLESS DIRECTED TO INDIVIDUAL LOT FLOW CONTROL BMPS, ALL BUILDING DOWNSPOUTS, FOOTING DRAINS, AND DRAINS FROM ALL IMPERVIOUS SURFACES SUCH AS PATIOS AND DRIVEWAYS SHALL BE CONNECTED TO THE PERMANENT STORM DRAIN SYSTEM AS SHOWN ON THE APPROVED PLAT SITE DEVELOPMENT PERMIT ON FILE WITH THE CITY OF SAMMAMISH UNLESS OTHERWISE DIRECTED TO AN APPROVED FLOW CONTROL BMP. THE CONNECTION TO THE STORM SYSTEM SHALL BE THROUGH A PERFORATED TIGHT LINE IN ACCORDANCE TO THE 2009 KING COUNTY SURFACE WATER DESIGN MANUAL. THE APPROVED SITE DEVELOPMENT PLAN SHALL BE SUBMITTED WITH THE APPLICATION FOR ANY BUILDING PERMIT. ALL CONNECTIONS OF THE DRAINS SHALL BE CONSTRUCTED AND APPROVED PRIOR TO FINAL BUILDING INSPECTION APPROVAL.
- MAINTENANCE OF ALL LANDSCAPING WITHIN THE INTERNAL PLAT ROAD SHALL BE THE RESPONSIBILITY OF THE HOMEOWNERS ASSOCIATION. UNDER NO CIRCUMSTANCES SHALL THE CITY BEAR ANY MAINTENANCE RESPONSIBILITIES FOR LANDSCAPING STRIPS CREATED BY THE PLAT.
- MAINTENANCE OF LANDSCAPING ALONG THE STORMWATER POND PERIMETER, OTHER THAN THE INTERIOR POND EMBANKMENTS, SHALL BE THE RESPONSIBILITY OF THE HOMEOWNERS ASSOCIATION.
- ALL LANDSCAPED AREAS OF THE PLAT AND INDIVIDUAL LOTS SHALL INCLUDE A MINIMUM OF 8-INCHES OF COMPOSTED SOIL AMENDMENT.
- MAINTENANCE OF ILLUMINATION ALONG ALL LOCAL AND PRIVATE ROADS SHALL BE THE RESPONSIBILITY OF THE HOMEOWNERS ASSOCIATION OR JOINTLY SHARED BY THE OWNERS OF THE DEVELOPMENT.
- INDIVIDUAL LOT FLOW CONTROL BMPS, IN ACCORDANCE WITH THE 2009 KING COUNTY SURFACE WATER DESIGN MANUAL, SHALL BE PROVIDED WITH EACH SINGLE FAMILY BUILDING PERMIT UNLESS OTHERWISE INCORPORATED INTO THE SUBDIVISION SITE DEVELOPMENT PLANS.
- ILLCIT DISCHARGE OF STORMWATER POLLUTANTS FROM PRESSURE WASHING, CAR WASHING, AND ROUTINE MAINTENANCE OF HOUSEHOLD APPURTENANCES SUCH AS SIDING, ROOF AND WINDOWS SHALL BE PREVENTED FROM ENTERING THE STORM DRAIN SYSTEM. MEASURES SUCH AS DIRECTING WATER TO A GREEN, VEGETATED AREA OR COVERING THE DOWNSIDE CATCH BASINS SHALL BE REQUIRED AND ENFORCED PURSUANT TO SMC 13.30.020.
- TREES IDENTIFIED ON THE FACE OF THIS PLAT HAVE BEEN RETAINED PURSUANT TO THE PROVISIONS OF SMC CHAPTER 21A.35.210. RETAINED TREES ARE SUBJECT TO THE TREE PROTECTION STANDARDS OF SMC CHAPTER 21A.35.230. REMOVAL OF THESE TREES IS PROHIBITED UNLESS THE TREE IS REMOVED TO PREVENT IMMINENT DANGER OR HAZARD TO PERSONS OR PROPERTY, AND MAY BE SUBJECT TO A CLEARING AND GRADING PERMIT APPROVED BY THE CITY OF SAMMAMISH. TREES REMOVED SUBJECT TO THIS PROVISION SHALL BE REPLACED IN COMPLIANCE WITH SMC CHAPTER 21A.35.240.
- NO LOT OR PORTION OF A LOT SHALL BE SUBDIVIDED AND SOLD, OR RESOLD, OR ITS OWNERSHIP CHANGED OR TRANSFERRED IN VIOLATION OF APPLICABLE CITY, COUNTY, STATE, OR FEDERAL STANDARDS, RULES, REGULATIONS OR LAWS.
- THE HOUSE ADDRESS SYSTEM FOR THIS PLAT SHALL BE: 21801 TO 21876 SE 1ST STREET, AND 21849 TO 21888 SE 1ST PLACE. INDIVIDUAL ADDRESSES WILL BE ASSIGNED TO THE PRINCIPAL ENTRANCE OF EACH RESIDENCE OR BUILDING AT THE TIME OF BUILDING PERMIT ISSUANCE.
- EXCEPT FOR THE EXISTING DRIVEWAYS TO PROPOSED LOT 1, NO DIRECT VEHICULAR ACCESS DRIVEWAY SHALL BE ALLOWED ONTO 218TH AVENUE SE. IF THE DETACHED GARAGE/SHOP IN PROPOSED TRACT H IS EVER REMOVED/ABANDONED, THEN THE DRIVEWAY ASSOCIATED THEREWITH SHALL LIKEWISE BE ABANDONED AND REMOVED. SHOULD THE EXISTING HOUSE ON PROPOSED LOT 1 EVER BE COMPLETELY DEMOLISHED, THEN PUBLIC WORKS SHALL HAVE THE RIGHT TO EXERCISE ITS AUTHORITY UNDER THE PUBLIC WORKS STANDARDS, AS THE SAME EXIST AT THAT TIME, TO DETERMINE WHETHER ANY NEW USE MUST TAKE ITS DRIVEWAY ACCESS OVER TRACT C.
- AT THE TIME OF FINAL PLAT, THIRTY PERCENT (30%) OF THE REQUIRED TRAFFIC IMPACT FEES WERE PAID CONSISTENT WITH THE PROVISIONS OF SMC 14A.15 FOR 24 LOTS. AT BUILDING PERMIT ISSUANCE OR AS OTHERWISE APPROVED BY THE CITY, A FINAL PAYMENT SHALL BE MADE EQUAL TO ONE HUNDRED PERCENT (100%) OF THE IMPACT FEE, LESS A CREDIT FOR ANY DEPOSITS PAID FOR ALL THOSE BUILDING PERMITS ISSUED. IF A BUILDING PERMIT IS NOT ISSUED WITHIN TWO YEARS, OR ONE HUNDRED PERCENT (100%) PAYMENT IS NOT OTHERWISE MADE, ALL REMAINING BUILDING PERMITS SHALL BE ASSESSED IMPACT FEES BASED ON THE CURRENT RATE IN EFFECT AT THE TIME OF BUILDING PERMIT ISSUANCE, LESS A CREDIT FOR ANY DEPOSITS PAID.
- PURSUANT TO SMC CHAPTER 21A.105, FIFTY PERCENT OF THE SCHOOL IMPACT FEES HAVE BEEN PAID AT FINAL PLAT FOR 24 LOTS. THE REMAINING 50 PERCENT OF THE SCHOOL IMPACT FEES, PLUS AN ADMINISTRATIVE FEE, SHALL BE PAID PRIOR TO BUILDING PERMIT ISSUANCE.
- CONSISTENT WITH SMC CHAPTER 14A.20, THE PLAT IS SUBJECT TO PARKS IMPACT FEES WHICH SHALL BE PAID AT TIME OF BUILDING PERMIT ISSUANCE TOGETHER WITH AN ADMINISTRATIVE FEE.
- PURSUANT TO SMC CHAPTER 13.15, A SURFACE WATER SYSTEM DEVELOPMENT CHARGE SHALL BE PAID AT THE TIME OF BUILDING PERMIT ISSUANCE FOR EACH NEW RESIDENTIAL DWELLING UNIT.
- PURSUANT TO THE KING COUNTY SURFACE WATER DESIGN MANUAL, ALL LOTS IN THIS SUBDIVISION ARE REQUIRED TO PROVIDE FLOW CONTROL BMPS WHICH WILL BE IMPLEMENTED IN CONJUNCTION WITH THE CONSTRUCTION OF EACH HOME. THE REQUIRED AMOUNT OF IMPERVIOUS AREA ON EACH LOT WHICH MUST BE MITIGATED THROUGH THE USE OF FLOW CONTROL BMPS IS EQUAL TO 10% OF THE LOT AREA. * LOTS OVER 11,000 S.F. REQUIRE 20% MITIGATED IMPERVIOUS.
- THE BRIXTON HOME OWNERS ASSOCIATION WAS ESTABLISHED WITH THE SECRETARY OF STATE ON AUGUST 16, 2016. LOTS 2 THROUGH 32 IN THIS SUBDIVISION ARE SUBJECT TO THE COVENANTS, CONDITIONS AND RESTRICTIONS FOR BRIXTON, RECORDED UNDER KING COUNTY RECORDING NUMBER



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ENGINEERING • PLANNING • SURVEYING

JOB NO. 14013

BRIXTON

A PORTION OF THE NE 1/4, OF THE SW 1/4, SECTION 33, TOWNSHIP 25 NORTH, RANGE 6 EAST, W.M.
CITY OF SAMMAMISH, KING COUNTY, WASHINGTON

PRIVATE EASEMENT PROVISIONS NOTES (P.E.P.N)

THE OWNER(S) OF LAND HEREBY SUBDIVIDED DO HEREBY GRANT AND CONVEY TO THE OWNER(S) OF LOTS BENEFITED AS STATED IN THE EASEMENT NOTES OR ANY OTHER PRIVATE EASEMENT SHOWN AND THEIR ASSIGNS A PERPETUAL EASEMENT FOR THE STATED UTILITIES. THESE EASEMENTS AND CONDITIONS SHALL BE A COVENANT RUNNING WITH THE LAND AND SHALL BE BINDING ON THE SUCCESSORS, HEIRS, AND ASSIGNS OF THE OWNER(S) OF LAND HEREBY BENEFITED. THE OWNER(S) OF LOT BENEFITED AND ITS ASSIGNS SHALL HAVE THE RIGHT WITHOUT PRIOR INSTITUTION OF ANY SUIT OR PROCEEDINGS OF LAW AT SUCH TIME AS MAY BE NECESSARY TO ENTER UPON SAID EASEMENT FOR THE PURPOSE OF CONSTRUCTING, MAINTAINING, REPAIRING, ALTERING, OR RECONSTRUCTING SAID UTILITIES OR MAKING ANY CONNECTIONS THERETO WITHOUT INCURRING ANY LEGAL OBLIGATION OR LIABILITY THEREFOR; PROVIDED THAT SUCH SHALL BE ACCOMPLISHED IN A MANNER THAT IF EXISTING PRIVATE IMPROVEMENTS ARE DISTURBED OR DESTROYED THEY WILL BE REPAIRED OR REPLACED TO A CONDITION SIMILAR AS THEY WERE IMMEDIATELY BEFORE THE PROPERTY WAS ENTERED UPON BY THE ONE BENEFITED. THE OWNER(S) OF THE BURDENED LOT SHALL RETAIN THE RIGHT TO USE THE SURFACE OF SAID EASEMENT IF SUCH USE DOES NOT INTERFERE WITH THE INSTALLATION OR USE OF SAID UTILITIES.

HOWEVER, THE OWNER(S) OF THE BURDENED LOT SHALL NOT ERECT OR MAINTAIN ANY BUILDINGS OR STRUCTURES WITHIN THE EASEMENT. ALSO THE OWNER(S) OF THE BURDENED LOT SHALL NOT PLANT TREES, SHRUBS OR VEGETATION HAVING DEEP ROOT PATTERNS WHICH MAY CAUSE DAMAGE TO OR INTERFERE WITH SAID UTILITIES. ALSO THE OWNER(S) OF THE BURDENED LOT SHALL NOT DEVELOP OR BEAUTIFY THE EASEMENT AREAS IN SUCH A WAY TO CAUSE EXCESSIVE COST TO THE OWNER(S) OF LOT BENEFITED PURSUANT TO ITS RESTORATION DUTIES HEREIN.

- THE 10' PRIVATE DRAINAGE EASEMENT SHOWN ON LOTS 2 THROUGH 3 IS TO THE BENEFIT OF THE OWNERS OF LOTS 2 THROUGH 4. THE OWNERS OF SAID BENEFITED LOTS SHALL BE RESPONSIBLE FOR THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THEIR RESPECTIVE PRIVATE DRAINAGE FACILITIES AND SHALL SHARE EQUALLY IN THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THE PRIVATE DRAINAGE FACILITIES USED IN COMMON WITHIN SAID EASEMENT.
- THE 10' PRIVATE DRAINAGE EASEMENT SHOWN ON LOTS 5, 6 AND TRACT G IS TO THE BENEFIT OF THE OWNERS OF LOTS 5 THROUGH 7. THE OWNERS OF SAID BENEFITED LOTS SHALL BE RESPONSIBLE FOR THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THEIR RESPECTIVE PRIVATE DRAINAGE FACILITIES AND SHALL SHARE EQUALLY IN THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THE PRIVATE DRAINAGE FACILITIES USED IN COMMON WITHIN SAID EASEMENT.
- INTENTIONALLY DELETED.
- THE 10' PRIVATE DRAINAGE EASEMENT SHOWN ON LOTS 12 THROUGH 13 IS TO THE BENEFIT OF THE OWNERS OF LOTS 12 THROUGH 14. THE OWNERS OF SAID BENEFITED LOTS SHALL BE RESPONSIBLE FOR THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THEIR RESPECTIVE PRIVATE DRAINAGE FACILITIES AND SHALL SHARE EQUALLY IN THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THE PRIVATE DRAINAGE FACILITIES USED IN COMMON WITHIN SAID EASEMENT.
- THE 10' PRIVATE DRAINAGE EASEMENT SHOWN ON LOTS 13 AND 14 IS TO THE BENEFIT OF THE OWNERS OF LOTS 13 AND 14. THE OWNERS OF SAID BENEFITED LOTS SHALL BE RESPONSIBLE FOR THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THEIR RESPECTIVE PRIVATE DRAINAGE FACILITIES AND SHALL SHARE EQUALLY IN THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THE PRIVATE DRAINAGE FACILITIES USED IN COMMON WITHIN SAID EASEMENT.
- THE 10' PRIVATE DRAINAGE EASEMENT SHOWN ON LOT 16 IS TO THE BENEFIT OF THE OWNERS OF LOTS 16 AND 17. THE OWNERS OF SAID BENEFITED LOTS SHALL BE RESPONSIBLE FOR THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THEIR RESPECTIVE PRIVATE DRAINAGE FACILITIES AND SHALL SHARE EQUALLY IN THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THE PRIVATE DRAINAGE FACILITIES USED IN COMMON WITHIN SAID EASEMENT.
- THE 10' PRIVATE DRAINAGE EASEMENT SHOWN ON LOT 19 IS TO THE BENEFIT OF THE OWNERS OF LOTS 18 AND 19. THE OWNERS OF SAID BENEFITED LOTS SHALL BE RESPONSIBLE FOR THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THEIR RESPECTIVE PRIVATE DRAINAGE FACILITIES AND SHALL SHARE EQUALLY IN THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THE PRIVATE DRAINAGE FACILITIES USED IN COMMON WITHIN SAID EASEMENT.
- THE 10' PRIVATE DRAINAGE EASEMENT SHOWN ON LOT 21 AND TRACT D IS TO THE BENEFIT OF THE OWNERS OF LOTS 20 AND 21. THE OWNERS OF SAID BENEFITED LOTS SHALL BE RESPONSIBLE FOR THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THEIR RESPECTIVE PRIVATE DRAINAGE FACILITIES AND SHALL SHARE EQUALLY IN THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THE PRIVATE DRAINAGE FACILITIES USED IN COMMON WITHIN SAID EASEMENT.
- THE 10' PRIVATE DRAINAGE EASEMENT SHOWN ON LOTS 24 AND 25 IS TO THE BENEFIT OF THE OWNERS OF LOTS 23 THROUGH 25. THE OWNERS OF SAID BENEFITED LOTS SHALL BE RESPONSIBLE FOR THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THEIR RESPECTIVE PRIVATE DRAINAGE FACILITIES AND SHALL SHARE EQUALLY IN THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THE PRIVATE DRAINAGE FACILITIES USED IN COMMON WITHIN SAID EASEMENT.
- THE 10' PRIVATE DRAINAGE EASEMENT SHOWN ON LOTS 29 AND 31 IS TO THE BENEFIT OF THE OWNERS OF LOTS 27, 29 AND 31. THE OWNERS OF SAID BENEFITED LOTS SHALL BE RESPONSIBLE FOR THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THEIR RESPECTIVE PRIVATE DRAINAGE FACILITIES AND SHALL SHARE EQUALLY IN THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THE PRIVATE DRAINAGE FACILITIES USED IN COMMON WITHIN SAID EASEMENT.
- THE 10' PRIVATE DRAINAGE EASEMENT SHOWN ON LOTS 30 AND 32 IS TO THE BENEFIT OF THE OWNERS OF LOTS 26, 30, AND 32. THE OWNERS OF SAID BENEFITED LOTS SHALL BE RESPONSIBLE FOR THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THEIR RESPECTIVE PRIVATE DRAINAGE FACILITIES AND SHALL SHARE EQUALLY IN THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THE PRIVATE DRAINAGE FACILITIES USED IN COMMON WITHIN SAID EASEMENT.
- THE 20' X 105' PRIVATE ACCESS AND UTILITIES EASEMENT OVER LOT 12 IS TO THE BENEFIT OF THE OWNERS OF LOTS 11 THROUGH 12 AND THE BRIXTON HOME OWNERS ASSOCIATION. THE OWNERS OF SAID LOTS 11 AND 12 SHALL BE RESPONSIBLE FOR THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THEIR PRIVATE ACCESS AND UTILITY FACILITIES WITHIN THE EASEMENT AND SHALL SHARE EQUALLY IN THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THE PRIVATE ACCESS AND UTILITY FACILITIES USED IN COMMON WITHIN SAID EASEMENT.
- THE 20' PRIVATE ACCESS AND UTILITIES EASEMENT OVER LOT 13 IS TO THE BENEFIT OF THE OWNERS OF LOTS 13 AND 14. THE OWNERS OF SAID BENEFITED LOTS SHALL BE RESPONSIBLE FOR THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THEIR PRIVATE ACCESS AND UTILITY FACILITIES WITHIN THE EASEMENT AND SHALL SHARE EQUALLY IN THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THE PRIVATE ACCESS AND UTILITY FACILITIES USED IN COMMON WITHIN SAID EASEMENT.
- THE 20' X 79.8' PRIVATE ACCESS AND UTILITIES EASEMENT OVER LOT 31 IS TO THE BENEFIT OF THE OWNERS OF LOTS 29 AND 31. THE OWNERS OF SAID BENEFITED LOTS SHALL BE RESPONSIBLE FOR THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THEIR PRIVATE ACCESS AND UTILITY FACILITIES WITHIN THE EASEMENT AND SHALL SHARE EQUALLY IN THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THE PRIVATE ACCESS AND UTILITY FACILITIES USED IN COMMON WITHIN SAID EASEMENT.
- THE 20' X 74.4' PRIVATE ACCESS AND UTILITIES EASEMENT OVER LOT 32 IS TO THE BENEFIT OF THE OWNERS OF LOTS 30 AND 32. THE OWNERS OF SAID BENEFITED LOTS SHALL BE RESPONSIBLE FOR THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THEIR PRIVATE ACCESS AND UTILITY FACILITIES WITHIN THE EASEMENT AND SHALL SHARE EQUALLY IN THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THE PRIVATE ACCESS AND UTILITY FACILITIES USED IN COMMON WITHIN SAID EASEMENT.
- THE 5' PRIVATE WATER EASEMENT SHOWN ON LOTS 14 AND 15 IS TO THE BENEFIT OF THE OWNERS OF LOTS 13 THROUGH 14. THE OWNERS OF SAID BENEFITED LOTS SHALL BE RESPONSIBLE FOR THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THEIR PRIVATE WATER FACILITIES WITHIN THE EASEMENT AND SHALL SHARE EQUALLY IN THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THE PRIVATE WATER FACILITIES USED IN COMMON WITHIN SAID EASEMENT.
- THE 5' PRIVATE WATER EASEMENT SHOWN ON LOT 30 IS TO THE BENEFIT OF THE OWNERS OF LOT 32. THE OWNERS OF SAID BENEFITED LOTS SHALL BE RESPONSIBLE FOR THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THEIR PRIVATE WATER FACILITIES WITHIN THE EASEMENT AND SHALL SHARE EQUALLY IN THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THE PRIVATE WATER FACILITIES USED IN COMMON WITHIN SAID EASEMENT.
- THE 6' PRIVATE ACCESS EASEMENT SHOWN ON LOT 10 IS TO THE BENEFIT OF THE OWNERS OF LOTS 10, 11 AND 12. THE OWNERS OF SAID BENEFITED LOTS SHALL BE RESPONSIBLE FOR THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THEIR PRIVATE ACCESS FACILITIES WITHIN THE EASEMENT AND SHALL SHARE EQUALLY IN THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THE PRIVATE ACCESS FACILITIES USED IN COMMON WITHIN SAID EASEMENT.
- THE 15' PRIVATE ACCESS EASEMENT SHOWN ON LOT 12 IS TO THE BENEFIT OF THE BRIXTON HOME OWNERS ASSOCIATION. THE BRIXTON HOME OWNERS ASSOCIATION SHALL BE RESPONSIBLE FOR THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THEIR PRIVATE ACCESS FACILITIES WITHIN THE EASEMENT.
- THE 6' PRIVATE ACCESS EASEMENT SHOWN ON LOT 26 IS TO THE BENEFIT OF THE OWNERS OF LOTS 26 AND 30. THE OWNERS OF SAID BENEFITED LOTS SHALL BE RESPONSIBLE FOR THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THEIR PRIVATE ACCESS FACILITIES WITHIN THE EASEMENT AND SHALL SHARE EQUALLY IN THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THE PRIVATE ACCESS FACILITIES USED IN COMMON WITHIN SAID EASEMENT.
- THE 6' PRIVATE ACCESS EASEMENT SHOWN ON LOT 28 IS TO THE BENEFIT OF THE OWNERS OF LOT 28 AND THE BRIXTON HOME OWNERS ASSOCIATION. THE OWNERS OF SAID LOT 28 AND THE BRIXTON HOME OWNERS ASSOCIATION SHALL BE RESPONSIBLE FOR THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THEIR PRIVATE ACCESS FACILITIES WITHIN THE EASEMENT AND SHALL SHARE EQUALLY IN THE MAINTENANCE, REPAIR, AND RECONSTRUCTION OF THE PRIVATE ACCESS FACILITIES USED IN COMMON WITHIN SAID EASEMENT.
- IF CONSTRUCTED, A PRIVATE EASEMENT FOR WALLS AND DRAINAGE FACILITIES IS HEREBY GRANTED AND CONVEYED TO THE OWNERS OF LOTS 2 THROUGH 32, OVER, UNDER AND ACROSS A STRIP OF LAND 2.5- FEET WIDE ALONG EACH SIDE OF THE INTERIOR LOT LINES WITHIN THIS PLAT. OWNERS OF SAID WALLS AND DRAINAGE FACILITIES ARE HEREBY RESPONSIBLE FOR THE MAINTENANCE OF THEIR RESPECTIVE WALLS AND DRAINAGE FACILITIES AND SHALL SHARE EQUALLY IN THE MAINTENANCE RESPONSIBILITIES OF THE WALLS AND DRAINAGE FACILITIES USED IN COMMON WITHIN SAID EASEMENT.

WATER AND SEWER EASEMENT PROVISION

AN EASEMENT IS HEREBY DEDICATED AND CONVEYED, UPON THE RECORDING OF THIS PLAT, TO THE SAMMAMISH PLATEAU WATER AND SEWER DISTRICT OR ITS SUCCESSORS AND ASSIGNS, OVER, UNDER, THROUGH AND UPON THE EASEMENTS SHOWN ON THIS PLAT AND DESCRIBED AS "SANITARY SEWER EASEMENT" OR "WATER EASEMENT" AND AS DESCRIBED BELOW.

- THE EXTERIOR 10 FEET, PARALLEL WITH AND ADJOINING THE PUBLIC STREET FRONTAGE, OF ALL LOTS AND TRACTS;
- TRACTS B, C AND D;
- THE SOUTH 10.00 FEET OF THE WEST 10 FEET OF LOT 10;
- THE SOUTH 10.00 FEET OF THE WEST 10 FEET OF LOT 11;
- THE WEST 20.00 FEET OF LOT 12; EXCEPT THE SOUTH 116.00 FEET THEREOF;
- THE WEST 20.00 FEET OF LOT 12; EXCEPT THE SOUTH 55.00 FEET THEREOF;
- THE NORTH 10.00 FEET OF THE WEST 10.00 FEET OF THE EAST 120.87 FEET OF LOT 12;
- ALL THAT PORTION OF LOT 13 LYING EASTERLY OF THE FOLLOWING DESCRIBED LINE:
COMMENCING AT THE COMMON NORTH CORNER OF LOTS 13 AND 14; THENCE S89°02'25"E ALONG THE NORTH LINE OF LOT 14 35.40 FEET TO THE POINT OF BEGINNING; THENCE N00°57'35" 20.00 FEET TO THE NORTH LINE OF SAID LOT 13 AND THE TERMINUS OF SAID LINE;
- ALL THAT PORTION OF TRACT G LYING WESTERLY OF THE FOLLOWING DESCRIBED LINE:
COMMENCING AT THE NORTHWEST CORNER OF SAID TRACT; THENCE S89°08'14"E, ALONG THE NORTH LINE OF SAID TRACT, 17.00 FEET TO THE POINT OF BEGINNING; THENCE S00°51'46"W 35.00 FEET; THENCE N89°08'14"W 12.61 FEET TO THE WEST LINE OF SAID TRACT AND THE TERMINUS OF SAID LINE.
- THE WEST 5.00 FEET OF THE SOUTH 5.00 FEET OF THE NORTH 80 FEET OF LOT 21;
- THE NORTH 5.00 FEET OF THE WEST 10.00 FEET OF LOT 26;
- THE NORTH 5.00 FEET OF THE WEST 10.00 FEET OF LOT 28;
- THE SOUTH 5.00 FEET OF THE EAST 5.00 FEET OF LOT 27;
- THE NORTH 5.00 FEET OF THE EAST 10.00 FEET OF LOT 29;
- THE SOUTH 10.00 FEET OF THE WEST 10.00 FEET OF LOT 30;
- THE SOUTH 5.00 FEET OF THE EAST 10.00 FEET OF THE WEST 125.00 FEET OF LOT 31;
- THE EAST 20.00 FEET OF THE MOST SOUTHEASTERLY 74.81 FEET OF LOT 31;
- THE WEST 20.00 FEET OF THE SOUTH 35.00 FEET OF LOT 32;
- THE EAST 5.00 FEET OF THE SOUTH 10.00 FEET OF THE NORTH 65.00 FEET OF TRACT A;
- THE WEST 5.00 FEET OF THE NORTH 10.00 FEET OF THE SOUTH 37.00 FEET OF TRACT E;

IN WHICH TO INSTALL, LAY, CONSTRUCT, MAINTAIN, INSPECT, REPLACE, REPAIR, REMOVE, RENEW, USE, AND OPERATE WATER AND SEWER SYSTEMS AND APPURTENANCES FOR THIS SUBDIVISION AND OTHER PROPERTY, TOGETHER WITH THE RIGHT TO ENTER UPON THE EASEMENTS AT ALL TIMES WITH ALL NECESSARY MAINTENANCE AND CONSTRUCTION EQUIPMENT FOR THE PURPOSES STATED. THE GRANTOR COVENANTS THAT NO STRUCTURES SHALL BE CONSTRUCTED OR ERECTED OVER, UPON OR WITHIN THESE EASEMENTS, INCLUDING FENCES OR ROCKERIES, AND NO TREES, BUSHES OR OTHER SHRUBBERY SHALL BE PLANTED IN THE AREA OF GROUND FOR WHICH THE EASEMENT IN FAVOR OF THE SAMMAMISH PLATEAU WATER AND SEWER DISTRICT HAS BEEN APPROVED.

FOR EASEMENTS ACROSS THE ENTIRETY OF TRACTS B, C, AND D THE DISTRICT SHALL NOT BE RESPONSIBLE FOR ANY COSTS OF PAVEMENT REPLACEMENT OR REPAIR NECESSITATED BY DAMAGE INCURRED THROUGH THE NORMAL OPERATION OR MAINTENANCE OF THE WATER AND/OR SEWER FACILITIES, EXCEPT THAT IN THE EVENT THAT THE SURFACING IS REMOVED BY THE GRANTEE FOR ANY UNDERGROUND CONSTRUCTION, UNDERGROUND REPAIR OR REPLACEMENT OF THE WATER AND/OR SEWER LINES, THE SURFACING SHALL BE RESTORED AS NEARLY AS REASONABLY POSSIBLE TO ITS CONDITION PRIOR TO PLACEMENT OF THE WATER OR SEWER.

AN EASEMENT IS HEREBY DEDICATED AND CONVEYED, UPON THE RECORDING OF THIS PLAT, TO THE SAMMAMISH PLATEAU WATER AND SEWER DISTRICT OR ITS SUCCESSORS AND ASSIGNS, A PERMANENT NON-EXCLUSIVE ACCESS EASEMENT AND ACCESS ROAD FOR INGRESS AND EGRESS OVER THE EASEMENTS SHOWN ON THIS PLAT DESCRIBED AS "SEWER ACCESS ROAD" OR "WATER ACCESS ROAD" AND AS DESCRIBED BELOW:

- TRACTS B, C AND D

TREE RETENTION NOTE

TREES IDENTIFIED ON THE FACE OF THIS PLAT HAVE BEEN RETAINED PURSUANT TO THE PROVISIONS OF SMC 21A.35.210. RETAINED TREES ARE SUBJECT TO THE TREE PROTECTION STANDARDS OF SMC 21A.35.230. REMOVAL OF THESE TREES IS PROHIBITED UNLESS THE TREE IS REMOVED TO PREVENT IMMINENT DANGER OR HAZARD TO PERSONS OR PROPERTY, AND MAY BE SUBJECT TO A CLEARING AND GRADING PERMIT APPROVED BY THE CITY OF SAMMAMISH. TREES REMOVED SUBJECT TO THIS PROVISION SHALL BE REPLACED IN COMPLIANCE WITH SMC 21A.35.240. ALL TREES TO BE RETAINED IN GROUPS WILL BE PLACED IN TRACTS OR TREE RETENTION EASEMENTS (T.R.E.). T.R.E.'S ARE DEFINED BY THE DRIP LINE OF THE TREES AS SHOWN HEREON. THE PLATTOR SHALL RECORD A COPY OF THE TREE RETENTION PLAN AS PART OF THE FINAL PLAT.

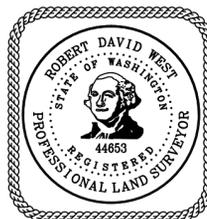
LEGEND

- TEC CEDAR
- TEF FIR
- TEP PINE
- TDM MAPLE
- TDA ALDER

SEE SHEET 5 THROUGH 8 FOR TREE LOCATIONS

TREE TAG NUMBER	SPECIES/DBH
8008	TEC/16
8009	TEC/12
8010	TEC/12
8011	TEC/24/16
8012	TEC/20
8013	TEF/26
8044	TEC/12
8045	TEC/12
8046	TEC/15
8047	TEC/15
8048	TEC/7/7/20/20
8049	TEC/9
8152	TEF 36
8153	TEC 16
8154	TEC 14
8155	TEC 10
8156	TEF 10
8157	TDM 14/12
8158	TEC 8
8159	TEC 8
8160	TEF 18
8161	TEC 16
8162	TEC 12
8163	TDM 20
8164	TDM 10
8165	TDM 14
8166	TDM 18/8
8167	TDM 28
8168	TEC 12/8
8169	TEC 14
8170	TEC 12
8171	TDM 12
8172	TEF 16
8173	TDM 14
8174	TDM 3X14/10
8175	TDM 18
8176	TEC 20
8178	TEC 18
8182	TEF 36/18
8183	TEC 22
8185	TEF 16
8186	TEF 18
8187	TEF 24
8188	TEC 8

TREE TAG NUMBER	SPECIES/DBH
8189	TEC 8
8190	TEF 24
8192	TEF 28
8193	TEC 10/10
8194	TEF 14
8195	TEF 24/14
8197	TEF 6
8198	TEF 6
8199	TEF 8
8200	TEF 14
8201	TEC 14
8202	TEF 10
8203	TEF 14
8204	TEF 10
8205	TEC 12
8300	TEC 14
8301	TEC 12
8302	TEC 15
8304	TEC 12
8370	TEF/12
8371	TEF/9
8372	TEF/8
8374	TEF/12
8375	TEF/12
8377	TEF/14
8378	TEF/13
8379	TEC/12
8380	TEF/10
8381	TEF/10
8382	TEF/10
8610	TEC 21
8611	TEC 13
8612	TEC 13
8613	TEC 12
8614	TEC 12
8615	TDM 13
8617	TEC 18
8618	TEC 13
8619	TEC 13
8620	TEC 13
8621	TEC 15/36
8625	TDA 12
8626	TEF 40
8633	TEC 17
8635	TEP 7



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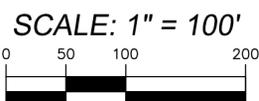
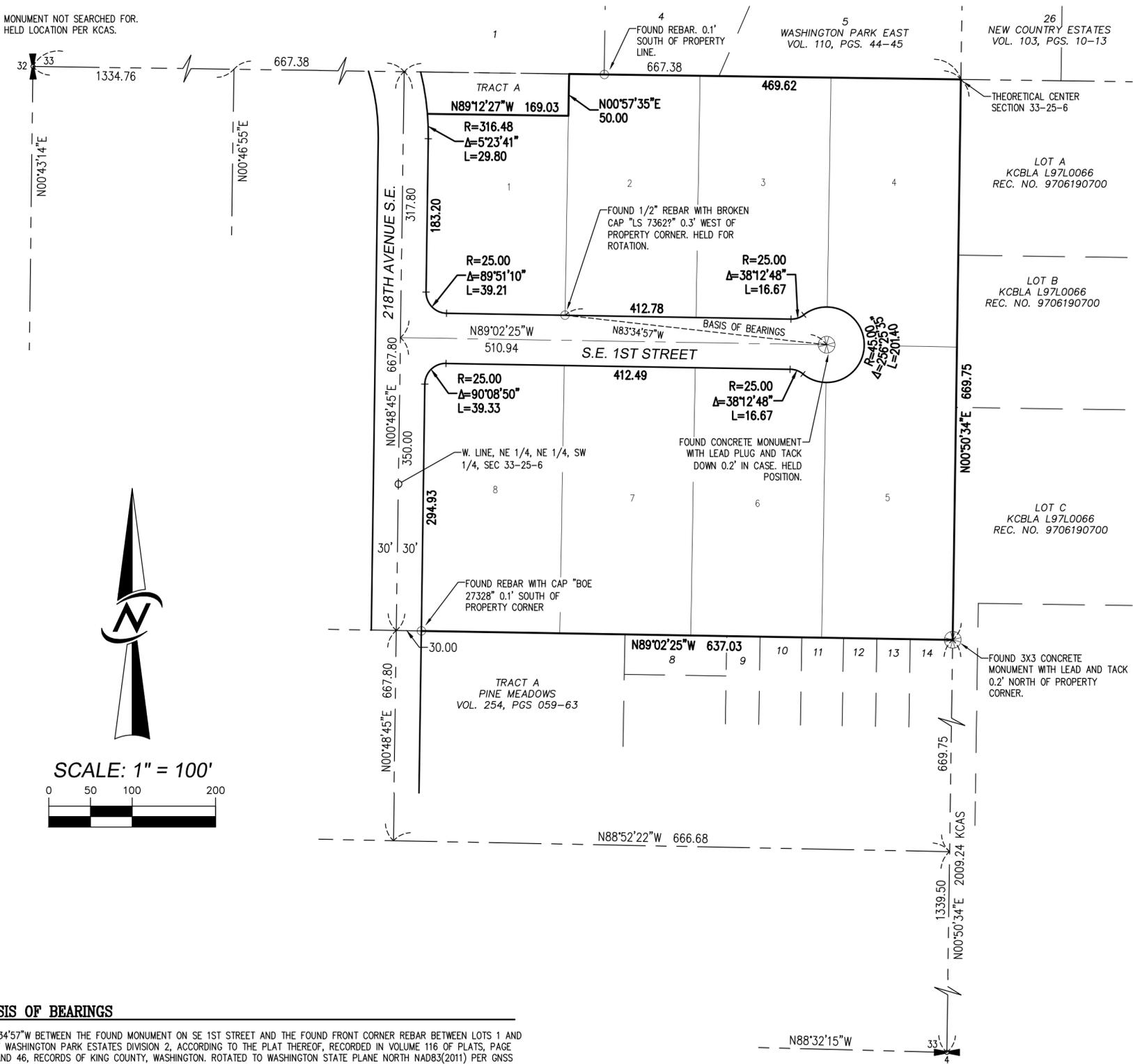
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JOB NO. 14013

BRIXTON

A PORTION OF THE NE 1/4, OF THE SW 1/4, SECTION 33, TOWNSHIP 25 NORTH, RANGE 6 EAST, W.M.
CITY OF SAMMAMISH, KING COUNTY, WASHINGTON

MONUMENT NOT SEARCHED FOR.
HELD LOCATION PER KCAS.



BASIS OF BEARINGS

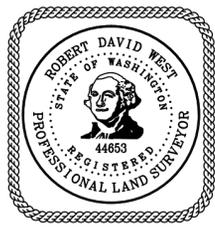
N83°34'57"W BETWEEN THE FOUND MONUMENT ON SE 1ST STREET AND THE FOUND FRONT CORNER REBAR BETWEEN LOTS 1 AND 2 OF WASHINGTON PARK ESTATES DIVISION 2, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 116 OF PLATS, PAGE 45 AND 46, RECORDS OF KING COUNTY, WASHINGTON. ROTATED TO WASHINGTON STATE PLANE NORTH NAD83(2011) PER GNSS OBSERVATIONS.

REFERENCES

1. WASHINGTON PARK ESTATES DIVISION 2, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 116 OF PLATS, PAGE 45 AND 46, RECORDS OF KING COUNTY, WASHINGTON.

NOTES

1. ALL TITLE INFORMATION SHOWN ON THIS MAP HAS BEEN EXTRACTED FROM CHICAGO TITLE INSURANCE COMPANY GUARANTEE NUMBER 0025404-06 LAST UPDATED AUGUST 11, 2016. IN PREPARING THIS MAP, CORE DESIGN, INC. HAS CONDUCTED NO INDEPENDENT TITLE SEARCH NOR IS CORE DESIGN, INC. AWARE OF ANY TITLE ISSUES AFFECTING THE SURVEYED PROPERTY OTHER THAN THOSE SHOWN ON THE MAP AND DISCLOSED BY THE REFERENCED CHICAGO TITLE GUARANTEE. CORE DESIGN, INC. HAS RELIED WHOLLY ON CHICAGO TITLE'S REPRESENTATIONS OF THE TITLE'S CONDITION TO PREPARE THIS SURVEY AND THEREFORE CORE DESIGN, INC. QUALIFIES THE MAP'S ACCURACY AND COMPLETENESS TO THAT EXTENT.
2. THIS SURVEY REPRESENTS VISIBLE PHYSICAL IMPROVEMENT CONDITIONS EXISTING ON MARCH, 2014. ALL SURVEY CONTROL INDICATED AS "FOUND" WAS RECOVERED FOR THIS PROJECT IN FEBRUARY, 2014.
3. PROPERTY AREA = 384,779± SQUARE FEET (8.8333± ACRES).
4. ALL DISTANCES ARE IN FEET.
5. THIS IS A FIELD TRAVERSE SURVEY. A SOKKIA FIVE SECOND COMBINED ELECTRONIC TOTAL STATION WAS USED TO MEASURE THE ANGULAR AND DISTANCE RELATIONSHIPS BETWEEN THE CONTROLLING MONUMENTATION AS SHOWN. CLOSURE RATIOS OF THE TRAVERSE MET OR EXCEEDED THOSE SPECIFIED IN WAC 332-130-090. ALL MEASURING INSTRUMENTS AND EQUIPMENT ARE MAINTAINED IN ADJUSTMENT ACCORDING TO MANUFACTURER'S SPECIFICATIONS.

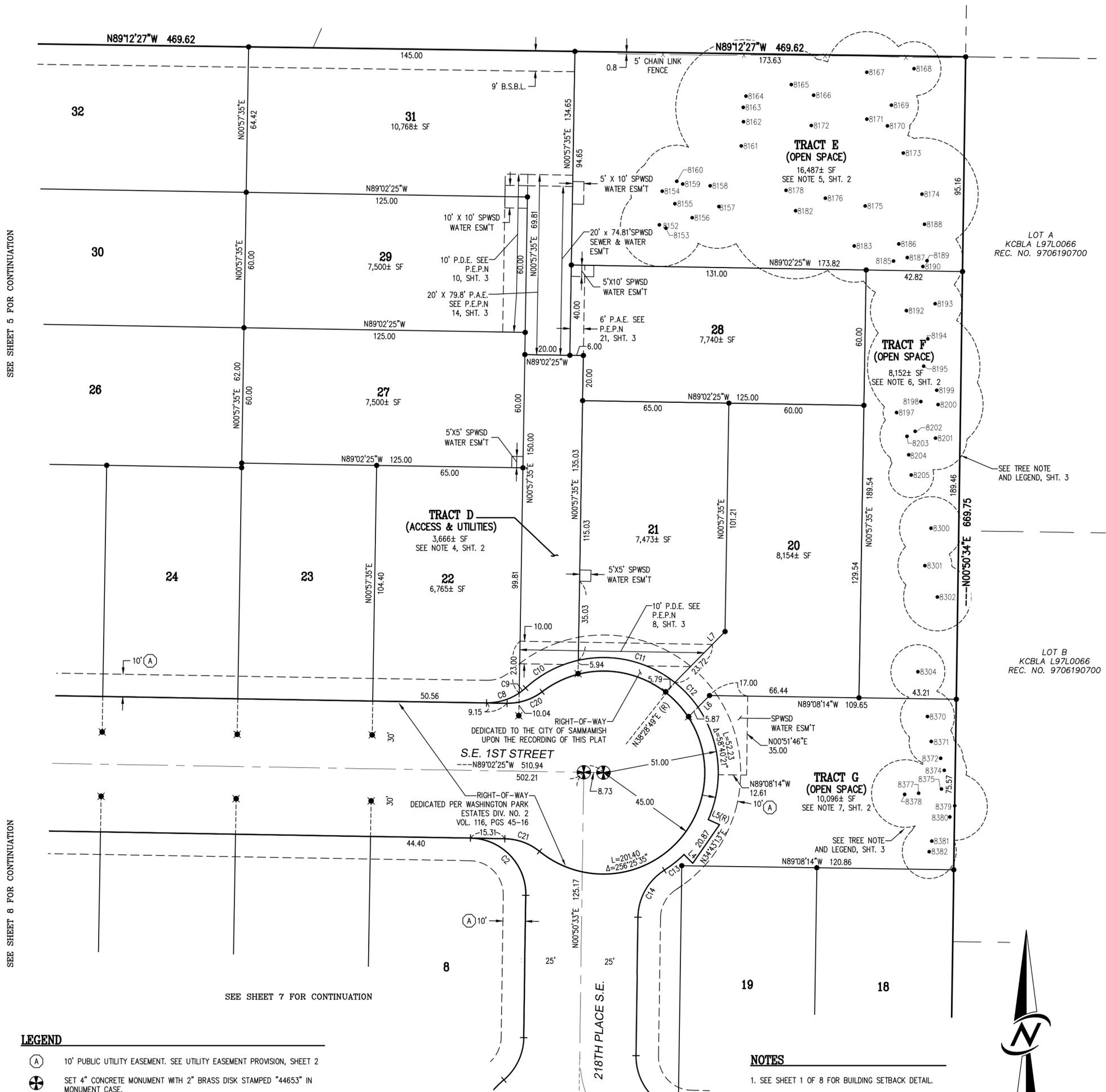


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A PORTION OF THE NE 1/4, OF THE SW 1/4, SECTION 33, TOWNSHIP 25 NORTH, RANGE 6 EAST, W.M.
CITY OF SAMMAMISH, KING COUNTY, WASHINGTON



SEE SHEET 5 FOR CONTINUATION

SEE SHEET 8 FOR CONTINUATION

SEE SHEET 7 FOR CONTINUATION

LEGEND

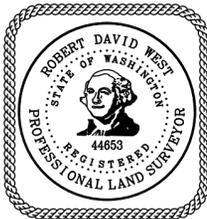
- (A) 10' PUBLIC UTILITY EASEMENT. SEE UTILITY EASEMENT PROVISION, SHEET 2
- ⊕ SET 4" CONCRETE MONUMENT WITH 2" BRASS DISK STAMPED "44653" IN MONUMENT CASE.
- SET 1/2" REBAR WITH YELLOW PLASTIC CAP STAMPED "CORE 44653"
- FOUND PROPERTY CORNER AS NOTED.
- ✱ SET TACK WITH WASHER STAMPED "CORE 44653" ON EXTENSION OF PROPERTY LINE IN LIEU OF FRONT CORNER AT 15.75 FEET FROM FRONT CORNER UNLESS OTHERWISE SHOWN HEREON.
- P.D.E. PRIVATE DRAINAGE EASEMENT, SEE P.E.P.N., SHEET 3.
- P.W.E. PRIVATE WATER EASEMENT, SEE P.E.P.N., SHEET 3.
- P.A.E. PRIVATE ACCESS AND UTILITIES EASEMENT, SEE P.E.P.N., SHEET 3.
- P.E.P.N. SEE PRIVATE EASEMENT PROVISION NOTE, SHEET 3.
- S.P.W.S.D. SAMMAMISH PLATEAU WATER AND SEWER DISTRICT. SEE WATER AND SEWER EASEMENT PROVISIONS, SHEET 3.
- 8950 EXISTING TREE (WITH TAG NUMBER) SEE NOTE AND LEGEND ON SHEET 3

CURVE TABLE			
CURVE #	RADIUS	DELTA	LENGTH
C2	25.00	89°52'57"	39.22
C8	25.00	35°17'05"	15.40
C9	25.00	8°21'21"	3.65
C10	51.00	30°01'16"	26.72
C11	51.00	51°08'23"	45.52
C12	51.00	16°55'35"	15.07
C13	51.00	12°35'13"	11.20
C14	25.00	57°06'21"	24.92
C20	25.00	38°12'48"	16.67
C21	25.00	38°12'48"	16.67

LINE TABLE		
LINE #	BEARING	LENGTH
L5	N65°55'16"W	5.50
L6	N44°40'54"E	7.32
L7	N44°40'54"E	31.73

NOTES

1. SEE SHEET 1 OF 8 FOR BUILDING SETBACK DETAIL.



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JOB NO. 14013



SCALE: 1" = 30'

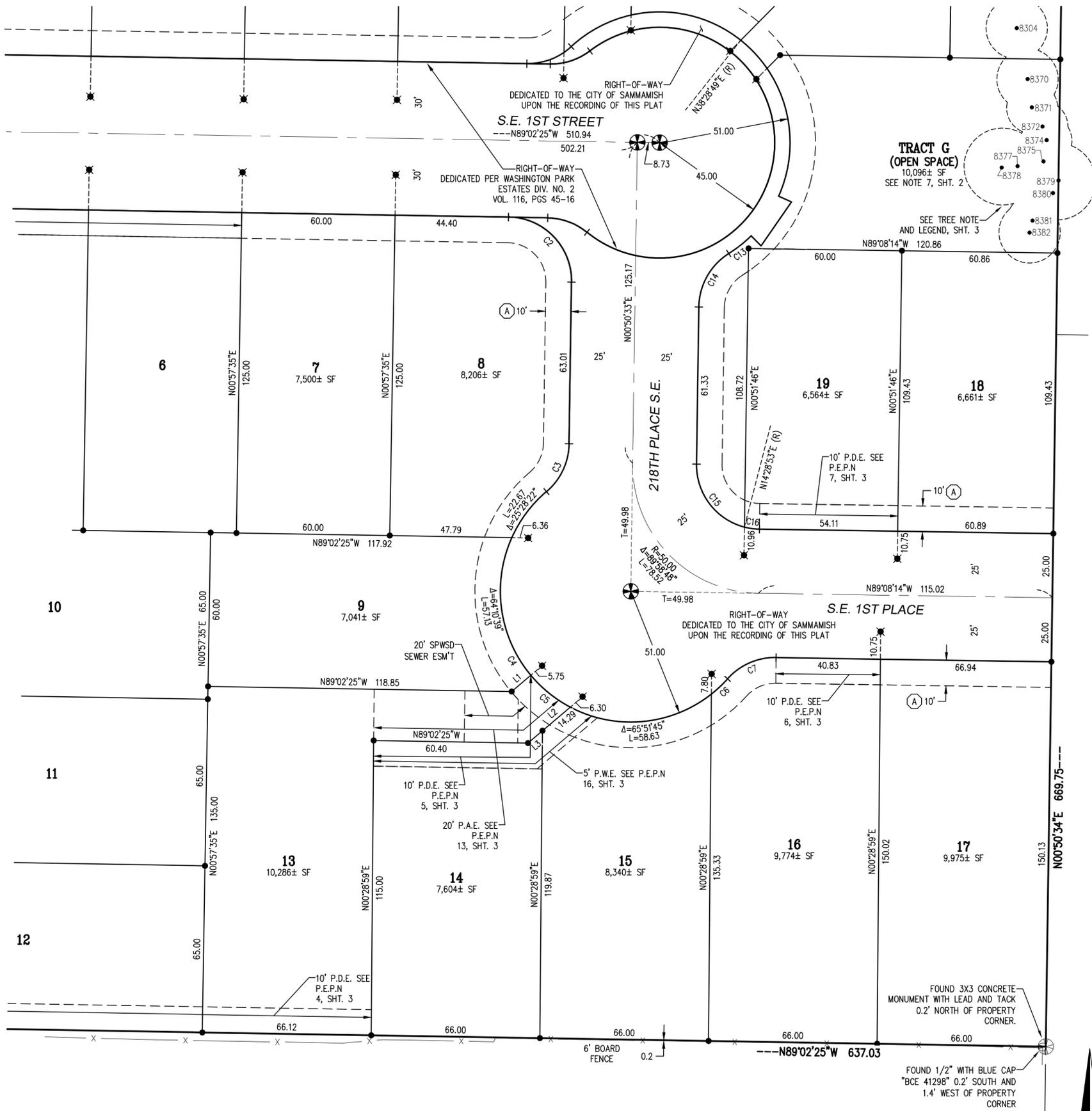


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CITY OF SAMMAMISH, KING COUNTY, WASHINGTON

SEE SHEET 6 FOR CONTINUATION



SEE SHEET 8 FOR CONTINUATION

LEGEND

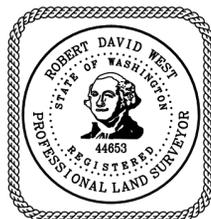
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NOTES

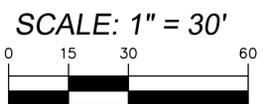
1. SEE SHEET 1 OF 8 FOR BUILDING SETBACK DETAIL.

CURVE TABLE			
CURVE #	RADIUS	DELTA	LENGTH
C2	25.00	89°52'57"	39.22
C3	25.00	48°51'38"	21.32
C4	51.00	64°10'39"	57.13
C5	51.00	22°25'16"	19.96
C6	51.00	9°46'01"	8.69
C7	25.00	48°51'38"	21.32
C13	51.00	12°35'13"	11.20
C14	25.00	57°06'21"	24.92
C15	25.00	76°21'40"	33.32
C16	25.00	13°37'08"	5.94

LINE TABLE		
LINE #	BEARING	LENGTH
L1	N49°46'08"E	9.80
L2	N49°46'08"E	21.68
L3	N49°46'08"E	7.39



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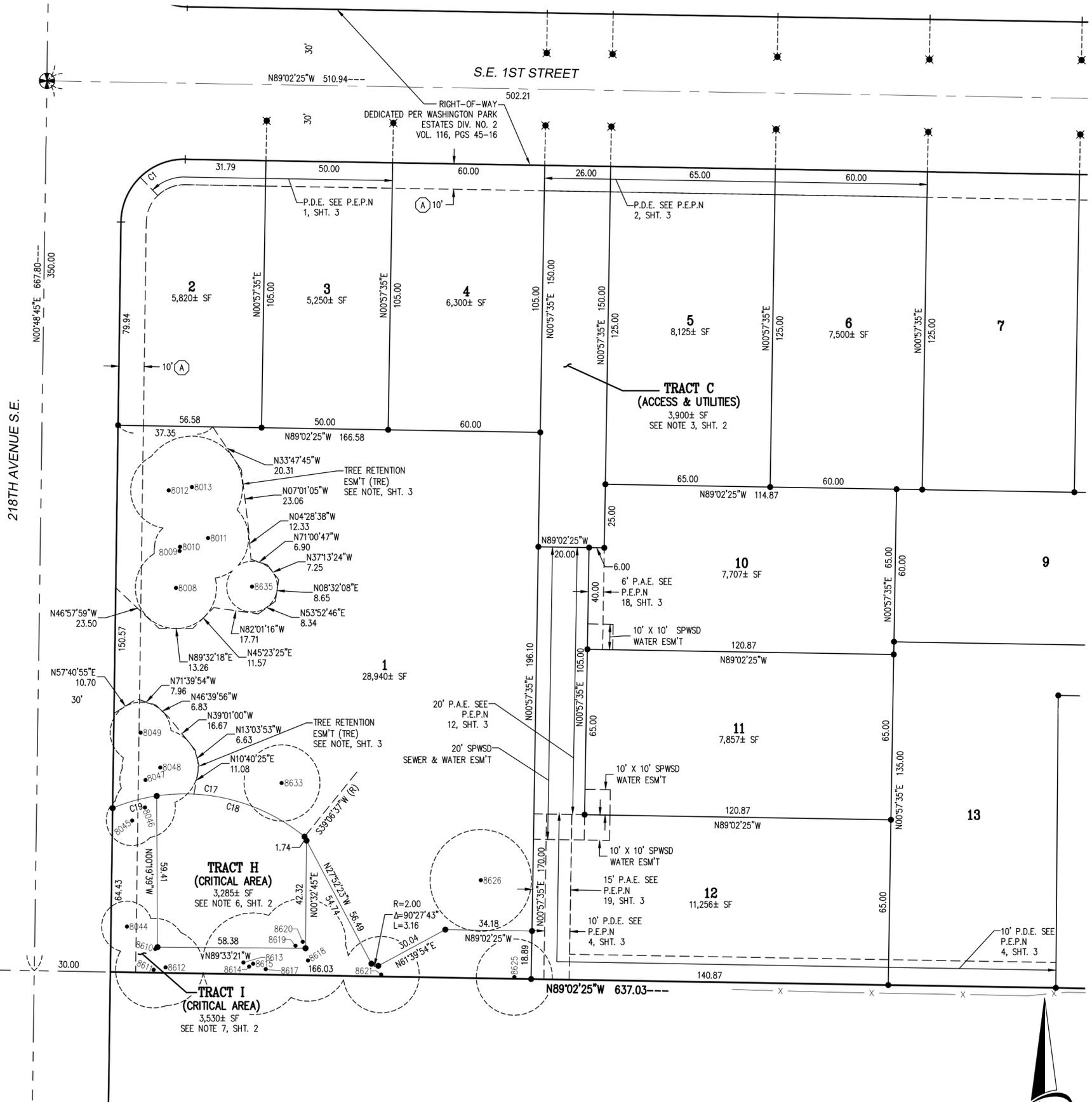


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CITY OF SAMMAMISH, KING COUNTY, WASHINGTON

SEE SHEET 4 FOR CONTINUATION



SEE SHEET 7 FOR CONTINUATION

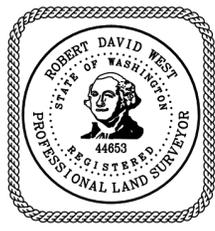
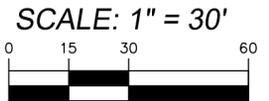
LEGEND

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- 8950 EXISTING TREE (WITH TAG NUMBER) SEE NOTE AND LEGEND ON SHEET 3

CURVE TABLE			
CURVE #	RADIUS	DELTA	LENGTH
C1	25.00	90°08'50"	39.33
C17	75.00	61°19'44"	80.28
C18	75.00	47°32'10"	62.22
C19	75.00	13°47'35"	18.06

NOTES

- 1. SEE SHEET 1 OF 8 FOR BUILDING SETBACK DETAIL.

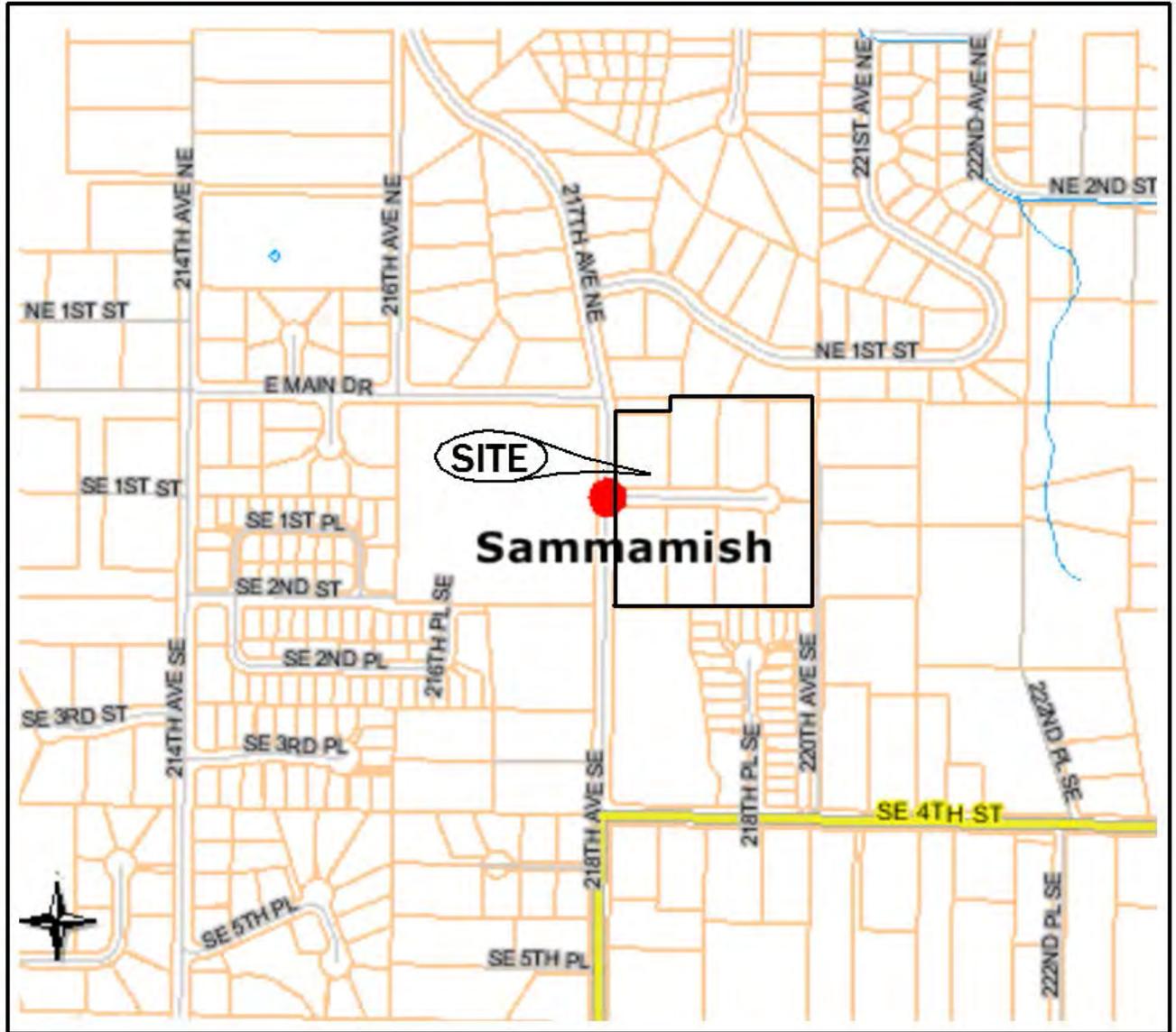


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Exhibit 5

The project site is located at 21807, 21808, 21817, 21818, 21827, 21828, 21837, 21838 SE 1st Street in the City of Sammamish, Washington within the northwest quarter of Section 33, Township 25 North, Range 6 East, W.M. See Vicinity Map below.



Vicinity Map

NTS

The existing site is composed of eight parcels (9186510010, 9186510020, 9186510030, 9186510040, 9186510050, 9186510060, 9186510070, 9186510080) totaling approximately 8.83 acres.



Meeting Date: November 15, 2016

Date Submitted: 11/9/2016

Originating Department: Parks and Recreation

Clearances:

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

Subject: Canterbury Park Subdivision - Non-motorized Easement

Action Required: Authorize the City Manager to sign the easement

Exhibits:

1. Easement with Exhibit A (Legal Description of Grantor's Property), Exhibit B (Legal Description of Easement Area), and Exhibit C (Depiction of Easement)
2. Toll Brothers/Sammamish Settlement Agreement
3. Canterbury Park Phase 1 plat map
4. Vicinity Map

Budget: Not Applicable

Summary Statement: The attached non-motorized easement (Exhibit 1) is presented for Council acceptance, and is located within the plat of Canterbury Park, formerly known as Mystic Lake.

Background: The Canterbury Park Subdivision was originally submitted and approved through King County prior to annexation of the property to the City of Sammamish. The City participated in the review of the subdivision by providing comments to King County and through discussions with Toll Brothers. As a result, the City and Toll Brothers came to agreement related to mitigation of the subdivision's impacts on City facilities and services. This settlement agreement is included as Exhibit 2, attached.

As part of this agreement, Toll Brothers agreed to provide an extension to a trail segment constructed over the sewer line installed as part of the plat improvements. Additionally, Toll Brothers has agreed to construct the trail improvements, up to a maximum cost of \$15,000. The City is responsible for design and permitting costs and any construction expense over the agreed upon \$15,000. Toll's obligations for the trail construction under this agreement will terminate two years after final plat approval of Phase 2 of the subdivision. Phase 2 is anticipated to be ready for Council approval by the end of 2016.

The granting of the easement is in partial fulfillment of the terms of the settlement agreement, and has been reviewed by the City Attorney's office.

Financial Impact: There are no budget impacts for acceptance of the easement. Eventual design and construction costs will be considered as part of the 2017-18 budget for parks capital projects.

Recommended Motion: Authorize the City Manager to sign the easement.

WHEN RECORDED, RETURN TO:

City of Sammamish
Attn: Director of Parks and Recreation
801 – 228th Avenue SE
Sammamish, WA 98075

Grantor:	Canterbury Park Homeowners Association
Grantee:	City of Sammamish
Abbrev. Legal:	Ptn. Tract A of Plat of Canterbury Park recorded in Volume 272 of Plats, Pages 077-085 King County, WA recording # 20160315000945 SE Q, Section 27, Township 25, Range 6 EWM
Additional Legal:	See attached Exhibits A and B
King County Assessor's Parcel No.:	1330630660

NON-MOTORIZED ACCESS EASEMENT

1. GRANTOR, Canterbury Park Homeowners Association, the owner of that real property described on **Exhibit A** attached hereto and incorporated herein, for valuable mutual benefits and public purposes, hereby grants and conveys to GRANTEE, CITY OF SAMMAMISH, a Washington municipal corporation ("City"), a perpetual non-exclusive easement over, across, along, through, under and upon the real property described in **Exhibit B** (the "Easement Area") and depicted on **Exhibit C** (Map) attached hereto and by this reference incorporated herein, for the purposes of constructing, maintaining and repairing a non-motorized trail/access facility and related improvements for pedestrian, bicycle, and other non-motorized recreational uses by the public together with the right of ingress and egress for maintenance vehicles (the "Easement"). The trail/access facility shall consist of an eight-foot (8') wide gravel and/or wood chip surface and associated improvements, which may include fencing, landscaping, seating, and signage. Grantor retains the right to use the Easement Area, provided that such use shall not in any manner impede the use of the Easement Area for the purposes granted hereunder. Grantor grants this Easement solely for recreation purposes, and Grantor and Grantee agree that Grantor and Grantee are entitled to those protections set out in RCW 4.24.210(1) and (4).

2. Grantor agrees to maintain the surface of the trail/access facility by replenishing the gravel and/or wood chip surface at least every two (years). Any additional improvements such as signage or seating installed by the Grantee shall be the responsibility of the Grantee.

3. Grantee shall comply and shall cause all of its agents, employees, and representatives to comply with all applicable government laws and regulations while exercising its rights under this Easement.

4. Grantee does hereby release, indemnify and promise to defend and save Grantors harmless from and against any and all liability, loss, damage, expense, actions and claims, including costs and reasonable attorney's fees incurred by Grantor in defense thereof, resulting or arising directly or indirectly on account of or out of negligent acts or omissions of Grantee or its servants, agents, employees or contractors in the exercise of the rights granted herein, including, without limitation, those arising out of Grantee's construction, alteration, repair, addition to, subtraction from, improvement to or maintenance of the Easement Area; provided, however, this paragraph does not indemnify Grantors against liability for damages arising out of bodily injury to persons or damage to property to the extent caused by or resulting from the negligence of Grantors, their agents or employees.

For those claims for damages for bodily injury or property damage subject to RCW 4.24.210(1) and (4), Grantee does hereby release, indemnify and promise to defend and save Grantors harmless from and against any and all liability, loss, damage, expense, actions and claims, including costs and reasonable attorney's fees incurred by Grantor in defense thereof, resulting or arising directly or indirectly on account of or out of the use by the public of the trail and associated improvements caused by reason of a dangerous artificial latent condition known to Grantee for which warning signs have not been conspicuously posted. "Loss" includes any loss, liability, damage, claim, demand, action, cause of action, penalty, cost, or expense of any nature, including court costs and attorneys' fees. Grantee shall also indemnify, defend, and hold Grantor and Toll WA LP harmless from any objection, appeal, claim for damage or other challenge brought by King County or any other public or private person or entity, on any grounds, arising out of this Easement and the permitting and construction of the trail/easement, regardless of when such objection or challenge is raised. Grantee shall further be solely responsible for any mitigation required as a result of any such claim or challenge.

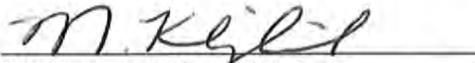
5. In the event of litigation between or among the parties hereto, declaratory or otherwise, in connection with or arising out of this Easement, the prevailing party shall recover from the non-prevailing party all costs, including reasonable attorneys' fees, paralegals' fees and other professional or consultants' fees expended or incurred in connection therewith, as set by the court, including for appeals, which shall be determined and fixed by the court as part of the judgment.

6. The laws of the state of Washington shall govern the interpretation of this Easement. Any action brought pursuant to this Agreement shall be brought in the Superior Court for King County, Washington.

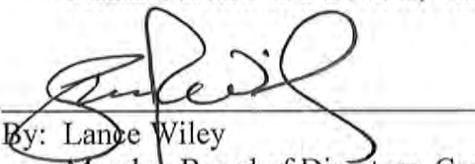
7. This easement shall be a covenant running with the land and shall forever bind Grantor, Grantee and their heirs, successors, and assigns.

Dated this 13th day of September, 2016.

GRANTOR: CANTERBURY PARK HOMEOWNERS ASSOCIATION



By: Marty Klingebiel
Member Board of Directors, Canterbury Park Homeowners Association



By: Lance Wiley
Member Board of Directors, Canterbury Park Homeowners Association



By: Jeff Peterson
Member Board of Directors, Canterbury Park Homeowners Association

Agreed to and Approved:

GRANTEE: CITY OF SAMMAMISH, a Washington municipal corporation

By _____

EXHIBIT A

Legal Description of Grantor's Property

Tract A of the Plat of Canterbury Park recorded in Volume 272 of Plats, Pages 077-085, under King County, WA recording # 20160315000945.

EXHIBIT B

Legal Description of Easement Area

THAT PORTION OF TRACT A CANTERBURY PARK PHASE I ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 272 OF PLATS, AT PAGES 77-85, UNDER RECORDING NUMBER 20160315000945, RECORDS OF KING COUNTY; LYING SOUTHERLY OF THE FOLLOWING DESCRIBED LINE;

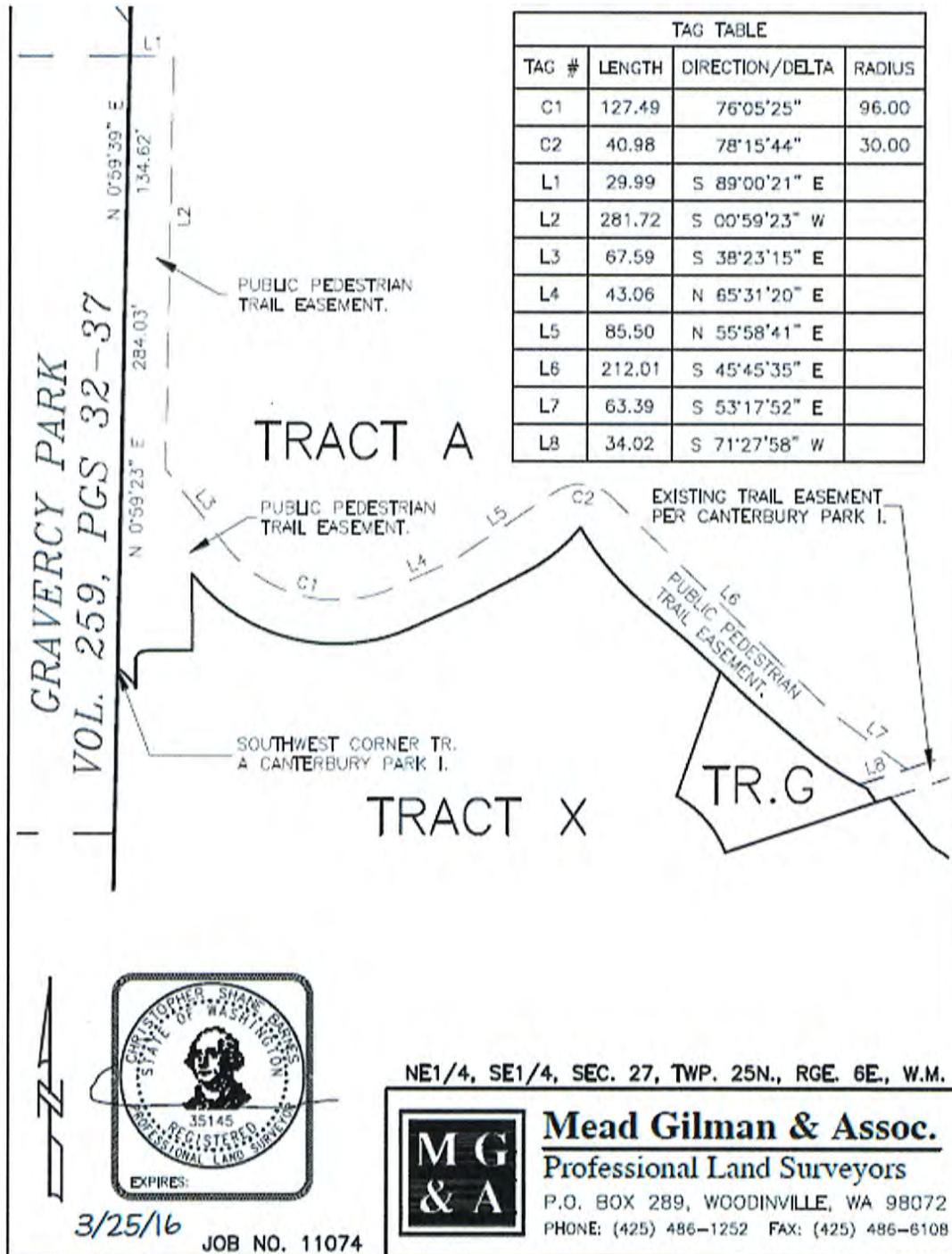
BEGINNING AT THE SOUTHWEST CORNER OF SAID TRACT A; THENCE NORTH 0°59'23" EAST 284.03 FEET ALONG THE WEST LINE THEREOF TO AN ANGLE POINT IN SAID WEST LINE; THENCE NORTH 0°59'39" EAST 134.62 FEET CONTINUING ALONG SAID WEST LINE TO THE **TRUE POINT OF BEGINNING** OF THIS DESCRIBED LINE; THENCE SOUTH 89°00'21" EAST 29.99 FEET; THENCE SOUTH 0°59'23" WEST 281.72 FEET; THENCE SOUTH 38°23'15" EAST 67.59 FEET TO THE BEGINNING OF A CURVE TO THE LEFT HAVING A RADIUS OF 96.00 FEET; THENCE ALONG SAID CURVE 127.49 FEET THROUGH A CENTRAL ANGLE OF 76°05'25"; THENCE NORTH 65°31'20" EAST 43.06 FEET; THENCE NORTH 55°58'41" EAST 85.50 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT HAVING A RADIUS OF 30.00 FEET; THENCE ALONG SAID CURVE 40.98 FEET THROUGH A CENTRAL ANGLE OF 78°15'44"; THENCE SOUTH 45°45'35" EAST 212.01 FEET; THENCE SOUTH 53°17'52" EAST 63.39 FEET TO THE NORTHERLY LINE OF AN EXISTING TRAIL EASEMENT PER SAID PLAT OF CANTERBURY PARK PHASE I; THENCE SOUTH 71°27'58" WEST 34.02 FEET ALONG SAID NORTHERLY LINE TO THE EASTERLY LINE OF TRACT G, SAID PLAT OF CANTERBURY PARK PHASE I AND THE END OF THIS DESCRIBED LINE.



3/25/16

EXHIBIT C

Depiction of Trail/Access Easement



Mitigation and Settlement Agreement

This Mitigation and Settlement Agreement (“**AGREEMENT**”) dated July 18 2013 is entered into pursuant to RCW Chapter 43.21C and RCW 82.02.020 between the City of Sammamish, a Washington Municipal Corporation (“**CITY**”) and TOLL WA LP, a Washington limited partnership (“**TOLL**”), collectively the “**PARTIES**,” to address three **TOLL** subdivision developments (collectively the “**PROPERTIES**”), and potential development by **TOLL** of a fourth property (**FUTURE PROPERTY**), all of which are located in unincorporated King County and within the City of Sammamish Urban Growth Area as shown on Attachment A and more fully described as follows:

Mystic Lake Parcel: [Parcel Number 2725069022], as legally described in Attachment B to this Agreement;

Shillam Parcel: [Parcel Number 2625069057], as legally described in Attachment B to this Agreement;

NE 16th Parcel: [Parcel Number 2625069077, 2625069078, 2625069025], as legally described in Attachment B to this Agreement;

Freeman/Twins Ridge Parcel: [Parcel Number 2625069024, 2625069039], as legally described in Attachment B to this Agreement.

Recitals

1. **TOLL** is the contract purchaser of the Mystic Lake Parcel and the Shillam Parcel and the owner of the NE 16th Parcel. **TOLL** has filed complete subdivision applications for each of these 3 properties (“**TOLL APPLICATIONS**”), with file numbers and completeness determination dates as follows:
 - a. **Mystic Lake Parcel:** No. L12P0003 (Completeness Determination 6/18/2012)
 - b. **Shillam Parcel:** No. PLAT12-0001 (Completeness Determination 12/5/2012)
 - c. **NE 16th Parcel:** No. L11P0001 (Completeness Determination 8/18/2011)
2. **TOLL** may in the future, but is not obligated to, acquire the Freeman/Twins Ridge Parcel during the term of this **AGREEMENT**. The owner of this parcel has filed a complete subdivision application.
3. The **PROPERTIES** and the **FUTURE PROPERTY** are all located in unincorporated King County, within the designated Urban Growth Area and the potential annexation area for the **CITY**. As such, King County development regulations in effect as of the date of the complete subdivision applications apply to the **PROPERTIES** and the **FUTURE PROPERTY**. The **PARTIES** acknowledge that if the **PROPERTIES** and the **FUTURE PROPERTY** are developed in King County, King County transportation mitigation payment system (“**MPS**”) fees will be paid to King County at the time of issuance of building permit. King County does not collect park impact fees. The **PARTIES**

further acknowledge that the **CITY** collects street/transportation and park impact fees for development located within the City and that **CITY** impact fees are significantly higher than the King County MPS fees.

4. **CITY** has submitted comment letters to the County in response to the **TOLL APPLICATIONS** requesting imposition of certain city development regulations and payment to the **CITY** of **CITY** street/transportation and park impact fees ("**CITY REQUESTED CONDITIONS**") upon development of the **PROPERTIES** although located outside the city limits.
5. **TOLL** has submitted a letter to the County responding to the **CITY REQUESTED CONDITIONS** which sets out **TOLL'S** assessment that State statutes and case law preclude the **COUNTY** from imposing the **CITY REQUESTED CONDITIONS** on the **PROPERTIES**.
6. **CITY** and **TOLL** are desirous of resolving their disagreement regarding both the need for and the legal authority to impose the **CITY REQUESTED CONDITIONS** through a voluntary mitigation and settlement agreement and in lieu of the **CITY** filing a SEPA appeal of or any other challenge to the **TOLL APPLICATIONS** as specified herein.

NOW THEREFORE, the **PARTIES** agree as follows:

AGREEMENT

Section 1: Traffic Mitigation Payments

- a. **TOLL** shall pay the **CITY** a voluntary traffic mitigation payment of \$9,500 per lot for each of the three parcels that are the subject of the current **TOLL APPLICATIONS**. Thirty (30) percent of this amount shall be due at the time of final plat recording for all lots within the Phase for which the final plat is recorded. The remaining seventy (70) percent shall be paid, at **TOLL'S** election, at either (i) issuance of the building permit for the dwelling unit on the lot or (ii) at the time of closing of the sale of each dwelling unit to a homebuyer, provided that a covenant shall be filed against each lot deferring such payment to closing which covenant shall provide for automatic payment of the deferred amount through escrow at the time of closing of the sale of the lot. In the event that **TOLL**, or any affiliated entity, obtains ownership of the Freeman/Twins Ridge Parcel within six (6) years from the date of this **AGREEMENT**, the **PARTIES** agree that the same \$9,500 per lot traffic mitigation payment shall be paid by **TOLL** to satisfy all obligations for street/transportation impact fees for that parcel, with the same timing for percentage payments. The **CITY** agrees that payment of this traffic mitigation, together with the street improvements described in Section 2 below shall satisfy all of **TOLL'S** traffic mitigation and street/transportation impact fee obligations for development of the **PROPERTIES** and the **FUTURE PROPERTY**, if owned by **TOLL**, regardless of the amount of any street/transportation impact fee imposed by City ordinance currently in effect, or as may be adopted after the date of

this **AGREEMENT** and regardless of whether the **PROPERTIES**, and the **FUTURE PROPERTY**, if acquired by **TOLL**, are developed in King County or in the City.

- b. **TOLL** agrees to waive any rights it may have under the provisions of RCW 82.02.020 for a refund of any amounts paid, together with interest, if the funds are not expended within the period of time specified in that statute.
- c. Nothing in this agreement is intended to address or modify any obligation that **TOLL** may or may not have regarding King County traffic mitigation payments.

Section 2: Street Improvements

- a. **TOLL** agrees to construct all internal public roads to a minimum of 28 feet curb to curb, with vertical curbs in lieu of King County's road standard which would permit a minimum of 24 foot road width and rolled curbs.
- b. **TOLL** shall pay \$100,750.00 towards the construction costs for the sidewalk and curb along the 244th Street frontage of the Mystic Lake subdivision previously constructed by the **CITY** no later than recording of the Phase I final plat for Mystic Lake subdivision, provided that **TOLL** shall not be required to modify any of the previously constructed sidewalks or curbs at this location.
- c. As a condition of the first certificate of occupancy for Phase II of Mystic Lake subdivision, **TOLL** shall complete construction of an interim 244th/14th Street northbound left turn lane improvement, generally as shown on ATTACHMENT C (the "**INTERIM LEFT TURN IMPROVEMENT**") unless the ultimate left turn improvement shown conceptually in ATTACHMENT D ("**ULTIMATE LEFT TURN IMPROVEMENT**") has been permitted and substantially completed by others by that date, subject to the following:
 - i. **TOLL** shall not be required to acquire or provide any additional right of way or construction easements necessary to construct the **INTERIM LEFT TURN IMPROVEMENT** on either the Mystic Lake parcel or any other parcel. The **PARTIES** agree that the **INTERIM LEFT TURN IMPROVEMENT** should be designed so as not to require additional right of way or construction easements. If the **INTERIM LEFT TURN IMPROVEMENT** cannot be designed without additional right of way or construction easements, the **CITY** or other property owners shall be responsible for providing any additional right of way or easements necessary to construct the **INTERIM LEFT TURN IMPROVEMENT** within sixty (60) days after the date **TOLL** submits final engineering for Phase II. If the **CITY** or other property owners have not provided any necessary additional right of way or construction easements by this time, then certificates of occupancy for Phase II of Mystic Lake subdivision may be issued prior to construction of the **INTERIM LEFT TURN IMPROVEMENT**.

- ii. **TOLL** shall be responsible for design and engineering of the **INTERIM LEFT TURN IMPROVEMENT**, but the **CITY** shall be responsible for obtaining any variances needed to submit stamped engineering drawings, and for obtaining required permits and other approvals from King County if the **INTERIM LEFT TURN IMPROVEMENT** is constructed prior to annexation, or from the **CITY**, if the **INTERIM LEFT TURN IMPROVEMENT** is constructed after annexation. If the **CITY** or the **COUNTY** will not permit the **INTERIM LEFT TURN LANE IMPROVEMENT** then certificates of occupancy for Phase II of Mystic Lake subdivision may be issued prior to construction of the **INTERIM LEFT TURN IMPROVEMENT**.
- iii. **TOLL** shall not be responsible for right of way, construction easements or for construction of any portion of the **ULTIMATE LEFT TURN IMPROVEMENT**, including but not limited to any portion that would be located on the Freeman/Twins Ridge Parcel, unless or until **TOLL** becomes the owner of that parcel.
- iv. The total cost to **TOLL** to design, permit and construct the **INTERIM LEFT TURN IMPROVEMENT** shall not exceed eighty-eight thousand dollars (\$88,000.00). If such costs exceed \$88,000, **TOLL** shall provide the **CITY** with a breakdown of all costs, copies of billings and confirmation of payment within thirty (30) days after the **INTERIM LEFT TURN IMPROVEMENT** has been accepted by the governmental entity then owning the right-of-way and the **CITY** shall, at its option, pay all excess costs by either (i) reimbursing **TOLL** for the excess costs within sixty (60) days of **TOLL**'s submittal of all cost and payment information, or (ii) applying a credit in the amount of the excess costs against traffic mitigation payments owing for the **PROPERTIES**, and the **FUTURE PROPERTY**, if owned by **TOLL** at that time ("**TRAFFIC MITIGATION CREDIT**"). The amount of the **TRAFFIC MITIGATION CREDIT** shall be applied as a 100% credit against each traffic mitigation payment due for each individual lot until the full amount of the **TRAFFIC MITIGATION CREDIT** has been exhausted. If the balance of the remaining traffic mitigation payments owing on individual lots is less than the **TRAFFIC MITIGATION CREDIT**, then the **CITY** shall, in addition to the **TRAFFIC MITIGATION CREDIT**, pay such excess costs to **TOLL** within sixty (60) days of **TOLL**'s submittal of all cost and payment information.

Section 3: Parks Mitigation Payments

- a. **TOLL** shall pay the **CITY** a voluntary park mitigation payment of \$1,700 per lot for each of the three parcels that are the subject of the current **TOLL APPLICATIONS**. The amount shall be paid, at **TOLL**'s election, at either (i) issuance of the building permit for the dwelling unit on the lot or (ii) at the time of closing of the sale of each dwelling unit to a homebuyer, provided that a covenant shall be filed as a condition of issuing a building permit against each lot deferring such

payment to closing which covenant shall provide for automatic payment of the deferred amount through escrow at the time of closing of the sale of the lot. In the event that **TOLL** obtains ownership of the Freeman/Twins Ridge Parcel within six (6) years from the date of this **AGREEMENT**, the **PARTIES** agree that the same \$1,700 per lot traffic mitigation fee shall satisfy all obligations for park mitigation or park impact fees for that parcel, with the same timing for percentage payments. The **CITY** agrees that payment of this park mitigation fee shall satisfy all of **TOLL'S** park impact mitigation obligations for development of the **PROPERTIES** and the **FUTURE PROPERTY**, if owned by **TOLL**, regardless of the amount of any park impact fee or other park or recreation mitigation imposed by **CITY** ordinance currently in effect, or as may be adopted after the date of this **AGREEMENT** and regardless of whether the **PROPERTIES**, and the **FUTURE PROPERTY**, if acquired by **TOLL**, are developed in King County or in the City.

- b. **TOLL** agrees to waive any rights it may have under the provisions of RCW 82.02.020 for a refund of any amounts paid, together with interest, if the funds are not expended within the period of time specific in that statute.

Section 4: Sanitary Sewer/Trail Easement and Wetland Trail Extension at Mystic Lake

- a. The **PARTIES** agree to work together to limit or, if feasible, further reduce buffer impacts from the trail/sanitary sewer easement identified on the preliminary plat, including considering and, if reasonably feasible and at comparable cost, implementing engineering and construction alternatives that would achieve gravity sanitary sewer function at a location with less buffer impact.
- b. The **PARTIES** agree that, after Mystic Lake Phase II has received final subdivision approval consistent with the approved preliminary plat and after the Mystic Lake subdivision has been annexed to the **CITY**, the **CITY** may request a public trail extension in the wetland buffer located in an area to the north of lots 16-22 and extending to the western boundary of the Mystic Lake subdivision ("**WETLAND TRAIL EXTENSION**"), generally in the location shown on ATTACHMENT E, or at some other mutually agreed upon location. This **WETLAND TRAIL EXTENSION** is in addition to the trail/sanitary sewer easement identified on the preliminary plat. The **PARTIES** agree that the trail extension is most appropriately accomplished after annexation, and that the **PARTIES** believe current adopted Sammamish municipal code would allow the trail extension to be installed in the outer portion of the wetland buffer. As needed, **PARTIES** agree to implement one or more mechanism such as a plat alteration to allow for construction of the **WETLAND EXTENSION TRAIL** if the plat alteration process complies with RCW 58.17.215. If **TOLL** still controls the homeowners association for Mystic Lake at the time the **CITY** elects to proceed with the trail, then **TOLL** agrees to cooperate with the **CITY** to allow for construction. If **TOLL** has transferred control of the plat to the homeowners association at the time the **CITY** elects to proceed with the trail, then the homeowners association shall assume the responsibility to cooperate with the **CITY** to allow for construction as set out in Section 4(c)

below. If a plat alteration is the agreed upon mechanism to locate and construct the **WETLAND TRAIL EXTENSION**, the plat alteration shall be for the sole purpose of locating the trail within the wetland buffer of the critical area tract and shall not modify, reconfigure or reduce any lot.

- c. If requested by the **CITY** after annexation, and if application of the City's critical areas regulations will permit construction of this **WETLAND TRAIL EXTENSION** without requiring additional wetland buffer averaging or compensation beyond that already provided in the preliminary plat approval, **TOLL** shall, if **TOLL** still controls the homeowners association for Mystic Lake, provide for the grant by the association of a ten (10) foot public easement to the **CITY** for this **WETLAND TRAIL EXTENSION**. In the event that **TOLL** transfers control of the plat to the homeowners association before development of the **WETLAND TRAIL EXTENSION** and before the timeframe to construct the **WETLAND TRAIL EXTENSION** expires as set out in Section 4(h) below **TOLL** agrees that the covenants, conditions and restrictions for the plat shall provide for the homeowners association to assume **TOLL's** obligations under this Section 4 as follows:
- i. The homeowners association shall be obligated to grant the trail easement, if not already granted;
 - ii. The homeowners association shall cooperate with the City as the City permits the **WETLAND TRAIL EXTENSION**, including a plat modification, if necessary;
 - iii. The homeowners association shall maintain the **WETLAND TRAIL EXTENSION**, if constructed; and
 - iv. **TOLL**, and not the homeowners association, shall retain responsibility to construct the **WETLAND TRAIL EXTENSION** within the time frame specified in Section 4(h) below.

The **CITY**, and not **TOLL**, shall be responsible for enforcing the homeowners association's obligations regarding cooperating in permitting the **WETLAND TRAIL EXTENSION** after **TOLL** has transferred responsibility for the plat to the homeowners association.

- d. The **CITY** shall be responsible for designing and permitting a soft surface trail not to exceed eight (8) feet in width to be located within the easement, and for all approvals, costs or other obligations related to any additional mitigation for the **WETLAND TRAIL EXTENSION**. **TOLL** shall construct the soft-surface trail and be responsible for payment of costs of construction not to exceed fifteen thousand dollars (\$15,000.00). If such costs exceed \$15,000.00, **TOLL** shall provide the **CITY** with a breakdown of all costs, copies of billings and confirmation of payment within thirty (30) days after the **WETLAND TRAIL EXTENSION** has been constructed and accepted by the **CITY**. The **CITY** shall, at its option, pay all excess costs by either:
- i. reimbursing **TOLL** for the excess costs within sixty (60) days of **TOLL's** submittal of all cost and payment information, or
 - ii. applying a credit in the amount of the excess costs against the parks mitigation payments owing for the **PROPERTIES**, and the **FUTURE PROPERTY**, if owned by **TOLL** at that time ("**PARK MITIGATION CREDIT**"). The amount of the **PARK MITIGATION CREDIT**

shall be applied as a 100% credit against each park mitigation payment due for each individual lot until the full amount of the **PARK MITIGATION CREDIT** has been exhausted. If the balance of the remaining park mitigation payments owing on individual lots is less than the **PARK MITIGATION CREDIT**, then the **CITY** shall, in addition to the **PARK MITIGATION CREDIT**, pay such excess costs to **TOLL** within sixty (60) days of **TOLL's** submittal of all cost and payment information.

If **TOLL's** obligation to construct the **WETLAND TRAIL EXTENSION** arises after **TOLL** has transferred control of the plat to the homeowners association, then the **CITY** shall be required to reimburse **TOLL** for any costs of construction in excess of \$15,000, as described under (i) above, rather than applying a **PARK MITIGATION CREDIT**, as described in (ii) above.

- e. The covenants, conditions and restrictions prepared and recorded for the Mystic Lake subdivision shall disclose the possibility of the future construction of the **WETLAND TRAIL EXTENSION** and include the homeowners association's obligation to grant the easement, to cooperate with the **CITY**, and to maintain the **WETLAND TRAIL EXTENSION** as provided in this **AGREEMENT**.
- f. The **CITY** shall indemnify, defend, and hold **TOLL** and the Mystic Lake homeowners association harmless from any objection, appeal, claim for damage or other challenge brought by King County or any other public or private person or entity, on any grounds, arising out of the permitting (including plat alteration if necessary) and the grant and construction of the **WETLAND TRAIL EXTENSION**, including any mitigation associated therewith, and regardless of when such objection or challenge is raised. If additional mitigation is required as a result of any such claim or challenge, the **CITY** shall be solely responsible for such mitigation. The rights and obligations of this indemnification and hold harmless shall survive termination of this **AGREEMENT**.
- g. If the **WETLAND TRAIL EXTENSION** is constructed, the homeowners association for Mystic Lake subdivision shall be responsible for maintaining this soft-surface trail. The **PARTIES** agree that this **WETLAND TRAIL EXTENSION** commitment shall not be requested or imposed as a condition of the County's preliminary plat approval. The **CITY** shall be responsible for obtaining any necessary approvals and successfully defending any challenges or appeals before **TOLL** will be required to construct this **WETLAND TRAIL EXTENSION**.
- h. **TOLL's** obligation regarding this **WETLAND TRAIL EXTENSION**, and the homeowners association's obligations under Section (c)(i) and (ii) above if **TOLL** has transferred control of the plat to the homeowners' association, shall cease if the Mystic Lake property is not annexed to the City within four (4) years of the date of this **AGREEMENT**, or if the Mystic Lake Property is annexed to the **CITY** within such time and the **CITY** does not request the **WETLAND TRAIL**

EXTENSION within two (2) years from the date of the date of the annexation or final plat approval for Phase II of the Mystic Lake subdivision, whichever occurs last.

Section 5: Future Annexation and Applicable Rules and Development Standards

- a. **TOLL** agrees to work cooperatively with the City to pursue annexation of the **PROPERTIES** at such time and in such phasing as the **CITY** deems appropriate. While not a requirement of this **AGREEMENT**, the **PARTIES** acknowledge that both anticipate annexation of the **PROPERTIES** after County approval of one or more of the preliminary subdivisions, but potentially prior to approval of one or more of the final subdivisions and, correspondingly, potentially prior to occupancy of homes within the subdivisions. However, nothing in this **AGREEMENT** shall be interpreted to require **TOLL** to wait until annexation is complete before filing for or obtaining final subdivision approval, construction permits, or occupancy of homes on and or all of the lots within the **PROPERTIES**. In addition, if annexation occurs prior to final plat approval of Mystic Lake Phase I or II the **PARTIES** agree that final plat shall be consistent with the conditions of preliminary plat approval. Except as set forth in Section 4(h), failure to complete annexation within the contemplated time frame shall not void any provision or obligation of any party pursuant to this **AGREEMENT**.
- b. Upon annexation to the **CITY**, and subject to all of the specific provisions of this **AGREEMENT**, the **PROPERTIES** shall remain vested to and entitled to develop consistent with all of the conditions of the preliminary subdivision approvals and all County zoning and development regulations and standards that were in effect on the date of the completeness determination for those subdivision applications specified in Recital (1), including, without limitation, density and dimensions, road standards, tree retention standards, storm water until homes have been constructed on all lots within the **PROPERTIES**, and the **FUTURE PROPERTY**, if acquired by Toll or seven (7) years after the date of final plat approval, whichever is earlier.

Section 6: Comments and Conditions for King County Subdivision Review

- a. The **PARTIES** agree that they will sign and jointly submit to King County a copy of the letter attached to this **AGREEMENT** as ATTACHMENT F, requesting that the County include a preliminary plat condition generally setting out the mitigation measures for the **PROPERTIES** which are more fully described in Section 1 (Traffic Mitigation Fees), Section 3 (Parks Mitigation Fee) and Section 2(c) 244th/14th northbound **INTERIM LEFT TURN IMPROVEMENT** (Mystic Lake Parcel only). The **PARTIES** agree that all other obligations of this **AGREEMENT** do not need to be included as conditions of the County's preliminary plat approval, but shall remain as separate obligations between the parties and enforceable under the terms of this **AGREEMENT** and other relevant provisions of law.
- b. The **CITY** agrees to support County approval of each subdivision currently pending before King County for the **PROPERTIES**, consistent with the preliminary plat designs as submitted and, if

applicable, will also support any future subdivision of the Freeman/Twins Ridge parcel, if acquired by **TOLL** and submitted for preliminary subdivision by **TOLL** for approval within the time period specified in Section 1(a) above, subject to the conditions described in Section 6(a) above.

Section 7: General Provisions

- a. Duration. This **AGREEMENT** shall take effect on the date all **PARTIES** have signed below and shall be in effect until ten (10) years from the date of its execution, or for the period of time after final plat approval specified in RCW 58.17.170 and as described in Section 5(b) above, whichever is later, provided that the time limitations for the **WETLAND TRAIL EXTENSION** obligations shall be as otherwise provided in Section 4. The indemnification and hold harmless provisions of Section 4(c) shall survive termination.
- b. Assignment. This **AGREEMENT** shall bind and inure to the benefit of the **PARTIES** and their successors in interest, and may be assigned to any successor in interest to the **PROPERTIES**. Upon assignment and assumption of all obligations under the **AGREEMENT** by the assignee, **TOLL** shall be released from all **AGREEMENT** obligations as to any property assigned. Upon sale of any individual lot or lots to a third party, upon request of **TOLL**, such individual lot or lots may be released from any further obligations under this **AGREEMENT**, other than the individual lot obligation to pay the traffic and parks fees described in sections (1)(a) and (3)(a) above.
- c. Annexation after Final Plat. If annexation of the **PROPERTIES** does not occur before the final plat is approved, then payment of 30% of the transportation fees under this agreement shall be made by **TOLL** to the **CITY** consistent with section 1 and 3 above, using a mechanism that is mutually agreeable to both **PARTIES**.
- d. Annexation after Building Permit Issuance. If annexation of the **PROPERTIES** does not occur before building permits are applied for, then payment of remaining transportation mitigation fees and the parks mitigation fees under this agreement shall be made by **TOLL** to the **CITY** consistent with section 1 and 3 above, using a mechanism that is mutually agreeable to both **PARTIES**.
- e. Amendment in Writing. This **AGREEMENT** may only be amended in writing, signed by all **PARTIES**.
- f. Severability. If any term or provision of this **AGREEMENT**, or its applicability to a particular situation, is found to be invalid, void or unenforceable by a court of competent jurisdiction, then the remaining provisions of this **AGREEMENT** shall continue in full force and effect unless and to the extent the remaining provision, if implemented, would be inconsistent with or otherwise fail to carry out the mutual intent of the **PARTIES**.

Exhibit 2

- g. Mutual Drafting and Construction. The **PARTIES** agree that all **PARTIES** participated fully in the negotiation and drafting of this **AGREEMENT** and the rules of construction of ambiguities against the drafter shall not apply.
- h. No Joint Venture. Nothing in this **AGREEMENT** is intended to create any type of joint venture or partner relationship between the **PARTIES**.
- i. Nonwaiver. By entering into this **AGREEMENT**, neither party shall be deemed to agree with, concede, or waive any position or argument that was the subject matter of the dispute that gave rise to this **AGREEMENT**.
- j. Dispute Resolution/Enforcement.
 - i. In the event of any dispute between the **PARTIES** arising out of the performance of this **AGREEMENT**, the **PARTIES** agree to first attempt to resolve the dispute through mediation prior to commencing litigation, using a mediator from Judicial Arbitration and Mediation Service ("JAMS"), or other mediator mutually agreed to by the **PARTIES**. The costs of the mediator shall be split equally between the **PARTIES**, and each **PARTY** shall bear its own costs to prepare for and participate in the mediation.
 - ii. The **PARTIES** agree that specific performance may be an appropriate remedy to enforce the terms of this **AGREEMENT**.
 - iii. In the event of litigation to enforce the provisions of this **AGREEMENT**, the prevailing party shall be entitled to recover its reasonable costs and attorney's fees.
- k. Authority to Sign. The signatories to this **AGREEMENT** represent that they have the full authority of their respective entities to commit to all of the terms of this **AGREEMENT**, to perform the obligations hereunder and to execute the same.
- l. Counterparts. This **AGREEMENT** may be executed in counterparts each of which shall be deemed an original.
- m. Party Contact. Contacts with either **PARTY** shall be to the person identified below:

TOLL:

Aaron Hollingbery
Toll WA LP
9720 NE 120th Place, Suite 100
Kirkland, WA 98034
Phone: 425-825-1955

CITY:

Laura Philpot; Public Works Director
City of Sammamish
801 228th Avenue SE
Sammamish, WA 98075
Phone: 425-295-0570

n. Entire Agreement. This **AGREEMENT**, together with all Attachments hereto, constitutes the entire agreement between the **PARTIES** with respect to the subject matter of this **AGREEMENT**. This **AGREEMENT** is specifically intended by the **PARTIES** to supersede all prior agreements, whether written or oral.

Date: July 23, 2013

TOLL WA LP, a Washington limited partnership
By: Toll WA GP Corp, a Washington corporation
Its: General Partner

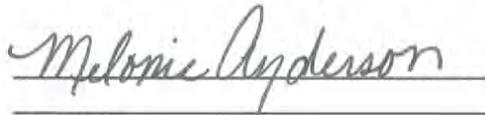
By: 
Eric H. Campbell
Its: Division President

Date: July 18, 2013

CITY OF SAMMAMISH, a Washington municipal corporation

By: 
Ben Yazici
Its: City Manager

Attest:


Melonie Anderson
City Clerk

Approved as to form:


Bruce Disend, City Attorney

STATE OF WASHINGTON)
 : ss.
COUNTY OF KING)

I certify that I know or have satisfactory evidence that Eric H. Campbell is the person who appeared before me, and he acknowledged that he signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the Division President of Toll WA GP Corp, a Washington corporation, the general partner of Toll WA LP, a Washington limited partnership to be the free and voluntary act of such entity for the uses and purposes mentioned in the instrument.

Dated this 27th day of July, 2013.



[Handwritten Signature]
[Signature of Notary]

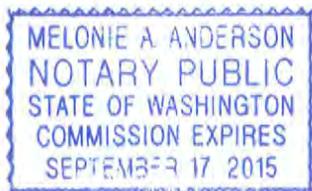
Gigi Blanchette
[Print Name of Notary]

Notary Public in and for the State of
Washington, residing at KIRKLAND
My commission expires: OCT 15, 2016

STATE OF WASHINGTON)
 : ss.
COUNTY OF KING)

I certify that I know or have satisfactory evidence that Ben Yazici is the person who appeared before me, and he acknowledged that he signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the City Manager of the City of Sammamish, a municipal corporation, to be the free and voluntary act of such municipal corporation for the uses and purposes mentioned in the instrument.

Dated this 18th day of July, 2013.



[Handwritten Signature]
[Signature of Notary]

Melonie A. Anderson
[Print Name of Notary]

Notary Public in and for the State of
Washington, residing at Sammamish, WA
My commission expires: 09/17/2015

ATTACHMENTS

ATTACHMENT A: Map of Properties

ATTACHMENT B: Legal Descriptions

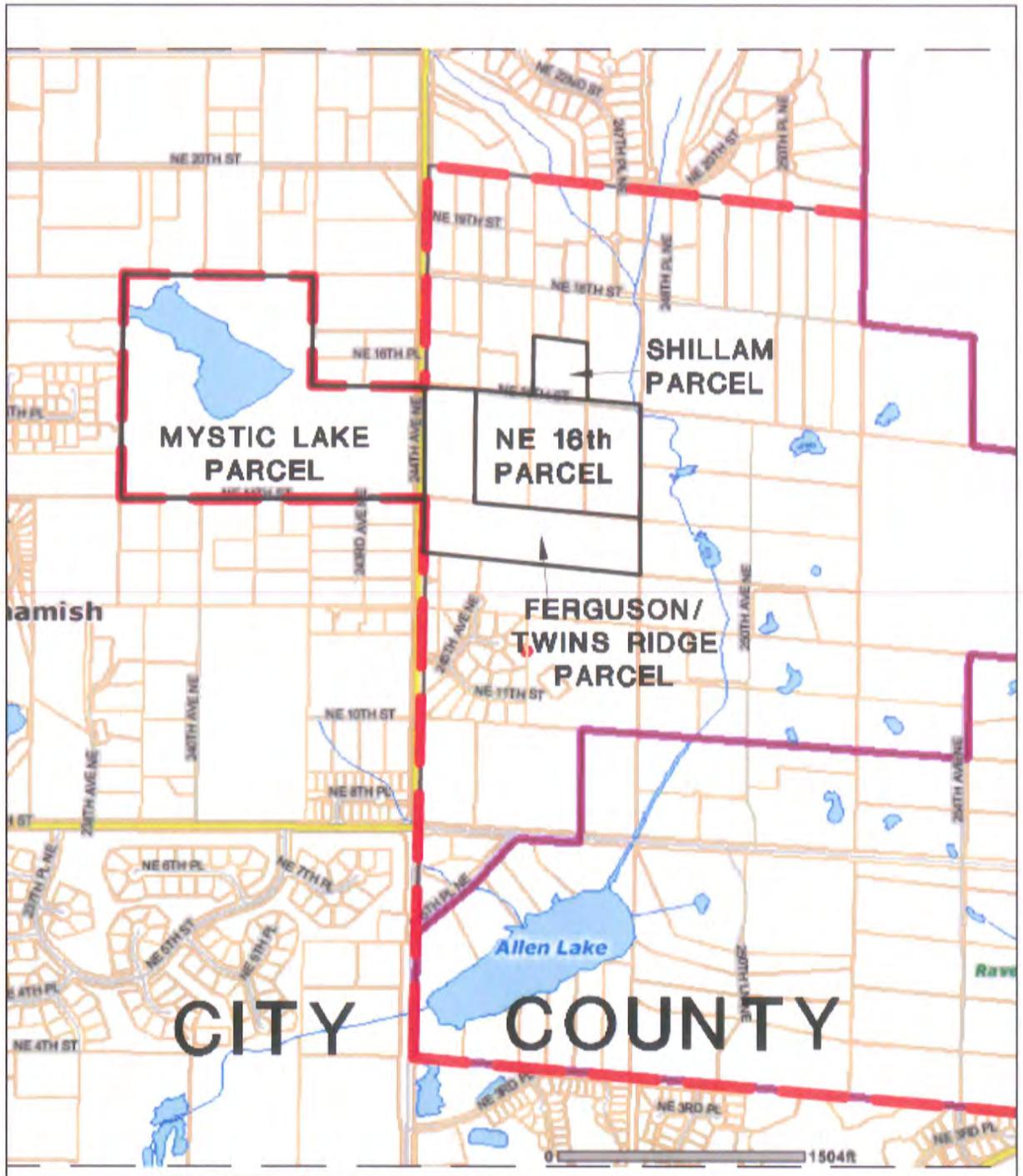
ATTACHMENT C: 244th Street/14th Street **INTERIM LEFT TURN IMPROVEMENT**

ATTACHMENT D: **ULTIMATE LEFT TURN IMPROVEMENT**--conceptual

ATTACHMENT E: Wetland Trail Extension

ATTACHMENT F: Joint Comment Letter

ATTACHMENT A
Map of Properties



**ATTACHMENT B
LEGAL DESCRIPTION OF THE PROPERTIES AND THE FUTURE PROPERTY**

Mystic Lake:

THE EAST THREE-FOURTHS OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER;
THE EAST THREE-FOURTHS OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER;
THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER;
THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER;
AND THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER;
ALL IN SECTION 27, TOWNSHIP 25 NORTH, RANGE 6 EAST, W. M., KING COUNTY, WASHINGTON;

EXCEPT THE EAST 30 FEET THEREOF LYING WITHIN THE RIGHT OF WAY OF 244TH AVENUE SOUTHEAST, AS CONVEYED TO KING COUNTY BY DEED RECORDED UNDER RECORDING NO. 4781250;

ALSO EXCEPT THAT PORTION CONVEYED TO THE CITY OF SAMMAMISH BY DEED RECORDED UNDER KING COUNTY RECORDING NO. 20111003001465;
SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

16th Sammamish:

Legal: Lots 2, 3 and 4 of King County Short Plat Number 378042, recorded under King County recording number 7809180868, Records of King County Auditor; Situate in the County of King, State of Washington.

Shillam:

LOT B OF KING COUNTY LOT LINE ADJUSTMENT NO. L08L0068, AS RECORDED NOVEMBER 17, 2008 UNDER RECORDING NO. 20081117900012, RECORDS OF KING COUNTY AUDITOR;
SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

Twins Ridge:

Parcel A:

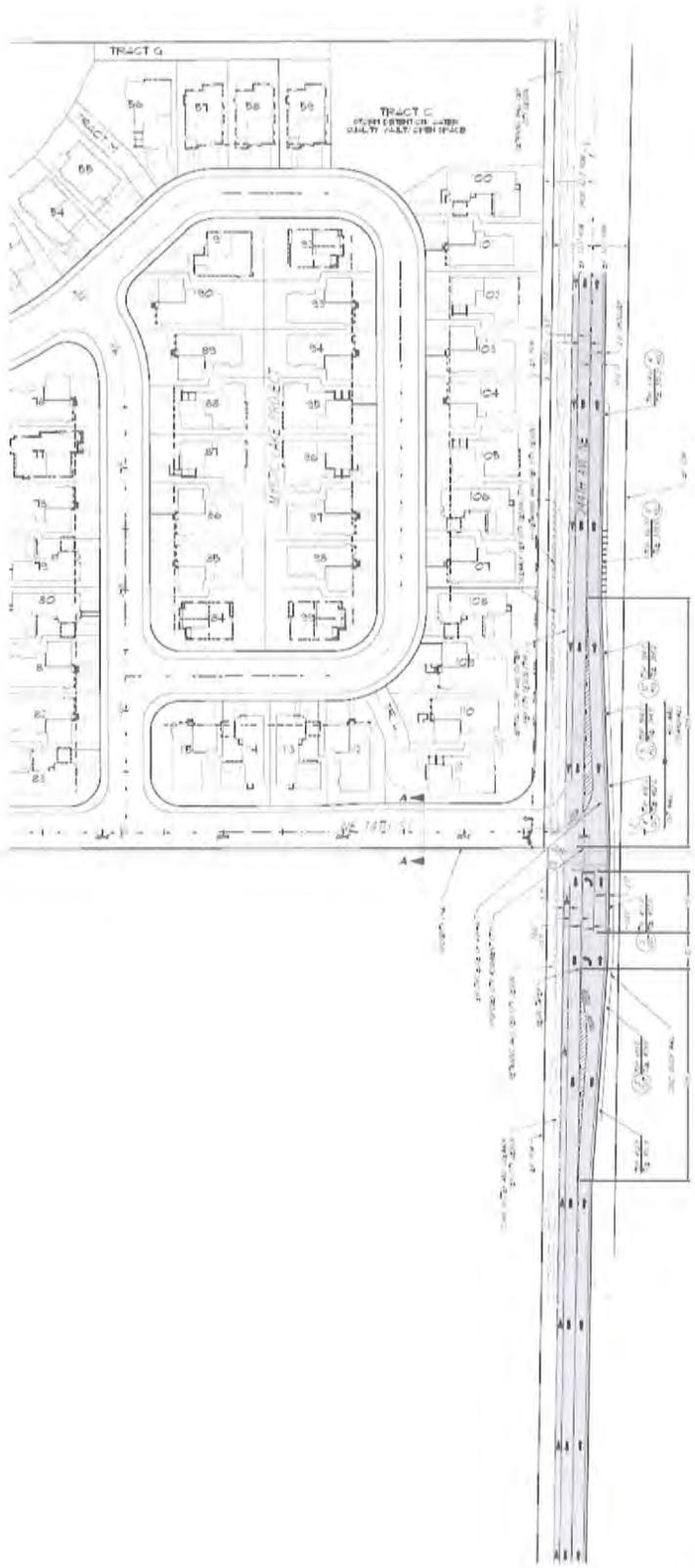
The North Half of the South Half of the Northwest Quarter of the Southwest Quarter of Section 26, Township 25 North, Range 6 East, W. M., in King County, Washington.

Except the West 30 Feet Thereof Conveyed to King County for Road Purposes by Deed Recorded under Auditor's File No. 4781257.

Parcel B:

Lot 1 of King County Short Plat Number 378042, recorded under King County recording number 7809180868, Records of King County Auditor; Situate in the County of King, State of Washington.

ATTACHMENT C
244th Street/14th Street Interim Left Turn Improvement



NOTES

- 1. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
- 2. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
- 3. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.



SCALE: 1" = 40'



CORE DESIGN
ENGINEERING - PLANNING - SURVEYING
14011 NE 244th Street, Suite 100
Sammamish, WA 98075
CONTACT: 206.488.0700

JULY 9, 2011

MYSTIC LAKE PROPERTY

CONCEPTUAL INTERIM LEFT TURN IMPROVEMENTS

SAMMAMISH, WASHINGTON

ATTACHMENT D
Ultimate Left Turn Improvement

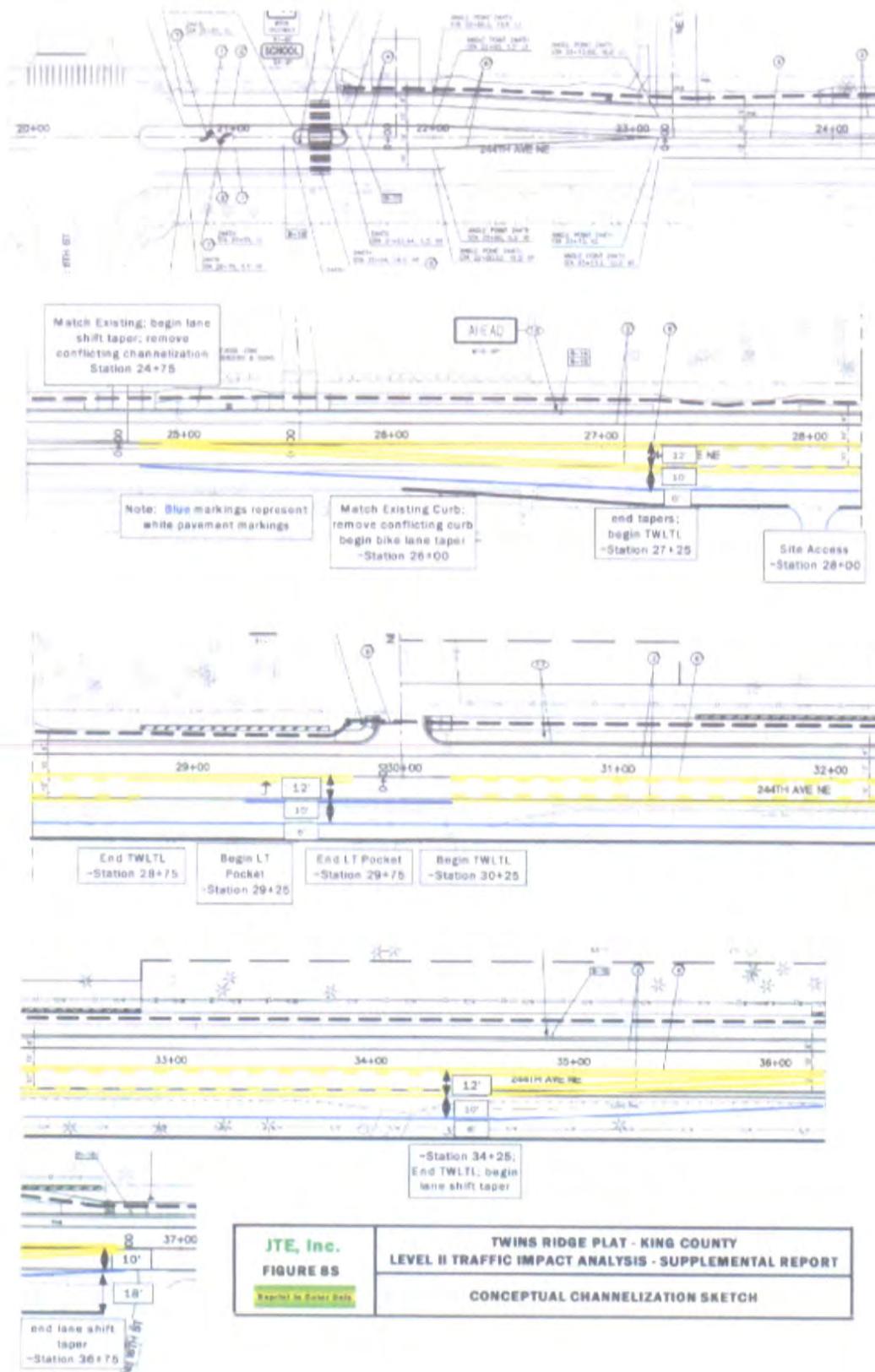
King County

**TWINS RIDGE PLAT
LEVEL II TRAFFIC IMPACT ANALYSIS
SUPPLEMENTAL REPORT**

April 10, 2013

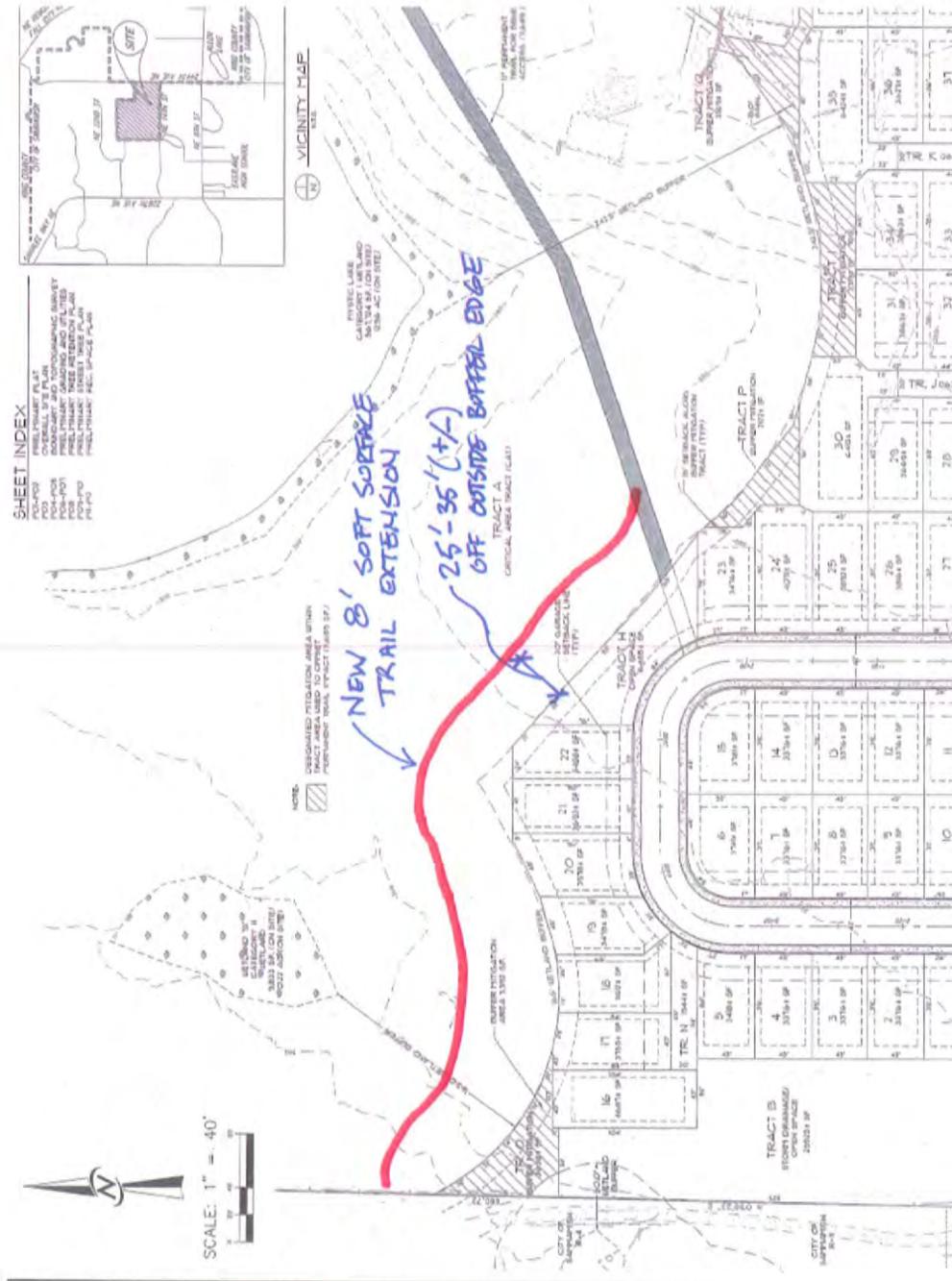


JTE . Jake Traffic Engineering, Inc.
Mark J. Jacobs, PE, PTOE, President
2614 39th Ave SW - Seattle, WA 98116 - 2503
Tel. 206.762.1978 - Cell 206.799.5692
E-mail jaketraffic@comcast.net



<p>JTE, Inc.</p> <p>FIGURE 85</p> <p><i>Expected to Exceed Data</i></p>	<p>TWINS RIDGE PLAT - KING COUNTY</p> <p>LEVEL II TRAFFIC IMPACT ANALYSIS - SUPPLEMENTAL REPORT</p>
	<p>CONCEPTUAL CHANNELIZATION SKETCH</p>

ATTACHMENT E Wetland Trail Extension



ATTACHMENT F
Joint Comment Letter

July __, 2013

Comment Letter to KC DPER

Kim Claussen, Project Manager
Department of Permitting and Environmental Review
35030 SE Douglas St., Suite 210
Snoqualmie, WA 98065-0266

Re: King County File No. PLAT12-0001
King County File No. L12P0003
King County File No. L11P0001

Dear Ms. Claussen:

The City of Sammamish and TOLL WA LP (applicant for the above-reference subdivision) have reached agreement regarding mitigation measures and mitigation fees requested by the City for the above-referenced subdivision. The City and TOLL jointly ask the County to include the following mitigation measures as conditions of preliminary plat approval:

1. \$9,500 per lot traffic mitigation fee paid to the City, with payment terms, timing and credits for improvements (including a potential interim left turn lane on 244th Ave. NE) as agreed to between the City and TOLL.
2. \$1,700 per lot park mitigation fee paid to the City, with payment terms, timing and credits as agreed to between the City and TOLL.

With these mitigation measures, the City agrees that the impacts of the proposed subdivision have been fully mitigated and support approval.

TOLL:

CITY:

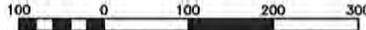
20160315000945
 KING COUNTY, WA
 150 1st
 1700 1st
 1700 1st
 1700 1st

CANTERBURY PARK

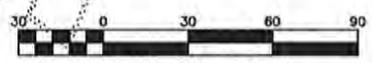
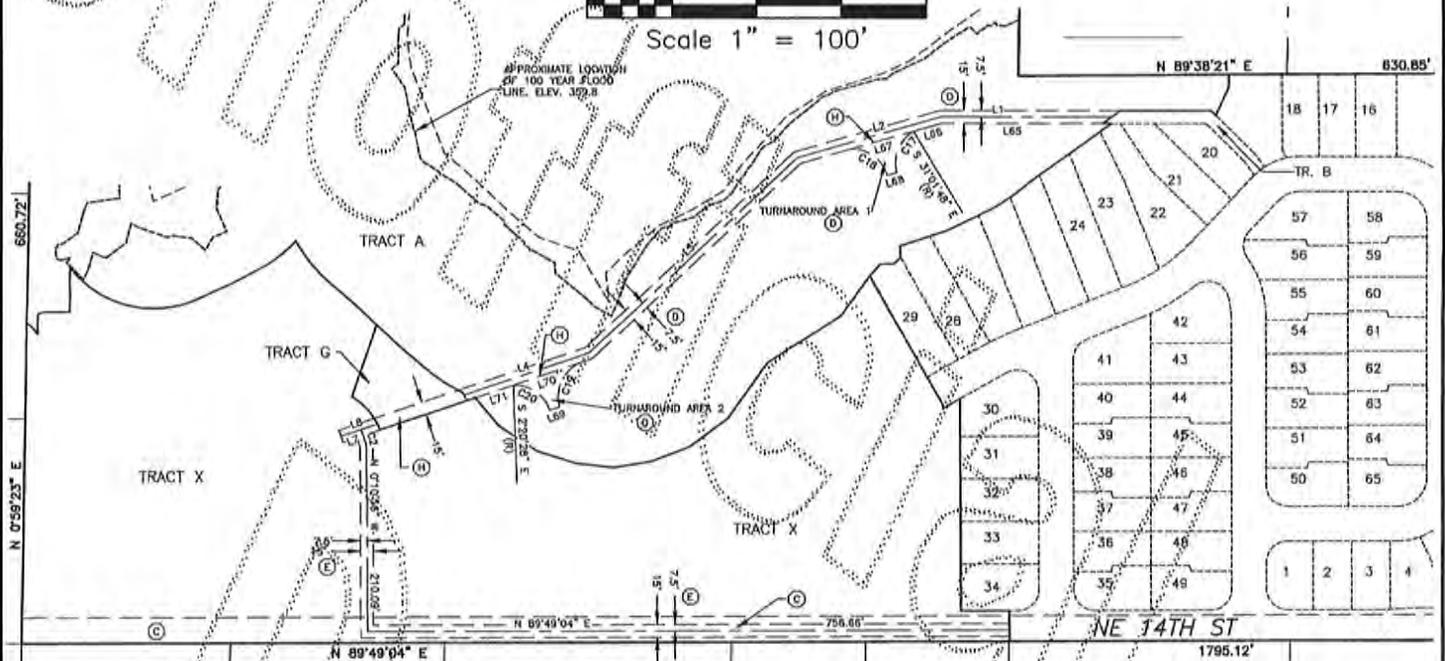
PHASE I

VOL/PG
 272/085

NE 1/4 & NW 1/4 SE 1/4, SEC. 27, TWP. 25N., RGE. 6E., W.M.
 SE 1/4 & SW 1/4 NE 1/4, SEC. 27, TWP. 25N., RGE. 6E., W.M.
 KING COUNTY, WASHINGTON



Scale 1" = 100'



Scale 1" = 30'

TAG #	LENGTH	DIRECTION/Delta	RADIUS
C17	58.15	074°49'19"	43.00
C18	58.15	074°49'19"	43.00
C19	66.04	087°59'30"	43.00
C20	53.74	073°20'28"	43.46
L65	188.78	S 89°55'35" E	
L66	35.25	N 74°08'53" E	
L67	75.48	S 74°08'53" W	
L68	12.00	N 74°08'53" E	
L69	12.00	N 71°27'52" E	
L70	88.31	S 71°27'58" W	
L71	47.48	N 71°27'58" E	

TRACT A
 SEE SHEET 4



TAG #	LENGTH	DIRECTION/Delta	RADIUS
C49	52.22	14°47'05"	202.30
C50	11.12	317°42"	193.35
L41	28.17	N 45°57'05" W	
L42	8.22	N 48°05'46" W	
L43	42.27	N 49°14'37" W	

MERIDIAN
 WASHINGTON STATE PLANE COORDINATE SYSTEM - NORTH ZONE
 (NAD 83/91) PER WCS SURVEY CONTROL.

EQUIPMENT & PROCEDURES
 A 5" ELECTRONIC TOTAL STATION WAS USED FOR THIS FIELD TRAVERSE SURVEY.
 ACCURACY MEETS OR EXCEEDS W.A.C. 332-130-090.

LEGEND
 ■ SET 1/2" X 24" REBAR WITH 1-3/4" PLASTIC CAP STAMPED "MEAD GILMAN & ASSOCIATES 32434/35145" (EXCEPT AS OTHERWISE NOTED).

- NOTES**
 SEE SHEET 4 FOR TIES FROM TRACT N TO OVERALL SITE BOUNDARY.
- (F) SPWSD PUBLIC SANITARY SEWER WITH ACCESS EASEMENT. SEE WATER AND SEWER PROVISION 5, SHEET 3.
 - (C) ROAD EASEMENT REC. NO. 5320798 & 7708100017.
 - (D) SAMMAMISH PLATEAU WATER AND SEWER DISTRICT PUBLIC SEWER WITH ACCESS EASEMENT. SEE WATER AND SEWER EASEMENT PROVISION 4, SHEET 3.
 - (E) SAMMAMISH PLATEAU WATER AND SEWER DISTRICT PUBLIC SEWER WITH ACCESS EASEMENT. SEE WATER AND SEWER EASEMENT PROVISION 8, SHEET 3.
 - (H) 15' WIDE PUBLIC ACCESS AND TRAIL EASEMENT IS CORRIDORIAL WITH THE SPWSD EASEMENT "F" DEPICTED ABOVE, EXCEPT THAT THE TURBROUND PORTIONS ARE NOT PART OF THE PUBLIC ACCESS AND TRAIL EASEMENT. SEE PUBLIC ACCESS AND TRAIL EASEMENT, NOTE 20 OF NOTES, SHEET 2.



3/2/16

MG & A
Mead Gilman & Assoc.
 Professional Land Surveyors
 P.O. BOX 289, WOODINVILLE, WA 98072
 PHONE: (425) 486-1252 FAX: (425) 486-6108



Meeting Date: November 15, 2016

Date Submitted: 11/9/2016

Originating Department: Parks and Recreation

Clearances:

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

Subject: Ichijo SE Village - Non-motorized Easement

Action Required: Authorize the City Manager to sign the easement

- Exhibits:**
1. Easement with Exhibit A (Legal Description of Easement), and Exhibit B (Map)
 2. SE Village Conceptual Site Plan
 3. Vicinity Map

Budget: Not Applicable

Summary Statement: The attached non-motorized easement (Exhibit 1) is presented for Council acceptance, and is located within the Ichijo SE Village development, a southeast quadrant Town Center development.

Background: A Unified Zone Development Permit (UZDP) and a preliminary binding site plan (BSP) were approved in 2014 and 2015 for this townhouse/mixed use development. A binding site plan is a subdivision alternative allowed under state law and the Sammamish Municipal Code in limited circumstances, including commercially zoned property and for condominium units. Seventy-five townhomes are approved under the UZDP, and the development will include approximately 6,500 square feet of commercial space in thirteen live-work units. The binding site plan, upon final approval and recording, will create lots for the townhomes as well as tracts for drainage, roads, open space and similar uses.

The final BSP is currently under review by the City and this non-motorized easement must be accepted and recorded prior to City approval of the final BSP, an administrative process. This easement fulfills a requirement of the UZDP and preliminary BSP approvals, by providing the required public non-motorized connection to adjoining property as well as access to the required open spaces. The easement will be shown and referenced on the final binding site plan. The easement language has been reviewed by the City Attorney's office.

Recommended Motion: Authorize the City Manager to sign the easement.

WHEN RECORDED, RETURN TO:

City of Sammamish
Attn: Director of Parks and Recreation
801 – 228th Avenue SE
Sammamish, WA 98075

Grantor:	Ichijo USA Co., Ltd.
Grantee:	City of Sammamish
Abbrev. Legal:	Ptn. Tract 6, Burke & Farrar's Kirkland Addn. Div. 19 V20 P36 SWQ, Section 34, Township 25, Range 6 EWM
Additional Legal:	See attached Exhibit A
King County Assessor's Parcel Nos.: 1241100030, 1241100035	

NON-MOTORIZED ACCESS EASEMENT

1. GRANTOR, ICHIJO USA CO., LTD., for valuable mutual benefits and public purposes, hereby grants and conveys to GRANTEE, CITY OF SAMMAMISH, a Washington municipal corporation ("City"), an exclusive (subject to the remainder of this paragraph) easement over, across, along, through, under and upon the real property described in Exhibit A (legal description) attached hereto (the "Easement Area") and depicted on Exhibit B (Map) and by this reference incorporated herein, for the purposes of constructing, operating, maintaining and repairing a non-motorized access facility including a trail, path and/or bikeway and associated improvements including but not limited to fencing, landscaping, seating, signage, and ingress and egress of maintenance vehicles, (the "Easement") for the benefit of the public. Grantor releases all right to use the Easement Area other than as a member of the general public for non-motorized access purposes, and other than for drainage/water flow and the purpose of installing, maintaining, replacing and repairing underground utilities, and to grant easements therefor to public and private utility providers, provided such use does not materially interfere, permanently or for an unreasonable period of time, with the use of the Easement by Grantee and the public for its intended purpose.

2. Maintenance. Grantor shall perpetually maintain the Easement Area and its improvements described in Site Development Permit No. SDP2014-02088 ("Improvements") in a safe condition and to the standards approved under Site Development Permit No. SDP2014-02088. Grantor shall not be responsible for any changes, additions or replacements to the Improvements without first having received not less than 30 days advance written notice of such changes, additions or replacements. The City may periodically inspect the improved Easement Area and may request that Grantor perform any reasonable and necessary maintenance, repair or reconstruction ("Work"); provided,

however, that Work shall in no event include material upgrades, additions, improvements or enhancements to the Improvements over what is described City Site Development Permit No. SDP2014-02088. If such Work is not performed within a reasonable time, the City shall have the right, but not the obligation, to give written notice of such failure to Grantor, and if Grantor shall not have cured such failure within thirty (30) days after receipt of such notice (provided that if more than thirty (30) days are reasonably required, the City shall have no remedy for such failure if Grantor commences the Work within such 30-day period and completes the Work with reasonable diligence), undertake such Work and thereafter invoice Grantor for the City's actual reasonable costs of such Work, including labor and materials. Grantor shall pay such costs within thirty (30) days of the City's invoice.

3. Grantee shall comply and shall cause all of its agents, employees, and representatives to comply with all applicable government laws and regulations while exercising its rights under this Easement.

4. Grantee does hereby release, indemnify and promise to defend and save Grantors harmless from and against any and all liability, loss, damage, expense, actions and claims, including costs and reasonable attorney's fees incurred by Grantor in defense thereof, resulting or arising directly or indirectly on account of or out of negligent acts or omissions of Grantee or its servants, agents, employees or contractors in the exercise of the rights granted herein; provided, however, this paragraph does not indemnify Grantors against liability for damages arising out of bodily injury to persons or damage to property caused by or resulting from the negligence of Grantors, their agents or employees. "Loss" includes any loss, liability, damage, claim, demand, action, cause of action, penalty, cost, or expense of any nature, including court costs and attorneys' fees.

5. In the event of litigation between or among the parties hereto, declaratory or otherwise, in connection with or arising out of this Easement, the prevailing party shall recover from the non-prevailing party all costs, including reasonable attorneys' fees, paralegals' fees and other professional or consultants' fees expended or incurred in connection therewith, as set by the court, including for appeals, which shall be determined and fixed by the court as part of the judgment.

6. The laws of the state of Washington shall govern the interpretation of this Easement. Any action brought pursuant to this Agreement shall be brought in the Superior Court for King County, Washington.

7. This easement shall be a covenant running with the land and shall forever bind Grantor, and its heirs, successors, and assigns.

[Signature and Notary Acknowledgement Follow]

Dated this 20 day of October, 2016.

**CORE DESIGN, INC.
BELLEVUE WA 98007**

Core Project No: 14110i
10/19/2016

Exhibit "A"

**City Of Sammamish
Legal Description-Non-Motorized Access Easement**

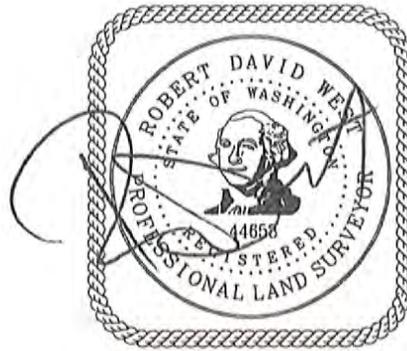
A PARCEL OF LAND WITHIN THAT PORTION OF THE WEST HALF OF TRACT 6, BURKE & FARRAR'S KIRKLAND ADDITION, DIVISION NO. 19, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 20 OF PLATS, PAGE 36, IN KING COUNTY WASHINGTON DESCRIBED AS FOLLOWS;

COMMENCING AT THE NORTHEAST CORNER OF SAID WEST HALF OF TRACT 6;
THENCE S1°08'04"W, ALONG THE EAST LINE OF SAID WEST HALF, 25.00 FEET TO THE **POINT OF BEGINNING** OF THE HEREIN DESCRIBED PARCEL;
THENCE CONTINUING S1°08'04"W, ALONG SAID EAST LINE, 67.07 FEET;
THENCE S57°23'44"W 28.47 FEET;
THENCE S37°49'04"W 24.52 FEET;
THENCE S1°36'14"W 13.49 FEET;
THENCE N88°23'46"W 34.00 FEET;
THENCE N1°36'14"E 22.26 FEET;
THENCE S88°23'45"E 21.62 FEET;
THENCE N57°23'44"E 33.89 FEET TO THE BEGINNING OF A 10.00-FOOT CURVE TO THE LEFT; THENCE NORTHERLY, ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 56°15'40", A DISTANCE OF 9.82 FEET;
THENCE N1°08'04"E 56.66 FEET TO THE SOUTH LINE OF THE NORTH 35.00 FEET OF SAID TRACT 6;
THENCE N88°28'41"W, ALONG SAID SOUTH LINE 202.75 FEET;
THENCE S01°36'14"W 63.77 FEET;
THENCE N88°23'46"W 44.79 FEET;
THENCE N01°36'14"E 63.71 FEET TO SAID SOUTH LINE;
THENCE N88°28'41"W, ALONG SAID SOUTH LINE, 174.50 FEET;
THENCE S01°36'14"W 69.46 FEET;
THENCE N88°23'51"W 108.35 FEET;
THENCE S01°24'41"W 20.53 FEET;
THENCE N87°44'14"W 1.22 FEET;
THENCE S01°36'14"W 117.87 FEET TO A POINT OF NON-RADIAL INTERSECTION WITH A 90.00-FOOT RADIUS CURVE TO THE LEFT, THE CENTER OF WHICH BEARS S09°08'13"E;
THENCE WESTERLY, ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 18°41'00", A DISTANCE OF 29.35 FEET TO A POINT OF REVERSE CURVATURE WITH A 70.00-FOOT RADIUS CURVE TO THE RIGHT;
THENCE WESTERLY, ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 27°47'36", A DISTANCE OF 33.96 FEET TO A POINT OF NON-TANGENCY AND THE EAST RIGHT-OF-WAY MARGIN OF 228TH AVENUE SE;

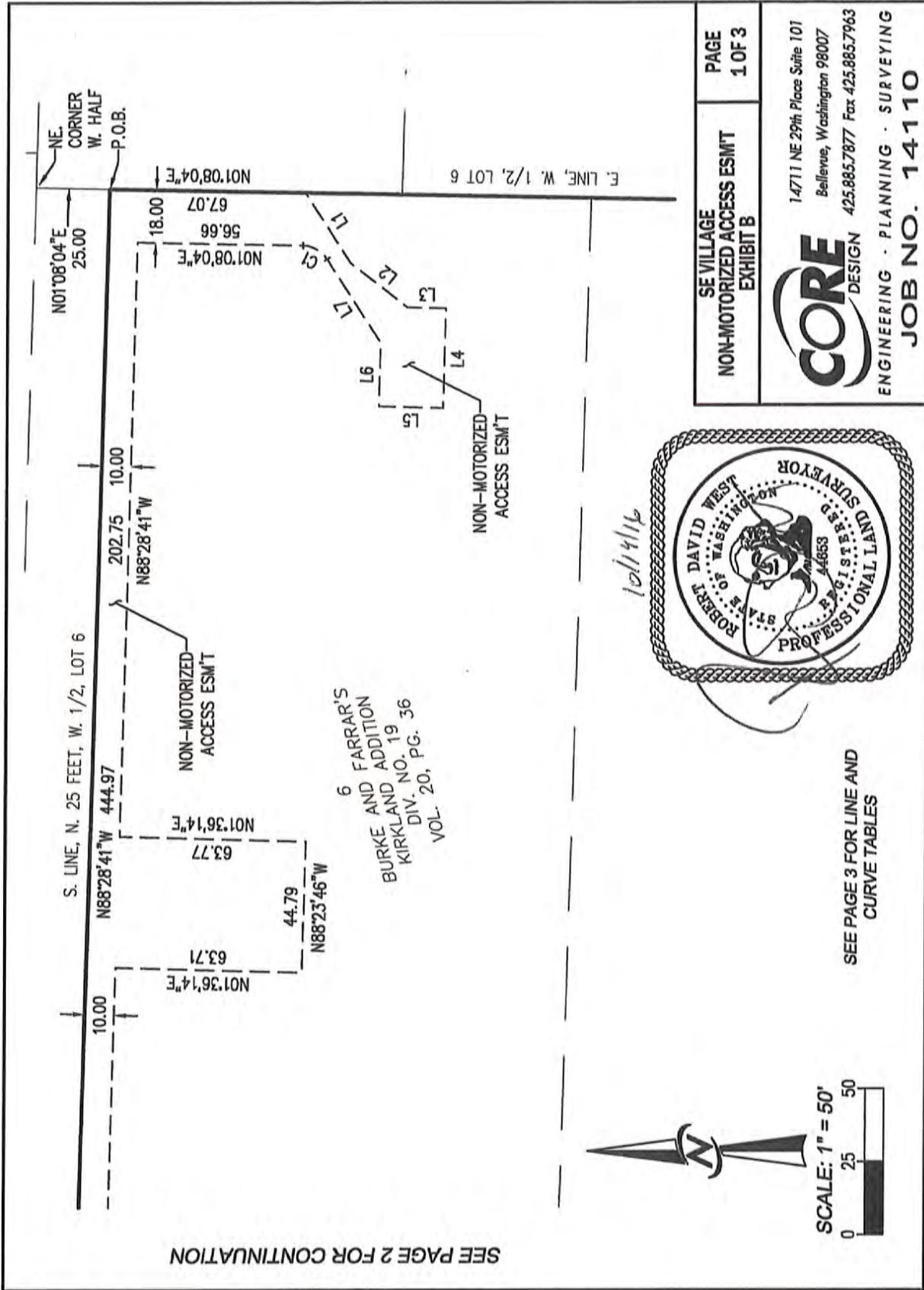
Exhibit 1

THENCE THE FOLLOWING THREE COURSES AND DISTANCES ALONG SAID EAST MARGIN;
THENCE N01°09'11"E 72.61 FEET;
THENCE N88°23'46"W 2.00 FEET;
THENCE N01°09'11"E 164.02 FEET TO THE SOUTH LINE OF THE NORTH 25.00 FEET OF SAID TRACT 6;
THENCE S88°28'41"E, ALONG SAID SOUTH LINE, 63.70 FEET;
THENCE S01°36'14"W 73.30 FEET;
THENCE S88°23'51"E 104.50 FEET;
THENCE N01°36'14"E 73.45 FEET, TO THE SOUTH LINE OF SAID NORTH 25.00 FEET;
THENCE S88°28'41"E, ALONG SAID SOUTH LINE, 444.97 FEET TO THE POINT OF BEGINNING;

CONTAINS 24,674± S.F. (0.5664± ACRES)



10/19/16



LINE TABLE		
LINE #	BEARING	LENGTH
L1	N57°23'44"E	28.47
L2	N37°49'04"E	24.52
L3	N01°36'14"E	13.49
L4	N88°23'46"W	34.00
L5	N01°36'14"E	22.26
L6	N88°23'45"W	21.62
L7	N57°23'44"E	33.89
L8	N01°36'14"E	69.46
L9	N88°23'51"W	108.35
L10	N01°24'41"E	20.53

LINE TABLE		
LINE #	BEARING	LENGTH
L11	N87°44'14"W	1.22
L12	N88°23'46"W	2.00
L13	N88°23'51"W	104.50
L14	N01°36'14"E	73.45

CURVE TABLE			
CURVE #	RADIUS	DELTA	LENGTH
C1	10.00	56°15'40"	9.82
C2	90.00	18°41'00"	29.35
C3	70.00	27°47'36"	33.96

10/19/14



SEE PAGE 1 AND 2 FOR
EASEMENT LINEWORK

SE VILLAGE
NON-MOTORIZED ACCESS ESMT
EXHIBIT B

PAGE
3 OF 3



14711 NE 29th Place Suite 101
Bellevue, Washington 98007
425.885.7877 Fax 425.885.7963

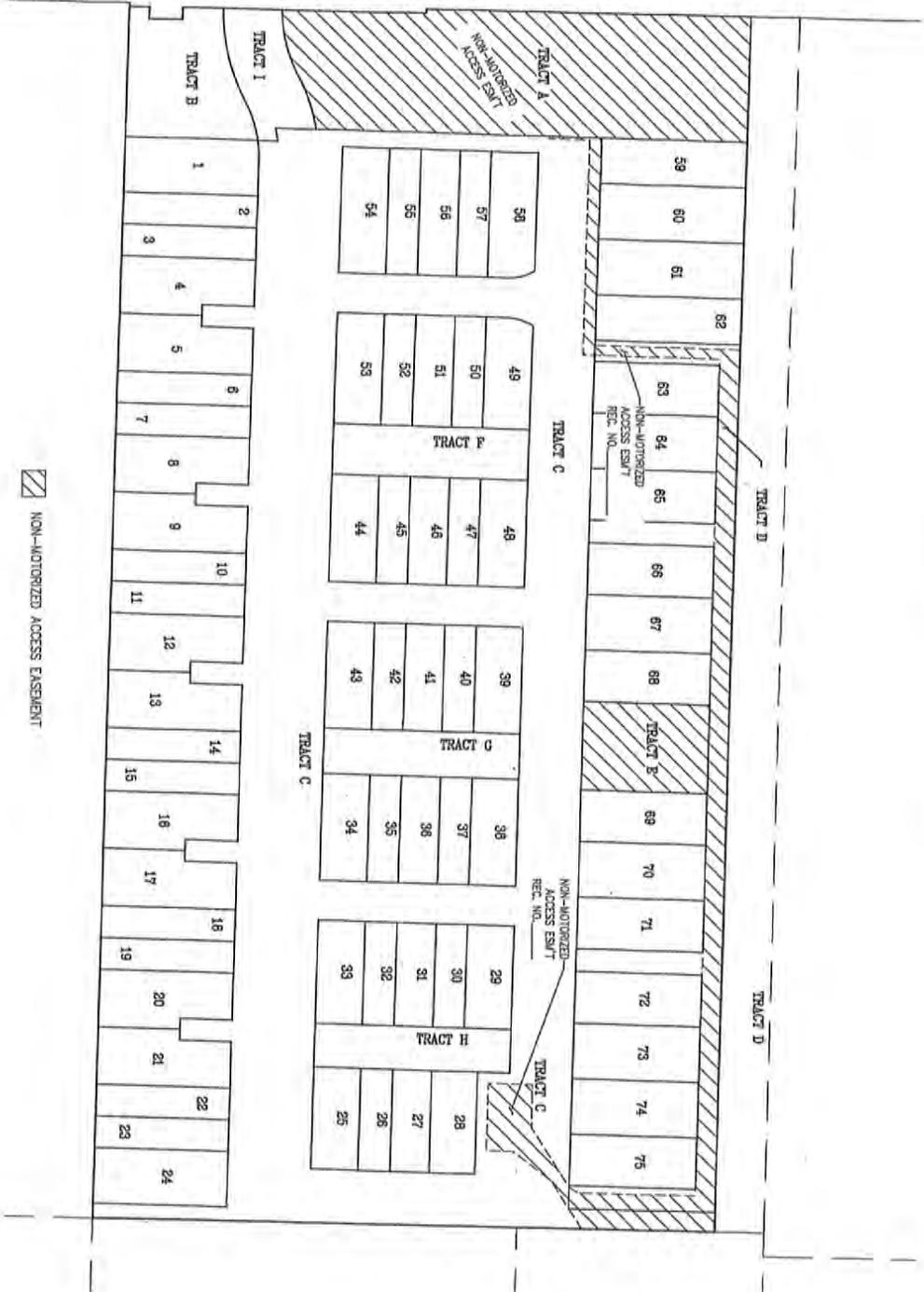
ENGINEERING · PLANNING · SURVEYING

JOB NO. 14110

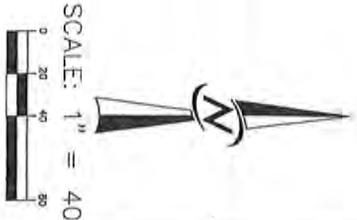
Exhibit 1

SOUTHEAST VILLAGE

A BINDING SITE PLAN
 A PORTION OF THE SW 1/4, OF THE SW 1/4,
 SECTION 34, TOWNSHIP 25 NORTH, RANGE 8 EAST, W.M.,
 CITY OF SAMMAMISH, KING COUNTY, WASHINGTON



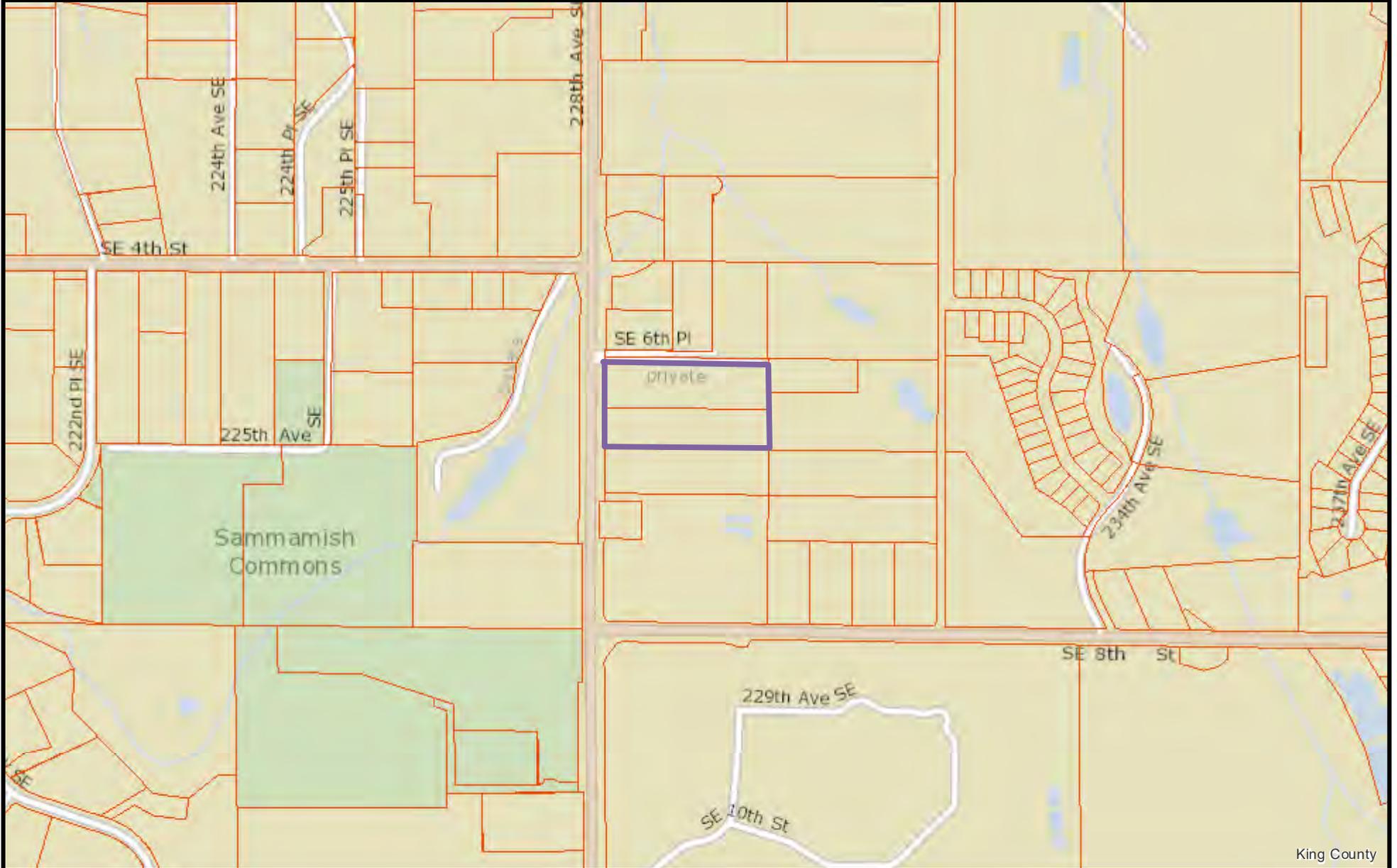
NON-MOTORIZED ACCESS EASEMENT



CITY OF SAMMAMISH FILE NO. BSP2016-00171 (UZDP2013-00144)

CORE DESIGN
 ENGINEERING • PLANNING • SURVEYING
 14711 NE 29th Pl. Suite 101
 Bellevue, Washington 98007
 425.885.2777 Fax: 425.885.7943
JOB NO. 14-110

King County iMap



The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

Date: 10/26/2016

Notes:Ichijo SE Village vicinity map



 **King County**
GIS CENTER

COUNCIL  *MINUTES*

Regular Meeting
October 18, 2016

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

Councilmembers present:

Mayor Don Gerend
Deputy Mayor Ramiro Valderrama
Councilmember Tom Hornish
Councilmember Kathy Huckabay
Councilmember Bob Keller
Councilmember Christie Malchow
Councilmember Tom Odell

Staff present:

Lyman Howard, City Manager
Jessi Bon, Deputy City Manager
Jeff Thomas, Community Development Director
Aaron Antin, Finance/IT Director
Chris Gianni, Finance Deputy Director
Angie Feser, Parks & Recreation Director
Steve Leniszewski, Public Works Director
Cheryl Paston, Public Works Deputy Director
Tawni Dalziel, Senior Stormwater Program Manager
Mike Sugg, Management Analyst
City Attorney, Mike Kenyon
Deputy City Clerk, Lita Hachey

Roll Call/Pledge of Allegiance

Roll was called. Councilmember Odell led the pledge.

Approval of Agenda

Councilmember Odell requested to remove Item # 3 - Resolution: Granting Final Plat Approval To The Plat Of Penny Lane North (R2016-699)
Deputy Mayor Valderrama requested to remove Item # 4 - Resolution: Establishing City Council Direction For Determining Shared Public/Private Property Storm And Surface Water Management Responsibilities (R2016-700)
Councilmember Malchow requested to remove Item # 8 - Authorization: City Survey
Councilmember Hornish requested to remove Item # 10 – Approval: Minutes from the October 4, 2016 regular meeting.
All items will be placed at the beginning of Unfinished Business on the Agenda.

MOTION: Deputy Mayor Valderrama moved to approve the agenda. Councilmember Huckabay seconded. Motion carried unanimously 7-0.

Student Liaison Report - None

Presentations/Proclamations - None

Public Comment

Cindy Taylor, 250 208th Ave NE, spoke regarding the Tamarack neighborhood drainage situation and showed a presentation (*available upon request to the City Clerk, manderson@sammamish.us*)

Todd Southwick, 403 209th Ave NE, use of public/private funds in surface water fees (*presented a handout to City Council, available upon request to the City Clerk, manderson@sammamish.us*)

Tom Ebersole, 416 208th Ave NE, spoke regarding the Tamarack neighborhood drainage situation and showed a presentation (*available upon request to the City Clerk, manderson@sammamish.us*)

David Compton, 407 211th Ave NE, spoke regarding the Tamarack neighborhood drainage situation and showed a presentation (*available upon request to the City Clerk, manderson@sammamish.us*)

Mary Wictor, 408 208th Ave NE, spoke regarding the Tamarack neighborhood drainage situation and showed a presentation (*available upon request to the City Clerk, manderson@sammamish.us*)

Jeffrey Weems, 941 206th PI NE, spoke regarding the emergency ordinance in his Inglewood neighborhood. They have been prevented from making any changes since 2015. He explained the difficulties that property owners are having running a drain pipe through private property and requiring permissions. He feels Inglewood residents were not properly notified about this ordinance.

Mark Cross, 247 208th PI NE, requested that the Council approve the King County Trail Section B permit. He is also concerned about the two docks being proposed by Burnstead on the north end of the city near the Sammamish Landing. He feels that having two docks without vehicle access on a small property will cause many problems.

Jan Bird, 3310 221st Ave SE, thanked Jessi Bon for taking care of her water issues regarding the plant rescue. She also thanked Lyman Howard and the staff involved in the emergency planning over the past weekend storm event. Spoke on behalf of the Friends of East Lake Sammamish Trail (ELST) and the history of the trail permitting. She requested that Council not appeal the decision of the Shoreline Hearings Board and delay the process again.

Jijian Zhang, 1312 270th Way SE, came to support the East Lake Sammamish Trail project. He would like to see the project completed.

Vicki Clarke, 8701 35th Ave NE, Seattle, WA, East King County Policy Manager for Cascade Bicycle Club, spoke on behalf of her members and would like to see the ELST completed. It's not just about bikes, it's for children and safety. She urges the City not to appeal the Shoreline Hearings Board's ruling. Please issue the permits in a timely manner.

Bill Way, 3451 E LK Sammamish Shore Lane NE, spoke regarding the two Burnstead docks application proposed along East Lake Sammamish Pkwy NE, on Lake Sammamish. He suggested that Council establish a moratorium on multi-pier sites in Sammamish. The problem is that there is no access.

Sharon Steinbis, 24933 SE 14th Street, spoke in support of the East Lake Sammamish Trail as part of the Emerald Necklace. She would like the City to approve the permits and complete this project. There should be links to other trail systems and plan ahead for future connectivity in the City.

Jeeta Sahota, 402 209th Ave NE, spoke about the Tamarack neighborhood drainage problems and the history of the stormwater problems they have been experiencing. ULID might be a solution to the expense involved in this project.

Scott Woo, 24022 SE 10th Street, he would like the City Council to approve the ELST.

Consent Agenda

Payroll for period ending September 30, 2016 for pay date October 5, 2016 in the amount of \$ 348,854.48

Approval: Claims For Period Ending October 18, 2016 In The Amount Of \$2,855,283.46 For Check No. 45580 Through 45694

Ordinance: Second Reading Granting Puget Sound Energy, Inc., A Franchise To Construct, Extend, Maintain, And Operate Facilities In The Public Rights-Of-Way In The Franchise Area To Transmit, Distribute, And Sell Gas And Energy For Power, Heat And Light, And Any Other Purposes For Which Gas And Energy May Be Used; Providing For Severability; And Establishing An Effective Date **(O2016-416)**

Approval: Memorandum of Understanding (MOU) with Puget Sound Energy Relating to Facilities Relocation Procedures

Resolution: Granting Final Plat Approval To The Plat Of Penny Lane North **(R2016-699)**

Resolution: Establishing City Council Direction For Determining Shared Public/Private Property Storm And Surface Water Management Responsibilities **(R2016-700)**

Resolution: Adopting An Amended Policy For Facility Rentals At The Beaver Lake Lodge And Pavilion, Picnic Shelters And Sammamish City Hall. **(R2016-701)**

Approval: 2017-2018 Human Service Grants

Contract: Land Acquisition Strategy & Implementation Policy/Otak

Authorization: City Survey

Proclamation: Washington Association for American and Chinese Education (WAACE) Chinese Education Day

Approval: Minutes from the October 4, 2016 regular meeting

MOTION: Deputy Mayor Valderrama moved to approve the Consent Agenda as amended. Councilmember Odell seconded. Motion carried unanimously 7-0.

Public Hearing

Ordinance: First Reading, Amending Title 14, Public Works Standards Adopted Of The Sammamish Municipal Code By Amending Chapter 14.01, Public Works Standards Adopted

Public Works Director, Steve Leniszewski and City Engineer, Andrew Zagars gave the staff report and showed a PowerPoint presentation (presentation available on the City's website at www.sammamish.us).

Andrew Zagars reviewed with Council comments that were submitted and additional questions to be added to the Public Works Standards comment sheet, included in the Council packet.

Councilmember Malchow requested to see the red line version of the changes that were made. Mr. Zagars will get back to Council with those changes.

Councilmember Odell suggested that staff provide a new, complete compiled spreadsheet with all the proposed changes shown.

Public Hearing was opened at 8:36 pm and will remain open until the November 1st Regular Meeting.

Mary Victor, 408 208th Ave NE, spoke regarding stormwater and the Public Works Standards. She feels that the minimum road widths of twenty feet with a sidewalk would cause too much run-off.

David Hoffman, Master Builders Association, 335 116th Ave SE, commented on the road standards. Stated that the versions of the standards on the website are not dated so it is confusing on which one to use.

Jeff Weems, 941 206th Pl NE, spoke about the private road requirements in the Tamarack area and lower Inglewood Hill. Low Impact Development (LID) requires a twenty-foot width with five foot sidewalks, this created a lot of impervious surface.

City Council recessed for five minutes at 8:55 pm.

Unfinished Business

Resolution: Granting Final Plat Approval To The Plat Of Penny Lane North (R2016-699)

Councilmember Odell commented on the cul-du-sac situation with new plats and connectivity between subdivisions.

MOTION: Councilmember Odell moved to approve the resolution for the 11-lot Penny Lane North subdivision authorizing the Mayor to sign for final plat. (R2016-699). Councilmember Huckabay seconded. Motion carried unanimously 7-0.

Resolution: Establishing City Council Direction For Determining Shared Public/Private Property Storm And Surface Water Management Responsibilities (R2016-700)

City Manager Howard gave a brief explanation of the plan for determining shared Public/Private Property Storm and Surface Water Management responsibilities. Deputy Director of Public Works, Cheryl Paston reviewed the document with the Council and the changes that were made. Deputy Mayor Valderrama asked for clarification on the modification to the cost and benefits that are not covered in an ordinance and amendment of the municipal code. Staff will continue to review this item and then bring it back to Council.

MOTION: Councilmember Keller moved to approve the resolution establishing City Council direction on shared Public/Private Property Storm and Surface Water Management and to bring back an Ordinance to Council. (R2016-700). Councilmember Huckabay seconded. Motion carried unanimously 7-0.

Authorization: City Survey

Communications Manager, Tim Larson gave a staff update on the proposed City Survey. This is a statistically valid standardized survey and is very professional. Mailed out to 2,200 citizens. NRC will be conducting the survey and it is affiliated with the International City/County Management Association (ICMA)

Councilmember Malchow asked what the additional costs would be, if the 50 question survey mailed out, doesn't get the 350 to 500 responses needed to make it statistically valid. Mr. Larson explained that there would be an expense of \$2,000 to mail out addition surveys.

Councilmember Huckabay would like Council to review the customized questions and add their input. Deputy Mayor Valderrama feels that the information gathered could be used by staff for policy making decisions. He would like to know the age group of those responding and how to track that dynamic. Lyman Howard stated that every two years or so, they will renew the survey and track the changes over time. The last survey was done in 2014.

MOTION: Councilmember Odell moved to authorize the City Manager to direct staff to conduct a City survey with NRC not to exceed \$20,000. Councilmember Huckabay seconded. Motion carried unanimously 7-0

Approval: Minutes from the October 4, 2016 regular meeting

Council updated the section of the minutes regarding the update: SE 4th Street Improvement Project. The City Clerk will make the recommended changes to the minutes.

“Public Works Director Steve Leniszewski, City Engineer Andrew Zagars, Project Manager Jim Grueber gave the staff report and showed a PowerPoint presentation (presentation available on the City’s website at www.sammamish.us). Council discussed the various configurations of both 228th Avenue SE and SE 4th and agreed that, while constructing a single on 228th Avenue and SE 4th Street makes sense for now, the City will still obtain the necessary right-of-way for two lanes if required in the future.”

MOTION: Councilmember Odell moved to approve the October 4, 2016 meeting minutes as amended. Councilmember Malchow seconded. Motion carried unanimously 7-0.

Discussion: Storm and Surface Water Comprehensive Plan/Monitoring

Cheryl Paston, Deputy Public Works Director and Tawni Dalziel, Senior Stormwater Program Manager gave the staff report and showed a PowerPoint presentation (presentation available on the City’s website at www.sammamish.us).

Councilmember Huckabay would like to know how we can monitor the run-off into our lakes and how to prioritize this monitoring.

Councilmember Keller would like to emphasize the City wetlands and that it is worth doing a thorough monitoring of them. He would like to see this added to the plan. It is also important to be involved in the regional programs. He asked if there is funding available for this?

Councilmember Hornish asked if the Pine Lake water quality is improving? Ms. Dalziel confirmed that it is improving yearly and that other jurisdictions are monitoring Lake Sammamish. He asked about the Ecology Regional Stormwater Monitoring Program (RSMP) and the contribution requirements for our jurisdiction.

Councilmember Huckabay asked about the next steps and when Council can expect this to return. Councilmember Hornish would like to know how much we are willing to spend on additional monitoring. Steve Leniszewski suggested a plan would be needed to implement additional monitoring into the Stormwater Fee. Councilmember Odell feels that a priority would be anything to do with Kokanee.

MOTION: Councilmember Malchow moved to extend the meeting until 10:45 pm. Councilmember Hornish seconded Motion carried unanimously 7-0

Discussion: Interim Surface Water Management Rate Increase

Aaron Anton, Finance Director and Chris Gianni, Finance Deputy Director gave the staff report and showed a PowerPoint presentation (presentation available on the City's website at www.sammamish.us)

Councilmember Hornish understands that something needs to be done but doesn't feel we need an increase at this point in time. We do not know what we are going to do with Tamarack and should wait to make this decision.

Councilmember Valderrama also feels that an increase is not necessary at this time. He stated that we should send this back to staff for review and take a look at a later point. He feels that this a tax on our citizens without any purpose.

Councilmember Malchow feels that Tamarack is interwoven into this situation and there has not been enough time to have that policy discussion. She is uncomfortable with the 5% at this time because it is being done in advance of the surface water rate study and we don't really know what we are doing yet.

MOTION: Councilmember Odell moved to approve a 5% rate increase (equivalent to an additional \$11 per year per each single-family residential unit) to the City's 2016 surface water management fee for 2017 and 2018. Councilmember Huckabay seconded. Motion carried 4-3 with Councilmember Hornish, Deputy Mayor Valderrama and Councilmember Malchow dissenting.

MOTION: Councilmember Huckabay moved to extend the meeting until 11:15 pm. Councilmember Hornish seconded Motion carried unanimously 7-0.

New Business

Ordinance: Amending The Surface Water Design Manual And Section 13.20.020 Of The Sammamish Municipal Code Relating To Surface Water Management; Providing For Severability; Declaring An Emergency; And Providing That The Ordinance Take Effect Immediately Upon Passage (O2016-417)

Jeff Thomas, Director of Community Development, gave the staff report and provided a map of the Tamarack Drainage Area (map is available on the City's website at www.sammamish.us). This emergency ordinance is very similar to the Inglewood Hill emergency ordinance. Drainage would need to be tight

lined down through this area in order for development to occur, greater than five hundred feet (lowered from the 2,000 square foot threshold) or triggered by the list of other conditions in Title 13 of the Sammamish Municipal Code. In addition, projects in this area, unless specifically exempt, would be required to put in a tight line system to an acceptable discharge point.

Recommended amendment to the Ordinance (page 2, effective date): “establishing an effective date immediately upon adoption, for a period of six (6) months and should automatically expire at the conclusion of that six-month period unless sooner repealed.”

Councilmember Malchow requested that a letter of notification be sent out to homeowners affected, prior to adoption of an emergency ordinance. Mr. Thomas agreed that this can be done.

MOTION: Councilmember Hornish moved to adopt the Emergency Ordinance as amended, included as Exhibit 1, to amend the Sammamish Surface Water Design Manual and Chapter 13 of Title 20 of the Sammamish Municipal Code and to establish a Public Hearing date of December 13, 2016 in order to take public testimony and to consider adopting further findings of fact. Councilmember Malchow seconded. Motion carried unanimously 7-0.

Council Reports/Committee Reports

Councilmember Odell attended Emergency Preparedness Fair last Saturday. Reminded everyone of the Sahalee Way Open House this Wednesday, October 19th at the Boys and Girls at 7 pm.

Councilmember Malchow attended the Emergency Preparedness Fair last weekend. She also attended the Communication Committee meeting last Thursday.

Councilmember Keller attended the Public Issues Committee (PIC) and there will not be a meeting in December. Sound Cities Association (SCA) annual meeting will be on November 30th at 5:30 pm and the University of Washington President will be the main speaker. The Eastside Fire & Rescue budget and the Strategic Plan were approved.

Councilmember Huckabay will be attending the METRO workshop tomorrow. She attended the Eastside Transportation Partners (ETP) meeting last Friday, October 18th. She distributed a flyer to Council on Walkable Urban Communities.

Deputy Mayor Valderrama attended the Emergency Preparedness Fair. He attended a presentation by the King County Task Force on heroin.

Mayor Gerend attended the Public Issues Committee (PIC) pre-meeting with Councilmember Keller.

City Manager Report

Lyman Howard discussed and distributed to Council, a packet with three studies of the YMCA property. He remarked on the great storm response from Staff this past weekend. The Council retreat will be held on January 19 through the 21, 2017, at the Hotel Murano in Tacoma. Councilmember Malchow would like a Webcam to broadcast back to the City as an option for Citizen to tune into the meeting.

MOTION: Mayor Gerend moved to extend the meeting for an additional fifteen minutes.
Councilmember Malchow seconded. Motion carried unanimously 7-0.

Executive Session – Property Acquisition pursuant to RCW 42.30.110(1)(b) and Potential Litigation pursuant to RCW 42.30.220(1)(i)
City Council retired to the executive session at 11:15 pm and returned at 11:35 pm with no action.

Meeting adjourned at 11:35 pm

Lita Hachey, Deputy City Clerk

Donald J. Gerend, Mayor



Meeting Date: November 15, 2016

Date Submitted: November 9, 2016

Originating Department: Community Development

Clearances:

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

Subject: Comprehensive Plan Housing Element – Compliance with GMHB Order

Action Required: Complete Public Hearing and first reading of Ordinance

- Exhibits:**
1. Ordinance
 2. Compliance Memo
 3. Housing Element Strike Through

Budget: General Fund \$77,000 – Legal Department & Community Development Department

Summary Statement:

The City Council will complete a Public Hearing and first reading of an Ordinance for proposed changes to the Housing Element of the City's Comprehensive Plan that are required in order to comply with the Growth Management Hearing Board's Final Decision and Order in Case 15-3-0017.

Background:

In compliance with the Growth Management Act ("GMA") periodic update cycle (pursuant to RCW 36.70A.130), the City adopted Ordinance O2015-396 on October 13, 2015 updating the Comprehensive Plan. On December 15, 2015, the Ordinance, as related to the Comprehensive Plan Housing Element, was challenged by a property owner. Following a hearing on the merits, the Growth Management Hearings Board ("GHMB") issued a Final Decision and Order ("Order") on June 13, 2016, that concluded the following:

- Sammamish Ordinance O2015-396 fails to make adequate provisions for existing and projected needs for all economic segments of the community, contrary to RCW 36.70A.070(2) and RCW 36.70A.020(4); and
- The challenged Housing Element is inconsistent with the Countywide Planning Policies for King County (KCCPPs) because Ordinance O2015-396 failed to address the City's "share" of countywide housing needs, contrary to RCW 36.70A.100 and RCW 36.70A.210(1)

The GMHB remanded Ordinance O2015-396 to the City of Sammamish to take further actions to comply with the GMA. The City must comply with and respond to the Order by December 9, 2016.

To comply with the Order, the City contracted with 3 Square Blocks (the primary consultant for the 2015 Comprehensive Plan update) to develop revisions to the Housing Element that would bring the City into compliance with the Order. The consultant team, working with ARCH, delivered the following summarized recommendations on August 23, 2016:

1. Expand on the existing housing affordability standards discussion in the Housing Element to include a summary of the 2012 King County Countywide Planning Policies (KCCPPs) guidance regarding the role of cities in helping to meet the countywide need for affordable housing and an estimate of countywide affordable housing need proportionate to City of Sammamish growth targets.
2. Amend goals and policies to clarify and strengthen the City's commitment to meeting its responsibilities in helping to meet countywide affordable housing needs.

The consultant team's "Compliance Memo" (Exhibit 2) provides analysis supporting these proposed changes to the Housing Element. The memo further outlines specific revisions to goal and policy language in the remanded Housing Element to bring this Element into compliance with the GMA and KCCPPs in accordance with the Order. In the majority of instances, the revised language is based on text from an earlier draft Housing Element recommended by the Planning Commission to the City Council during the 2015 Update process. Generally, the changes proposed for compliance with the Order focus on measures to ensure that the county-wide need is addressed, support regional coordination, and provide for monitoring.

The Planning Commission completed a study session on October 20, 2016, and a Public Hearing on October 27, 2016. After the completion of the Public Hearing, the Planning Commission voted 4-0 to recommend the City Council adopt changes to the Housing Element of the Comprehensive Plan as recommended in Exhibit 2 – "Compliance Memo" and shown in Exhibit 3 – "Housing Element Strike Through".

The City Council completed a study session on November 8, 2016.

Financial Impact:

From December 2015 through September 2016, the City has spent approximately \$77,000, not including City staff time, on defending the appeal of the 2015 Comprehensive Plan update to the GMHB as well as compliance efforts with the Order issued by the GMHB. City staff has spent approximately 100 hours to date on this matter.

Recommended Motion:

There is no recommended motion for this item at this meeting. Second reading of the adopting Ordinance is scheduled for December 6, 2016.

**CITY OF SAMMAMISH
WASHINGTON
ORDINANCE NO. O2016-_____**

**AN ORDINANCE OF THE CITY OF SAMMAMISH,
WASHINGTON, AMENDING THE HOUSING ELEMENT OF
THE CITY OF SAMMAMISH COMPREHENSIVE PLAN.**

WHEREAS, the City of Sammamish plans under Chapter 36.70A RCW, the Growth Management Act (“GMA”), which requires cities to adopt a comprehensive plan that is consistent with the GMA and with county and regional planning policies;

WHEREAS, the City Council initially adopted the City’s Comprehensive Plan in 2003 by Ordinance O2003-130, and has adopted various subsequent revisions; and

WHEREAS, RCW 36.70A.130 requires each city and county planning under the GMA to periodically review and, if needed, revise its comprehensive plan and development regulations to ensure ongoing compliance with the GMA; and

WHEREAS, the City Council updated the Sammamish Comprehensive Plan in accordance with RCW 36.70A.130 on October 26, 2015 (“2015 Comprehensive Plan”) by adopting Ordinance O2015-396; and

WHEREAS, Ordinance O2015-396 was appealed to the Growth Management Hearings Board (the “GMHB”) on December 15, 2015, under the provisions of the GMA (the “Appeal”); and

WHEREAS, after a hearing on the merits of the Appeal, the GMHB issued a Final Decision and Order (“Order”) concluding that the Housing Element of the 2015 Comprehensive Plan does not “make adequate provisions for existing and projected needs for all economic segments of the community,” contrary to RCW 36.70A.070(2) and RCW 36.70A.020(4); and

WHEREAS, the GMHB also concluded that the Housing Element is inconsistent with the King County Countywide Planning Policies (CPPs) because it does not “address the City’s ‘share’ of countywide housing needs,” contrary to RCW 36.70A.100 and RCW 36.70A.210(1); and

WHEREAS, the GMHB remanded Ordinance O2015-396 to the City and gave the City a deadline of December 9, 2016 to bring the Housing Element in compliance with the cited provisions of the GMA; and

WHEREAS, RCW 36.70A.130(b) permits the City to revise its comprehensive plan outside of the annual docket cycle when necessary to comply with an order of the GMHB; and

Exhibit 1

WHEREAS, City staff has coordinated with planning and housing consultants to prepare amendments to the Housing Element to address the compliance issues found in the GMHB's Order (the "Housing Element Amendments"); and

WHEREAS, on September 27, 2016, the City submitted the Housing Element Amendments to the Washington State Department of Commerce in accordance with RCW 36.70A.106; and

WHEREAS, an environmental review of the 2015 Comprehensive Plan was conducted in accordance with the requirements of the State Environmental Policy Act (SEPA), and the SEPA checklist for the 2015 Comprehensive Plan included Attachment B.3, *Housing Issue Paper*, which analyzed the potential environmental impacts associated with policy language in the Housing Element; and

WHEREAS, on January 22, 2015, a SEPA threshold determination of non-significance was issued for the 2015 Comprehensive Plan (the "2015 DNS"), and no appeals of the 2015 DNS were filed; and

WHEREAS, the City has performed a review of the 2015 DNS and determined that the Housing Element Amendments fall within the analysis provided therein; and

WHEREAS, on October 21, 2016, the City adopted the 2015 DNS for the Housing Element Amendments in accordance with WAC 197-11-600(2), and published a legal advertisement in the *Seattle Times* notifying the public of the opportunity to provide comment on such action; and

WHEREAS, the City received one comment in response to the SEPA DNS; and

WHEREAS, on October 20, 2016, the Planning Commission conducted a study session to discuss the proposed Housing Element Amendments; and

WHEREAS, on October 27, 2016, the Planning Commission held a public hearing on the proposed Housing Element Amendments, considered public comment, and made a recommendation of approval to the City Council; and

WHEREAS, on November 8, 2016, the City Council conducted a study session to discuss the proposed Housing Element Amendments; and

WHEREAS, on November 15, 2016, the City Council held a public hearing on the proposed Housing Element Amendments in order to provide further opportunity for public comment and participation; and

WHEREAS, the City Council has considered the relevant provisions of the GMA and determined that the proposed Housing Element Amendments comply with said provisions and satisfy the GMHB Order;

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

Section 1. Sammamish Comprehensive Plan Housing Element, Amended. The Housing Element of the Sammamish Comprehensive Plan is hereby amended as shown in **Attachment A**, which is attached hereto and incorporated by this reference.

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.

ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE ___ DAY OF DECEMBER, 2016.

CITY OF SAMMAMISH

Mayor Donald J. Gerend

ATTEST/AUTHENTICATED:

Melonie Anderson, City Clerk

Approved as to form:

Michael R. Kenyon, City Attorney

Filed with the City Clerk:	November 9, 2016
Public Hearing:	November 9, 2016
First Reading:	November 15, 2016
Passed by the City Council:	
Date of Publication:	
Effective Date:	



Memorandum

Date: August 23, 2016
To: Jeff Thomas, Planning Director
From: Deborah Munkberg, 3 Square Blocks
Cc: Arthur Sullivan, ARCH
Joe Tovar, Tovar Planning
Re: Sammamish Comprehensive Plan Housing Element Review

I. INTRODUCTION

Following a challenge relating to the Sammamish Comprehensive Plan Housing Element, the Growth Management Hearings Board issued a Final Decision and Order¹ with the following conclusions:

- Sammamish Ordinance O2015-396 fails to make adequate provisions for existing and projected needs for all economic segments of the community, contrary to RW 36.70A.070(2) and RCW 36.70A.020(4).
- The challenged Housing Element is inconsistent with the Countywide Planning Policies for King County [KCCPPs] because Ordinance O2015-396 failed to address the City's "share" of countywide housing needs, contrary to RCW 36.70A.100 and RCW 36.70A.210(1).

Based on discussions with City staff and the consultant team, this memo describes potential additions and revisions to the Sammamish Comprehensive Plan to address these findings and specifically recommends the following:

1. Expand on the existing housing affordability standards discussion in the Housing Element to include a summary of the 2012 King County Countywide Planning Policies (CPP) guidance regarding the role of cities in helping to meet the countywide need for affordable housing and an estimate of countywide affordable housing need proportionate to City of Sammamish growth targets. See discussion in Section II of this memo.
2. Amend goals and policies, as described in Section III of this memo, to clarify and strengthen the City's commitment to meeting its responsibilities in helping to meet countywide affordable housing needs.

II. COUNTYWIDE AFFORDABLE HOUSING NEED

The adopted Housing Element background section consists primarily of the East King County Housing Analysis (Housing Analysis), prepared by ARCH and dated 1/27/2015. The Housing Analysis is comprised of four major sections: 1) discussion of regional and county-level planning policies for housing; 2) demographic and workforce analysis that help define demand for housing; 3) housing supply, including type and affordability; and 4) comparison of demand with existing and project housing supply.

¹ Washington Growth Management Hearings Board, Case No. 15-3-0017. Final Decision and Order. June 13.2016.

Exhibit 2

The discussion below builds from the Housing Analysis, providing a discussion of the policy context established by the GMA and King County CPPs and a quantitative estimate of the City's share of countywide housing needs in accordance with the CPPs.

Policy Context

Washington Growth Management Act

The GMA establishes that, among other requirements, a comprehensive plan housing element must make provisions for existing and projected needs of all economic segments of the community (RCW 36.70A.070(2)). The GMA also requires that comprehensive plans are consistent with policy guidance established through the countywide planning policies (RCW 36.70A.100 and RCW 35.70A.201(1)).

King County Countywide Planning Policies

The CPPs require each city to adopt policies, strategies, actions, and regulations that promote housing affordability and specifically to address the countywide need for housing affordable to very low-, low-, and moderate-income households.

The CPPs acknowledge that a city cannot guarantee that a given number of units at each affordability level. At the same time, the CPPs recognize that an understanding of countywide need helps to clarify the scope of effort for each jurisdiction.² Accordingly, Policy H-1 defines the county-wide need for housing by income is defined as follows:

- 50–80% of AMI³ (moderate) 16% of total housing supply
- 30–50% of AMI (low) 12% of total housing supply
- 30% and below AMI (very low) 12% of total housing supply

Using this information, cities are encouraged to employ a range of housing tools to ensure the countywide need is addressed. The CPPs recognize that local jurisdictions should tailor their housing policies to address this need based on local circumstances and conditions.⁴

The type of policies and strategies that are appropriate for a jurisdiction to consider will vary and will be based on its analysis of housing. Some jurisdictions where the overall supply of affordable housing is significantly less than their proportional share of the countywide need may need to undertake a range of strategies addressing needs at multiple income levels, including strategies to create new affordable housing. Other jurisdictions that currently have housing stock that is already generally affordable may focus their efforts on preserving existing affordable housing through efforts such as maintenance and repair, and ensuring long-term affordability. It may also be appropriate to focus efforts on the needs of specific demographic segments of the population.⁵

With respect to affordable housing, cities are encouraged to employ a range of housing tools to ensure that the countywide need is addressed and to respond to local conditions. CPP policies identify the following strategies:

- Provide zoning capacity for a range of housing types and densities sufficient to accommodate the city's overall housing target (H-4)

² King County Countywide Planning Policies, p. 31. 2012.

³ King County Area Median Income

⁴ King County Countywide Planning Policies, H-8, p. 33. 2012.

⁵ King County Countywide Planning Policies, p. 31. 2012.

Exhibit 2

- Adopt policies, strategies, actions and regulations that promote housing supply, affordability and diversity (H-5)
- Preserve existing affordable housing units and encourage maintenance of existing housing stock (H-6, H-11)
- Identify barriers to affordability and implement strategies to overcome them (H-7)
- Tailor housing policies to local needs, conditions and opportunities (H-8)
- Plan for housing affordability accessible to major employment centers and affordable to the workforce in them (H-9)
- Plan for housing affordability in coordination with plans for transit, bicycle and pedestrian facilities (h-10)

Cities are also expected to work collaboratively to meet the regional affordable housing need. Policy H-14 states “Work cooperatively among jurisdictions to provide mutual support in meeting countywide housing growth targets and affordable housing needs.”

Finally, the CPPS emphasize the need to monitor and measure results, stating that cities should “Monitor housing supply, affordability, and diversity, including progress toward meeting a significant share of the countywide need for affordable housing for very-low, low, and moderate income households (H-17).”

Measuring Countywide Affordable Housing Need

As set forth in CPP Policy H-1, the City of Sammamish proportionate share of the countywide affordable housing need is described below. Table 1 summarizes King County household income levels corresponding to 80, 50, and 30 percent of the 2016 HUD estimate of King County median household income for a family of four.

Table 1 King County household (family of 4) income categories

	Median Household Income	80% of Median Household Income (Moderate Income)	50% of Median Household Income (Low Income)	30% of Median Household Income (Very Low Income)
King County	\$90,300	\$72,250	\$45,150	\$27,090

Source: U.S Housing and Urban Development, 2016.

Based on the City’s housing target of 4,640 units, Table 2 shows the amount of housing affordable needed at each income level to meet a proportionate share of countywide affordable housing demand.

Table 2 City of Sammamish proportionate share of county-wide affordable housing

Annual Household Income	2035 growth target	Countywide need based on income levels	Proportionate share of housing units
Moderate income	4,640 units ⁶	16%	742
Low income		12%	557
Very low income		12%	557

Source: 3 Square Blocks, 2016.

Table 2 reflects only needs based on projected growth in the city. It should also be noted that the affordability of existing housing is significantly less than the countywide needs. Specifically, around 2%

⁶ Revise growth target based on updated estimate?

Exhibit 2

of the City's existing housing stock is affordable at up to 50 percent of median income, with a very limited amount affordable at 30 percent of median income, and about 5 percent affordable between 50 percent and 80 percent of median income. This is a much lower proportion than many other cities in East King County. Thus, this approach represents a conservative definition of overall affordability needs. This is relevant in light of guidance provided in the CPPs regarding potential local strategies: *"Some jurisdictions where the overall supply of affordable housing is significantly less than their proportional share of the countywide need may need to undertake a range of strategies addressing needs at multiple income levels, including strategies to create new affordable housing."*

A significant contributing factor to the lack of affordable housing in Sammamish is the low proportion of rental housing. As described in the Comprehensive Plan Housing Analysis, Sammamish has a high home ownership rate of nearly 90% and 2010 average home sales prices that were more than 55% higher than the countywide average. Housing options for very low, low and moderate income households seeking to live in Sammamish are very limited. Households may pay more than 30 percent of their income for housing, look for shared housing opportunities, or look for housing outside the area.

The City and County recognize the importance of providing more affordable housing options in Sammamish. The goals and policies listed in Section II, below, identify the policies, strategies and actions identified by the City to fulfill its role in helping to meet the countywide need for affordable housing in King County.

III. GOALS AND POLICIES

City of Sammamish Comprehensive Plan Housing Element goals and policies identify the City's policy steps to make provisions for housing affordable to all economic segments of the community. For comprehensive planning purposes, community is broadly defined to encompass the larger countywide region surrounding a jurisdiction and both existing and future residents who may seek to live in the community over the next 20 years. Excerpted goals and policies listed below in Table 3 focus on measures to (1) ensure that the countywide need is addressed, (2) support regional coordination and (3) provide for monitoring.

The table contains relevant policies from the adopted Comprehensive Plan and, where applicable, recommended revisions and policy additions. Unless otherwise noted, the recommended revisions and additions are based on text from an earlier draft Housing Element recommended by the Planning Commission to the City Council.

Table 3. Affordable Housing Goals and Policies

Comprehensive Plan Goals and Policies	Recommended Revisions
ADDRESSING THE NEED FOR AFFORDABLE HOUSING	
Goal H.2 <i>Ensure that Sammamish has a sufficient quantity and variety of housing to meet projected needs, preferences, and growth of the community.</i>	
Policy H.2.1 <i>Explore feasible options to accommodate the city's housing growth targets.</i>	<i>Explore feasible options</i> <u><i>Maintain an adequate supply of appropriately zoned land to accommodate the city's housing growth targets.</i></u> Rationale: <i>Establishes a stronger commitment to providing capacity for housing growth targets.⁷</i>

⁷ Include graphic showing residential capacity as compared to housing growth targets.

Exhibit 2

Comprehensive Plan Goals and Policies	Recommended Revisions
<p>Policy H.2.2 Support a variety of residential densities and housing types to meet the needs and preferences of all Sammamish residents.</p>	
<p>Policy H.2.3 Consider the impacts on citywide housing capacity and diversity when making land use policy decisions or code amendments.</p>	
<p>Policy H.2.5 Support smaller housing types (e.g. cottages, duplexes, efficiency studios, and townhouses) where appropriate, with sensitivity to the quality, design, intensity and character of surrounding land uses.</p>	<p>Support <u>Permit and promote</u> smaller housing types (e.g. cottages, duplexes, efficiency studios, and townhouses) where appropriate, with sensitivity to the quality, design, intensity and character of surrounding land uses.</p> <p>Rationale: Provides a stronger commitment to housing diversity. In addition, Goal H.1 and policy H.1.1. already address the deleted language.</p>
<p>Policy H.2.6 Support the development of accessory dwelling units (ADUs) in a context-sensitive manner, with specific attention to tree preservation.</p>	<p>Policy H.2.6 Support Promote the development of accessory dwelling units (ADUs) in a context-sensitive manner, with specific attention to tree preservation.</p> <p>Rationale: Provides a stronger commitment to housing diversity. In addition, Goal H.1 and policies H.1.1. and LU 6.2 already address the deleted language.</p>
<p>Policy H.2.8 Adopt regulations and procedures consistent with the goal of minimizing unnecessary costs and time delays. This objective should be balanced with maintaining opportunities for public involvement and review, public safety, protection of the environment and other explicitly stated city policies consistent with other Comprehensive Plan direction.</p>	<p>Adopt regulations and procedures consistent with the goal of minimizing unnecessary costs and time delays. This objective should be balanced with maintaining opportunities for public involvement and review, public safety, protection of the environment and other explicitly stated city policies consistent with other Comprehensive Plan direction.</p> <p><u>Avoid creating regulations and procedures that discourage the housing industry's ability to respond to market needs or unnecessarily increase the costs of developing housing.</u></p> <p>Rationale: Provides a stronger commitment to reducing barriers to affordable housing. In addition, deleted language is addressed in multiple other Comprehensive Plan policies.</p>
<p>Goal H.3 Provide for a range of housing opportunities to address the needs of all economic segments of the community.</p>	<p>The phrase "and preferences" was added to this policy by the City Council. As stated, this phrase is ambiguous and should be clarified or deleted.</p>

Exhibit 2

Comprehensive Plan Goals and Policies	Recommended Revisions
<i>No comparable policy; recommend addition of policy text as recommended by Planning Commission</i>	<u><i>Develop and implement⁸ plans and strategies that promote a proportionate amount of the countywide need for housing affordable to households with moderate, low and very low incomes, including those with special needs.</i></u> <i>Rationale: Provides explicit commitment to plans and strategies for a proportionate share of countywide need for affordable housing</i>
H.3.2 <i>Encourage modifications to existing housing in order to preserve or increase affordable housing opportunities.</i>	<i>Encourage modifications to</i> <u><i>Promote the preservation of existing housing in order to preserve or increase affordable housing opportunities which may provide for affordable forms of rental and ownership housing.⁹</i></u> <i>Rationale: Emphasizes preservation rather than modification and clarifies intent.</i>
H.3.3 <i>Consider incentivizing affordable housing when evaluating rezones and other land use regulation modifications, especially when resulting in increases in development capacity.</i>	<i>Consider <u>requiring or</u> incentivizing affordable housing when evaluating rezones and other land use regulation modifications, especially when resulting in increases in development capacity.</i> <i>Rationale: Establishes stronger policy language, consistent with existing regulations for the Town Center.</i>
Policy H.3.4 <i>Offer regulatory incentives such as priority processing of permits, fee waivers or reductions, and/or property tax relief for builders who provide very low-, low- or moderate-income housing or buildings/developers providing housing for demographics needs, such as seniors, singles and two person households.</i>	
H.3.5 <i>Consider offering financial aid and/or technical assistance to organizations that provide affordable housing for very low-, low- and moderate-income households.</i>	
Policy H.3.6 <i>Support efforts to provide on a region-wide basis social services and housing affordable to households at less than 30% of area median income (very low-income), including collaboration with other jurisdictions and funders.</i>	<i>Support efforts to provide on a region-wide basis social services and housing affordable to households at less than 30% of area median income (very low-income), including collaboration with other jurisdictions and funders.</i> <u><i>Encourage and support non-profit agencies, public-private partnerships, and housing authorities to preserve or build new, sustainable housing affordable to very low-, low- and moderate-income households.</i></u>

⁸ The phrase “and implement” is a proposed addition to the Planning Commission recommended policy.

⁹ Language is based on prior Comprehensive Plan HP-18.

Comprehensive Plan Goals and Policies

Recommended Revisions

Address the need for housing affordable to households at less than 30% AMI (very low-income), and given the unique challenges of serving this need, local efforts will require collaboration with other jurisdictions and funders.

Rationale: Clarifies policy intent on two different points. The first is to support efforts by non-profits to create affordable housing and the second is to acknowledge the challenges and need for collaboration in order to serve very low-income households.

Policy H.3.7
Support affordable rental and ownership housing that is context-sensitive throughout the city especially in areas with good access to transit, employment, education and shopping.

Support affordable rental and ownership housing ~~that is context-sensitive~~ throughout the city especially in areas with good access to transit, employment, education and shopping.

Rationale: Clearer statement of policy intent. Goal H.1 and policy H.1.1. already address the deleted language.

Policy H.3.8
Ensure that affordable housing achieved through public incentives or assistance remains affordable for the longest possible term.

Policy H.3.9
Maintain a record of publicly owned land, and if land is determined to be surplus for public purposes and is suitable for housing, consider its use for affordable housing along with other alternative public benefit uses.

Maintain a record of publicly owned land, and if land is determined to be surplus for public purposes and is suitable for housing, give priority for its use for affordable housing ~~along with other alternative public benefit uses~~ with a preference for housing for low-income and very-low income households.

Rationale: Stronger commitment, specifically addresses low- and very-low income household needs

Goal 4
No comparable policy; recommend addition of policy text as recommended by Planning Commission

Support public and private housing and services for people who are homeless.

Rationale: Explicitly address the needs of the homeless

WORKING IN COLLABORATION TO MEET REGIONAL HOUSING NEEDS

Goal H.5
Actively participate and coordinate with other agencies in efforts to meet regional housing needs.

Policy H.5.1
Support the development of region-wide plans for housing affordable to households with moderate, low and very low incomes, including those with special needs.

Policy H.5.2

Comprehensive Plan Goals and Policies

Recommended Revisions

Support a coordinated regional approach to homelessness by supporting public and private housing and services for people who are homeless and work with other jurisdictions and health and social service organizations, including faith-based and other non-profit organizations, to develop a coordinated, regional approach to homelessness.

MONITORING PROGRESS

Goal H.6

Implement Housing Element goals in a manner that is efficient and transparent.

Implement Housing Element goals in a manner that is effective, efficient and transparent.¹⁰

Rationale: Strengthens emphasis of goal on implementation.

Policy H.6.1

No comparable policy; recommend addition of policy text as recommended by Planning Commission

Adopt a Housing Strategy Plan to outline benchmarks, steps and milestones toward implementation of this Housing Element.¹¹

Rationale: Commitment to strategies and actions for affordable housing.

Policy H.6.3

Monitor regional housing supply and type with an eye toward affordability and availability for all income levels, age categories, seniors and special needs populations.

Monitor housing supply, type ~~with an eye toward~~ and affordability and availability for all income levels, age categories, seniors and special needs populations, including measurable¹² progress toward meeting a significant share of the countywide need for affordable housing for very low-, low-, and moderate-income households.

Rationale: Commitment to progress toward meeting share of countywide need for affordable housing

Policy H.6.4

As needed, reassess and adjust policies and strategies to meet local housing needs.

~~As needed,~~ On a regular basis, based on results of monitoring local data and effectiveness of local regulations and programs, reassess and adjust policies and strategies to meet local housing needs.

Rationale: Stronger commitment to assessment and adjustment of policies and strategies

¹⁰ “Effective” is a proposed addition to the Planning Commission recommended language.

¹¹ The terms “benchmarks” and “and milestones” are proposed additions to the Planning Commission recommended policy.

¹² “Measurable” is a proposed addition to the Planning Commission recommended policy.

Exhibit 3

HOUSING

home in the pines —
my neighbor waves
across the fence

Painting by Anna Macrae
Haiku by Michael Dylan Welch

Housing Goals

- Goal H.1 Neighborhood Vitality and Character**
Promote safe, attractive, and vibrant residential and mixed-use neighborhoods. Encourage housing design that is sensitive to quality, design, and intensity within neighborhoods and with surrounding land uses. Land use policies and regulations should emphasize compatibility with existing neighborhood character. In areas where the existing character is in transition, new development should be designed to incorporate the qualities of well-designed neighborhoods.
- Goal H.2 Housing Supply and Variety**
Ensure that Sammamish has a sufficient quantity and variety of housing to meet projected needs, preferences, and growth of the community.
- Goal H.3 Housing Affordability**
Provide for a range of housing opportunities to address the needs ~~and preferences~~ of all economic segments of the community.
- Goal H.4 Housing for People with Special Needs**
Support a variety of housing opportunities to serve those with special needs.
- Goal H.5 Regional Collaboration**
Actively participate and coordinate with other agencies in efforts to meet regional housing needs.
- Goal H.6 Monitoring**
Implement Housing Element goals in a manner that is effective, efficient and transparent.

home in the pines —
my neighbor waves
across the fence

HOUSING

Introduction

The Housing Element addresses the preservation, improvement, and development of housing, identifies land to accommodate different housing types, and makes provisions for the existing and projected housing needs of all economic segments of the community. Sammamish's housing element ensures that there will be enough housing to accommodate expected growth in the city, and the variety of housing necessary to accommodate a range of income levels, ages and special needs. At the same time, the element seeks to preserve existing neighborhood character by including policies that will keep new development compatible.

The Housing Element is supported by a housing needs analysis, which quantifies existing and projected housing needs and identifies the number of housing units necessary to accommodate projected growth. This analysis prompts the City to consider what current and future residents will need, and this in turn informs policies that shape the zoning and development standards in place today and planned for the future. This is an element in which multiple interests need to be balanced, including community character, demographic characteristics, affordability, and others. This analysis is contained in the Housing Element Background Information. Specifically, the



Lancaster Ridge



Multifamily housing

Housing Element Background Information contains the *East King County Housing Needs Analysis*, beginning on page H.3, prepared by ARCH (A Regional Coalition for Housing), in collaboration with the participating cities. The Housing Needs Analysis, dated January 27, 2015, includes a review of demographics, household characteristics, housing supply and summary findings for both the East King County area and the City of Sammamish. The Housing Element Background Information also includes the February 2, 2006 Planning Commission Recommended Draft City of Sammamish Housing Strategy Plan, which identifies recommended actions to implement the Housing Element of the 2003 Comprehensive Plan.

To accomplish aims of this Element, the City will develop a shorter range Strategy Plan that lists potential strategies to implement various goals and policies and their relative priority for consideration. In addition, the results of activities undertaken through the Strategy Plan will facilitate performance monitoring, evaluation, and future planning updates.

Goals and policies that support housing sustainability and healthy communities address energy efficiency.



Please look for this icon for goals and policies that focus specifically on sustainability and healthy communities.

Goals and Policies



Single family homes



Townhomes

Goal H.1 Neighborhood Vitality and Character

Promote safe, attractive, and vibrant residential and mixed-use neighborhoods. Encourage housing design that is sensitive to quality, design, and intensity within neighborhoods and with surrounding land uses. Land use policies and regulations should emphasize compatibility with existing neighborhood character. In areas where the existing character is in transition, new development should be designed to incorporate the qualities of well-designed neighborhoods.

Policy H.1.1 Ensure new development and redevelopment is sensitive to the context of existing and planned neighborhood character.

- Policy H.1.2 *Support investment in existing neighborhoods and housing in order to preserve the character and condition of neighborhoods and housing.*
- Policy H.1.3 *Support the preservation of the city’s historically significant housing.*
- Policy H.1.4 *Provide notification and foster public awareness and participation in decisions affecting neighborhoods.*

Goal H.2 Housing Supply and Variety

Ensure that Sammamish has a sufficient quantity and variety of housing to meet projected needs, preferences, and growth of the community.

- Policy H.2.1 ~~Explore feasible options~~ Maintain an adequate supply of appropriately zoned land to accommodate the city’s housing growth targets.
- Policy H.2.2 *Support a variety of residential densities and housing types to meet the needs and preferences of all Sammamish residents.*
- Policy H.2.3 *Consider the impacts on citywide housing capacity and diversity when making land use policy decisions or code amendments.*
- Policy H.2.4 *Support residential and mixed use development in Town Center and other commercial areas where combining such uses would promote the vitality and economic viability of the area.*
- Policy H.2.5 ~~Support~~ Permit and promote smaller housing types (e.g. cottages, duplexes, efficiency studios, and townhouses) where appropriate, with sensitivity to the quality, design, intensity and character of surrounding land uses.
- Policy H.2.6 ~~Support~~ Promote the development of accessory dwelling units (ADUs) in a context sensitive manner, with specific attention to tree preservation.
- Policy H.2.7 *Permit manufactured homes in residential zones in accordance with the provisions of state and federal law.*

Based on the assumptions described in the Land Use Element, the City has development capacity to meet the adopted 2035 targets of 4,640 houses and 2,088 jobs.



Multifamily housing



Neighborhood within easy walking distance of Eastlake High School, local transit and Sammamish Highlands

Urban infill is defined as new development that is sited on vacant or undeveloped land within an existing community, and that is enclosed by other types of development. The term “urban infill” itself implies that existing land is mostly built-out and what is being built is in effect “filling in” the gaps. The term most commonly refers to building single-family homes in existing neighborhoods but may also be used to describe new development in commercial, office or mixed-use areas.

Fair Housing is the ability for all people to choose where they live without discrimination based on race, color, national origin, sex, family status, or disability—these are the “protected classes” under state and federal law. (Some places also protect age, sexual orientation, or having a Section 8 voucher). Cities may not make zoning or land use decisions or implement policies that exclude or otherwise discriminate against protected persons, including individuals with disabilities. Sammamish’s fair housing practices are evaluated periodically by King County as part of a countywide report to the federal government.

Location-efficient Housing refers to homes that have easy or inexpensive access to workplaces, schools, shopping, and other necessary destinations. Housing locations are efficient to the most people when the ways to these destinations are easily walkable, don’t require the resident to own an automobile, and can be reached in 20 minutes or less.



New housing development under construction

Policy H.2.8 ~~Adopt regulations and procedures consistent with the goal of minimizing unnecessary costs and time delays. This objective should be balanced with maintaining opportunities for public involvement and review, public safety, protection of the environment and other explicitly stated city policies consistent with other Comprehensive Plan direction. Avoid creating regulations and procedures that discourage the housing industry’s ability to respond to market needs or unnecessarily increase the costs of developing housing.~~



Policy H.2.9 Permit context-sensitive residential clustering, where appropriate, as a means of protecting environmentally sensitive areas and providing more open space.

Policy H.2.10 Promote minimum densities in commercial zones that allow housing to achieve mixed-use development.

Policy H.2.11 Ensure fair and legal housing practices throughout the city.



Policy H.2.12 Promote location-efficient and energy-efficient housing choices through incentives and other means.

Goal H.3 Housing Affordability

Provide for a range of housing opportunities to address the needs and preferences of all economic segments of the community.

Policy H.3.1 Develop and implement plans and strategies that promote a proportionate amount of the countywide need for housing affordable to households with moderate, low and very low incomes, including those with special needs.

Policy H.3.2 ~~Encourage modifications to~~ Promote the preservation of existing housing in order to preserve or increase affordable housing opportunities which may provide for affordable forms of rental and ownership housing.

Policy H.3.3 Consider requiring or incentivizing affordable housing when evaluating rezones and other land use regulation modifications, especially when resulting in increases in development capacity.

Policy H.3.4 Offer regulatory incentives such as priority processing of permits, fee waivers or reductions, and/or property tax relief for builders who provide very low-, low- or moderate-income housing or buildings/developers providing housing for demographics needs, such as seniors, singles and two person households.

Policy H.3.5 Consider offering financial aid and/or technical assistance to organizations that provide affordable housing for very low-, low- and moderate-income households.

Policy H.3.6 ~~Support efforts to provide on a region-wide basis social services and housing affordable to households at less than 30% of area median income (very low income), including collaboration with other jurisdictions and funders.~~ Encourage and support non-profit agencies, public-private partnerships, and housing authorities to preserve or build new, sustainable housing affordable to very low-, low- and moderate-income households.

Given the unique challenges of providing housing affordable to households at less than 30% AMI (very low-income), local efforts will require collaboration with other jurisdictions and funders.



Multifamily housing



Single family homes



Multifamily housing



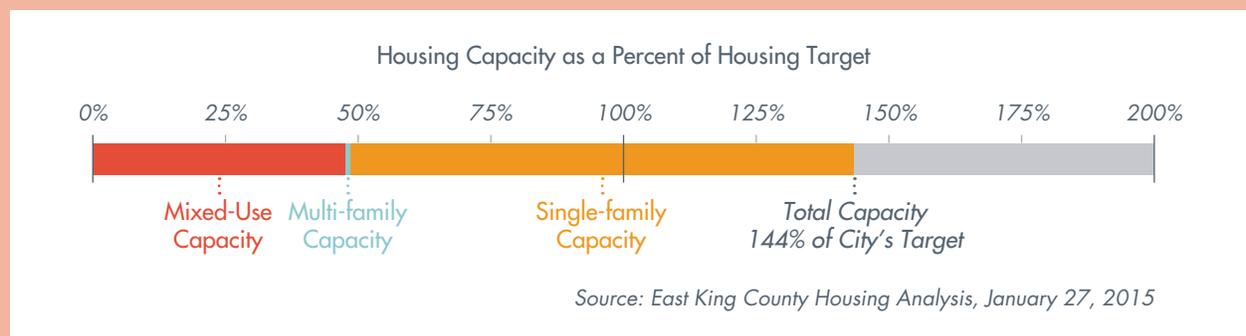
Low-density development

Area Median Income (AMI)

Housing Affordability

Growth Management Act Context

Comprehensive Plan Requirements. The Growth Management Act requires that comprehensive plan housing elements contain an inventory and analysis of projected housing needs to manage projected growth, provide a statement of goals and policies for the preservation, improvement and development of housing, identify sufficient land for housing, and make adequate provisions for existing and projected needs of all economic segments of the community.



As shown in the bar chart above, the City of Sammamish has demonstrated sufficient land for housing, with a housing capacity of 144% of the City's housing target. Given the cost of single family housing, and because mixed use and multifamily housing types are typically more affordable than single-family, detached housing, the City recognizes the importance of having sufficient zoned capacity for multi-family and Town Center mixed use residential development in order to meet affordability needs. As shown above, approximately 50 percent of the City's capacity was in either multi-family or mixed use residentially zoned land. This is an important element in the City's overall approach to providing for affordable housing in Sammamish.

Countywide Planning Requirements. The King County Countywide Planning Policies (CPPs), in addition to reaffirming the GMA housing goals, require all cities to share the responsibility for achieving the goal of an equitable distribution of affordable housing in King County. Through the CPPs, cities in King County have agreed that housing in each community should reflect the existing countywide mix of household income. The CPPs define the county-wide need for housing by income as follows:

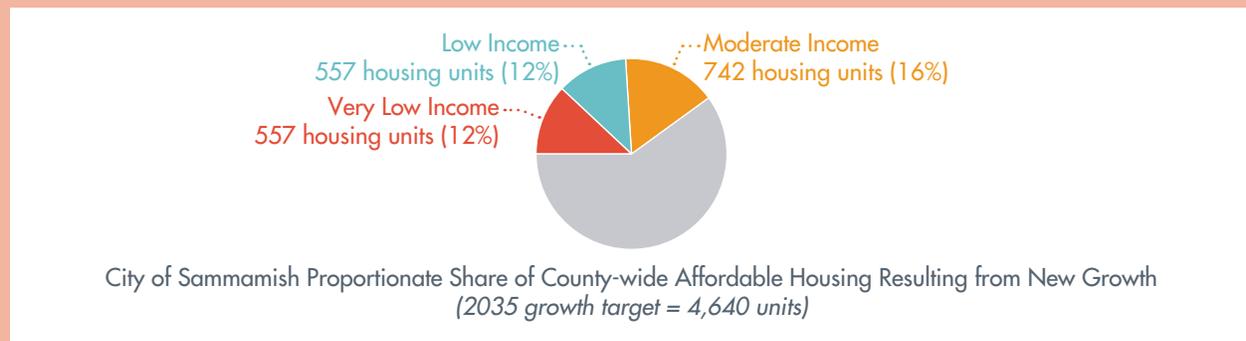
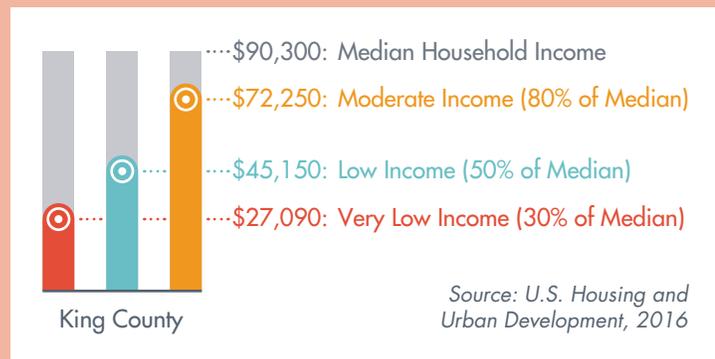
- 50–80% of AMI (moderate) 16% of total housing supply
- 30–50% of AMI (low) 12% of total housing supply
- 30% and below AMI (very low) 12% of total housing supply

Currently the supply of existing affordable housing for lower incomes households is less than existing needs both countywide and in many cities, especially for very low income households. Sammamish has only about 2 percent of the City's existing housing stock affordable at up to 50 percent of median income, and about 5 percent affordable between 50 percent and 80 percent of median income. This is a much lower proportion than most other cities countywide and in East King County.

The CPPs encourage cities to employ a range of housing tools to address the countywide need and recognize that local jurisdictions should tailor their housing policies based on local circumstances and conditions. Cities are also expected to work collaboratively to meet the regional affordable housing need and to monitor and measure results.

Measuring Countywide Affordable Housing Need

These charts help to illustrate the estimated City of Sammamish proportionate share of the countywide affordable housing need resulting from new growth. The chart at right summarizes King County household income levels corresponding to 80, 50, and 30 percent of the 2016 HUD estimate of King County median household income. Based on the City's housing target of 4,640 units, the pie chart below shows the amount of affordable housing needed at each income level to meet a proportionate share of countywide affordable housing demand.



Recognizing that Sammamish has a lower proportion of affordable housing than other cities in East King County, the City will continue to work toward fulfilling its role in meeting the countywide need for affordable housing in King County. The goals and policies in this Housing Element specifically identify the policies, strategies and actions identified by the City to address this goal.

Special needs housing in this plan includes homes suitable for and occupied by people with one or more self-help limitations, such as physical or mental disability, long-term illness, or alcohol or drug issues. The housing may or may not incorporate supportive services, and may be permanent or transitional. Examples include adult family homes, assisted living facilities, and group homes for people with developmental disabilities.

Universal design refers to a broad spectrum of ideas meant to produce products, buildings, or other built environments that are usable to the greatest extent possible by everyone, regardless of their age, ability, or status in life. Wheelchair ramps, essential for people in wheelchairs but also used by all, are a common example. There are also cabinets with pull-out shelves, kitchen counters at several heights to accommodate different tasks and postures, and low-floor buses that “kneel” (bring their front end to ground level, rather than on-board lifts).

Policy H.3.7 Support affordable rental and ownership housing ~~that is context sensitive~~ throughout the city especially in areas with good access to transit, employment, education and shopping.

Policy H.3.8 Ensure that affordable housing achieved through public incentives or assistance remains affordable for the longest possible term.

Policy H.3.9 Maintain a record of publicly owned land, and if land is determined to be surplus for public purposes and is suitable for housing, consider its use for ~~to~~ affordable housing ~~along with other alternative public benefit uses~~ with a preference for housing for low-income and very-low income households.

Goal H.4 Housing for People with Special Needs

Support a variety of housing opportunities to serve those with special needs.

Policy H.4.1 Support ways for older adults and people with disabilities to remain in the community as their housing needs change by encouraging universal design or retrofitting homes for lifetime use.

Policy H.4.2 Support a range of housing types for seniors; e.g., adult family homes, skilled nursing facilities, assisted living and independent living communities.

Policy H.4.3 Ensure development regulations allow for and have suitable provisions to accommodate housing opportunities for special needs populations in Sammamish.

Policy H.4.4 Encourage the geographic distribution of special needs housing throughout the city, understanding that some clustering of such housing may be appropriate if proximity to public transportation, employment opportunities, medical facilities or other services is necessary.

Policy H.4.5 Support public and private housing and services for people who are homeless.

Goal H.5 Regional Collaboration

Actively participate and coordinate with other agencies in efforts to meet regional housing needs.

- Policy H.5.1 Support the development of region-wide plans for housing affordable to households with moderate, low and very low incomes, including those with special needs.*
- Policy H.5.2 Support a coordinated regional approach to homelessness by supporting public and private housing and services for people who are homeless and work with other jurisdictions and health and social service organizations, including faith-based and other non-profit organizations, to develop a coordinated, regional approach to homelessness.*
- Policy H.5.3 Maintain membership in inter-jurisdictional agencies to promote affordable housing on the Eastside.*
- Policy H.5.4 Support and encourage housing legislation at the county, state, and federal levels that promotes the City's and region's housing goals and policies, including support for affordable and sustainable housing for all residents in the City and region.*

*Single family homes
near Allen Lake*



For more information, see
the recommended 2006
Housing Strategy Plan,
Exhibit A in Volume.II.H,
beginning on page H.77.

Goal H.6 Monitoring

Implement Housing Element goals in a manner that is effective, efficient and transparent.

- Policy H.6.1 Adopt a Housing Strategy Plan to outline benchmarks, steps and milestones toward implementation of this Housing Element.
- Policy H.6.2 Support regional housing strategies.
- Policy H.6.3 Monitor ~~regional~~ the city's housing supply, ~~and type with an eye toward~~ and affordability ~~and availability for all income levels, age categories, seniors and special needs populations~~ including measurable progress toward meeting a significant share of the countywide need for affordable housing for very low-, low-, and moderate-income households.
- Policy H.6.4 Evaluate and report on how the goals and policies of this Housing Element are being achieved.
- Policy H.6.5 ~~As needed,~~ On a regular basis, based on results of monitoring local data and effectiveness of local regulations and programs, reassess and adjust policies and strategies to meet local housing needs.



Meeting Date: November 15, 2016

Date Submitted: November 7, 2016

Originating Department: Community Development

Clearances:

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

Subject: A Public Hearing and Resolution on proposals for the 2017 Comprehensive Plan Docket

Action Required: Complete Public Hearing and approve Resolution

Exhibits:

1. Resolution
2. Information Sheets

Budget: N/A

Summary Statement: The City Council will hold a Public Hearing on proposed amendments to the Comprehensive Plan to be considered as part of the 2017 docket. The City Council will have the opportunity to approve or decline putting each of the eight submitted proposals on the 2017 docket, which if approved, become part of the City's work program.

Background: The Sammamish Municipal Code, in accordance with the Growth Management Act, allows the City to consider certain types of amendments to the Comprehensive Plan on an annual basis. These amendments fall into two categories: text amendments, which address technical updates and do not require substantive changes to policy language, and site-specific land use map amendments, which seek to change the future land use map zoning designation of an individual's or group of individuals' property.

The City accepted applications for Comprehensive Plan docket proposals from mid-August through September 30, 2016. The City received four citizen amendment proposals and submitted four proposals of its own. These amendments are outlined below; further information about each proposal is included as Exhibit 2.

The decision of whether to approve a proposal to be on the docket is based on the ability of the City to potentially make the amendment legally, as well as whether the City can complete the required legislative review process in a timely manner. Other consideration factors may include competing legislative priorities and how recent the information is being proposed for amendment. If any of the

proposals are approved and/or proposals are added by City Council, a full analysis of such would be placed on the City's 2017 work plan, and they would be returned to the Planning Commission and City Council for legislative review, recommendation and decision.

The Planning Commission deliberated on the proposed amendments at a study session on October 27, and at a Public Hearing on November 3, 2016. The Planning Commission issued a recommendation to City Council to add all eight proposals to the 2017 docket, but recognized the City Council may need to prioritize these proposals as part of a larger City wide work programming effort for 2017. The City Council discussed these docket proposals at a November 8 work session.

Initiator	Type	Description
Debbie Treen	Future Land Use Map Amendment	Change zoning of parcel 0624069056 from R-1 to R-4
Department of Community Development	Future Land Use Map Amendment	Change zoning of Mars Hill property from R-1/6 to Community Business
Department of Community Development	Future Land Use Map Amendment	Change zoning of Recreation Center property from R-12 and R-18 to Community Business
Jolie Imperatori on behalf of 5 property owners	Future Land Use Map Amendment	Change zoning of 7 parcels in NE corner of Sammamish from R-1 to R-4
MacLean Family LLC	Future Land Use Map Amendment	Change zoning of parcels 2224069064 (R-6) and 2224069065 (R-12) to Neighborhood Business
Department of Public Works	Text Amendment	Update concurrency project list, traffic impact fee, and Transportation Element
Department of Public Works	Text Amendment	Update Surfacewater level of service in Capital Facilities Element
Mary Wictor	Text Amendment	Amend Sensitive Area Overlay and Drainage Sub-basin maps and Salmonid Stream list, and add mention of new Stormwater Comprehensive Plan within Environment & Conservation Element

Financial Impact: There is no financial impact directly associated with approval of this Resolution.

Recommended Motion: Move to approve the Resolution included as Exhibit 1 setting the 2017 Comprehensive Plan docket and adding these proposals to the 2017 work program.

**CITY OF SAMMAMISH
WASHINGTON
Resolution No. R2016-__**

**A RESOLUTION OF THE CITY OF SAMMAMISH,
WASHINGTON RELATED TO SETTING THE
COMPREHENSIVE PLAN AMENDMENT DOCKET FOR
2017**

WHEREAS, the City of Sammamish plans under Chapter 36.70A RCW, the Growth Management Act (“GMA”), which requires cities to adopt a comprehensive plan that is consistent with the GMA and with county and regional planning policies;

WHEREAS, the City Council initially adopted the City’s Comprehensive Plan in 2003 by Ordinance O2003-130, and has adopted various subsequent revisions; and

WHEREAS, the City Council updated the Sammamish Comprehensive Plan in accordance with RCW 36.70A.130 on October 26, 2015 (“2015 Comprehensive Plan”) by adopting Ordinance O2015-396; and

WHEREAS, Sammamish Municipal Code (SMC) Chapter 24.15.040 authorizes the City to consider site-specific land use map amendments and text amendments to the Comprehensive Plan on an annual basis; and

WHEREAS, City staff solicited Comprehensive Plan amendment proposals from citizens and City departments in August and September 2016; and

WHEREAS, a total of eight proposals were submitted and deemed complete, including four from the general public and four from City departments; and

WHEREAS, proposals that are included on the 2017 docket will be added to the City’s 2017 work plan, thoroughly analyzed, and returned to the Planning Commission and City Council for consideration; and

WHEREAS, on October 27, 2016 the Planning Commission reviewed a staff memo and presentation describing the eight proposals; and

WHEREAS, on November 3, 2016, the Planning Commission held a public hearing on the proposals for the 2017 Comprehensive Plan docket, considered public comment, and made a recommendation to the City Council regarding which proposals to include on the 2017 docket; and

WHEREAS, on November 15, 2016, the City Council held a public hearing on the proposals for the 2017 Comprehensive Plan docket in order to provide further opportunity for public comment and participation;

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

Section 1. Docket Decision. The City Council of the City of Sammamish hereby approves the following proposals to be included on the 2017 Comprehensive Plan docket:

1. Debbie Treen
 - Amend future land use map designation of one parcel from Residential-1 (R-1) to R-4
2. Jolie Imperatori on behalf of five landowners
 - Amend future land use map designation of seven parcels from R-1 to R-4
3. Maclean Family LLC
 - Amend future land use map designation of two parcels from R-6 and R-12 to Neighborhood Business
4. City of Sammamish – Department of Community Development
 - Amend future land use map designation of Mars Hill Property from R-1 to Community Business
5. City of Sammamish – Department of Community Development
 - Amend future land use map designation of Recreation Center property from R-12 and R-18 to Community Business
6. City of Sammamish – Department of Public Works
 - Amend Transportation element to update the City's concurrency project list and the City's Traffic Impact Fee, as well as other traffic model updates reflecting growth and the annexation of Klahanie.
7. City of Sammamish – Department of Public Works
 - Amend Comprehensive Plan to be consistent with revised Storm and Surface Water Management Comprehensive Plan, Surface Water Design Manual, Public Works Standards and Low Impact Development codes, among other minor edits.
8. Mary Wictor
 - Amend Environment & Conversation element background information section to update maps and add to the list of streams of special significance.

PASSED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE _____ DAY OF NOVEMBER 2016.

CITY OF SAMMAMISH

Mayor Donald J. Gerend

ATTEST/AUTHENTICATED:

Melonie Anderson, City Clerk

Approved as to form:

Michael R. Kenyon, City Attorney

Filed with the City Clerk: November 9, 2016

Passed by the City Council:

Resolution No.: R2016-____



2017 COMPREHENSIVE PLAN DOCKET

SITE-SPECIFIC LAND USE MAP AMENDMENT PROPOSAL

Applicant

Debbie Treen

Parcel Information

Parcel Number	Size	Current Land Use Zoning	Future Land Use Zoning	Proposed Future Land Use Zoning
0624069056	1.61 acres	R-1	R-1	R-4

Description of Proposed Amendment and Summary of Applicant Justification

The applicant proposes changing the long-term zoning designation of her 1.6-acre site (parcel 0624069056), where there is currently one single-family residence, from Residential-1 (R-1) to R-4. The applicant’s parcel, along with a parcel across East Lake Sammamish Parkway that is not part of this proposal, are R-1 parcels surrounded by R-4 parcels. The applicant states that no change in land use is anticipated; she cites land use patterns supporting complementary and compatible development in support of her proposal.

Description of Site Geographic and Environmental Context

The property is accessible from East Lake Sammamish Road, which forms its eastern edge, and slopes downward to East Lake Sammamish Place. The residence is on the northern portion of the property. The property is within a number of environmentally sensitive area overlays, including an erosion hazard area, landslide hazard area, and a no-disturbance zone. The southern half of the property is dominated by an approximately 45% slope over about 100 feet, qualifying it to be designated as a steep slope hazard area.

Ability for Staff to Complete Analysis in 2017

The Department of Community Development has the resources to complete a full analysis and recommendation of this proposal, and recommends it for placement on the 2017 Comprehensive Plan docket.

Map

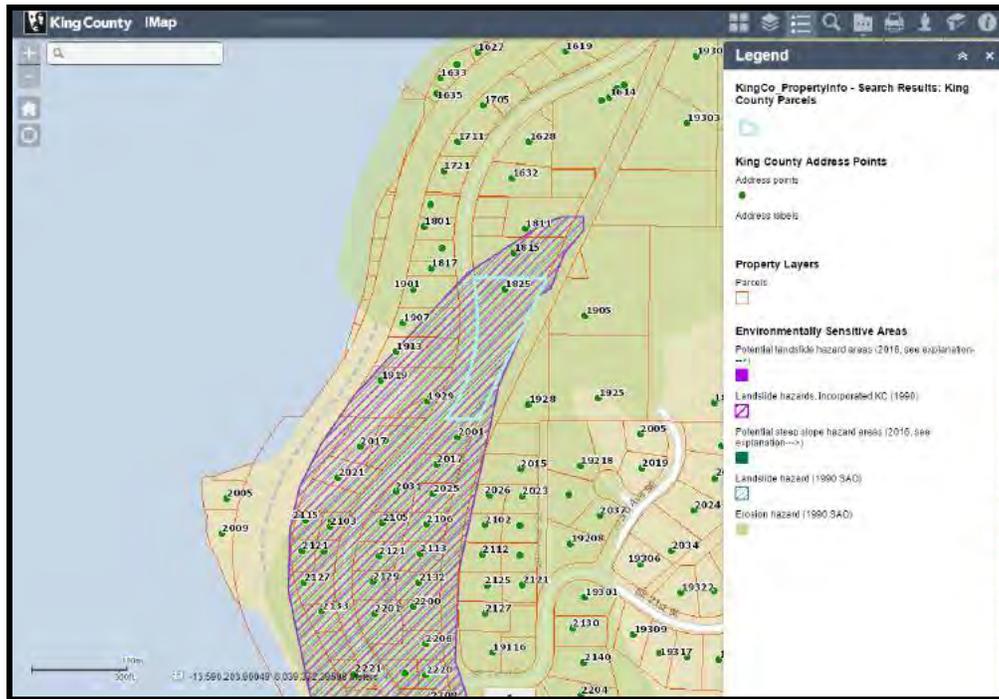


Figure 1: Treen property with environmentally sensitive area overlays

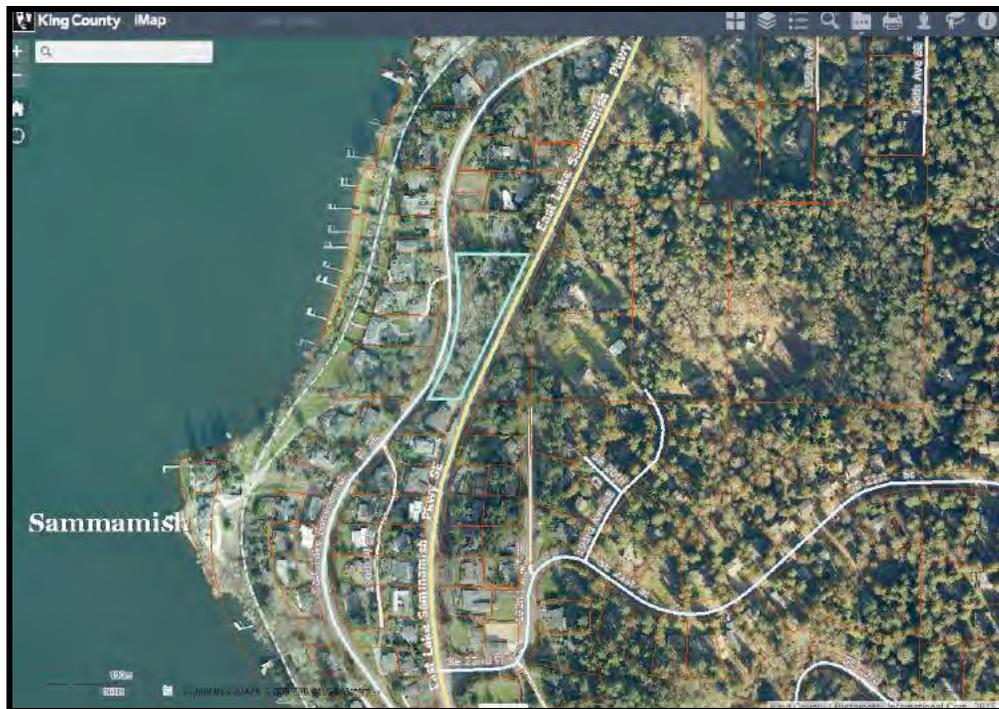


Figure 2: Aerial view of Treen property



2017 COMPREHENSIVE PLAN DOCKET

SITE-SPECIFIC LAND USE MAP AMENDMENT PROPOSAL

Applicant

Maclean Family LLC, c/o Gordon and Mickey Maclean

Parcel Information

Parcel Number	Size	Current Land Use Zoning	Future Land Use Zoning	Proposed Future Land Use Zoning
2224069064	7.34 acres	R-6	R-6	Neighborhood Business
2224069065	0.29 acres	R-12	R-12	Neighborhood Business

Description of Proposed Amendment and Summary of Applicant Justification

The applicant is requesting a comprehensive plan amendment to change the future land use map associated with the properties listed above. The request would subsequently change the future land use designation associated with the properties from R-6 and R-12 respectively to Neighborhood Business (NB), thus changing the use from residential to commercial.

The property is adjacent to a well-traveled intersection and residential development at the intersection is not the best and most efficient use of the property. The access severely limits what can be developed and the applicant believes neighborhood commercial or a childcare facility would be a better fit. Residential development would be hindered by the right-in-right-out access patterns on Issaquah Pine Lake Road and Issaquah Fall City Road. Most of the large property is wetland and unusable. The applicant is considering allowing the City to use the smaller parcel as a formal sign/gateway to the City.

Description of Site Geographic and Environmental Context

The properties are located at the intersection of Issaquah Pine Lake Road and Issaquah Fall City Road. The larger parcel contains a destroyed single family residence and associated accessory structures. The property slopes to a lower elevation north of the residence. A large wetland system exists at the bottom of the slope, which will limit the size of potential future development to the area south of the slope. The smaller parcel contains multiple significant, landmark, and heritage trees and is zoned at a higher

Exhibit 2

residential density. The intersection of Issaquah Pine Lake Road and Issaquah Fall City Road is well traveled and access to the site is limited.

Ability for Staff to Complete Analysis in 2017

The Department of Community Development has the resources to complete a full analysis and recommendation of this proposal, and recommends it for placement on the 2017 Comprehensive Plan docket.

Maps

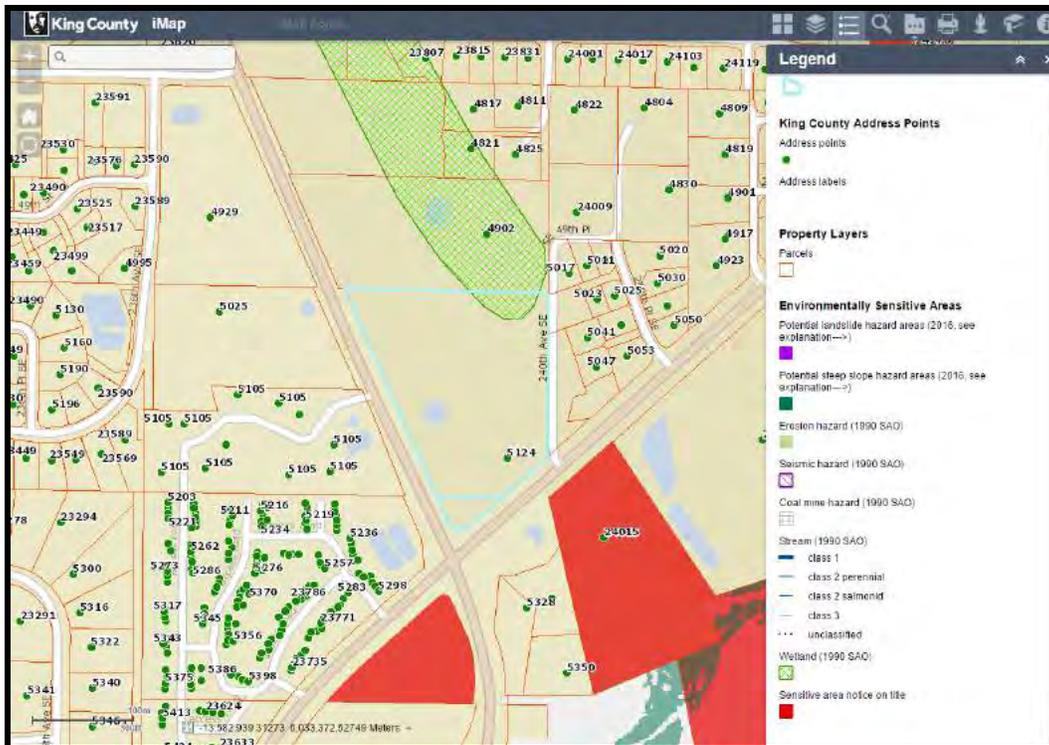


Figure 1: Maclean property with environmentally sensitive area overlays

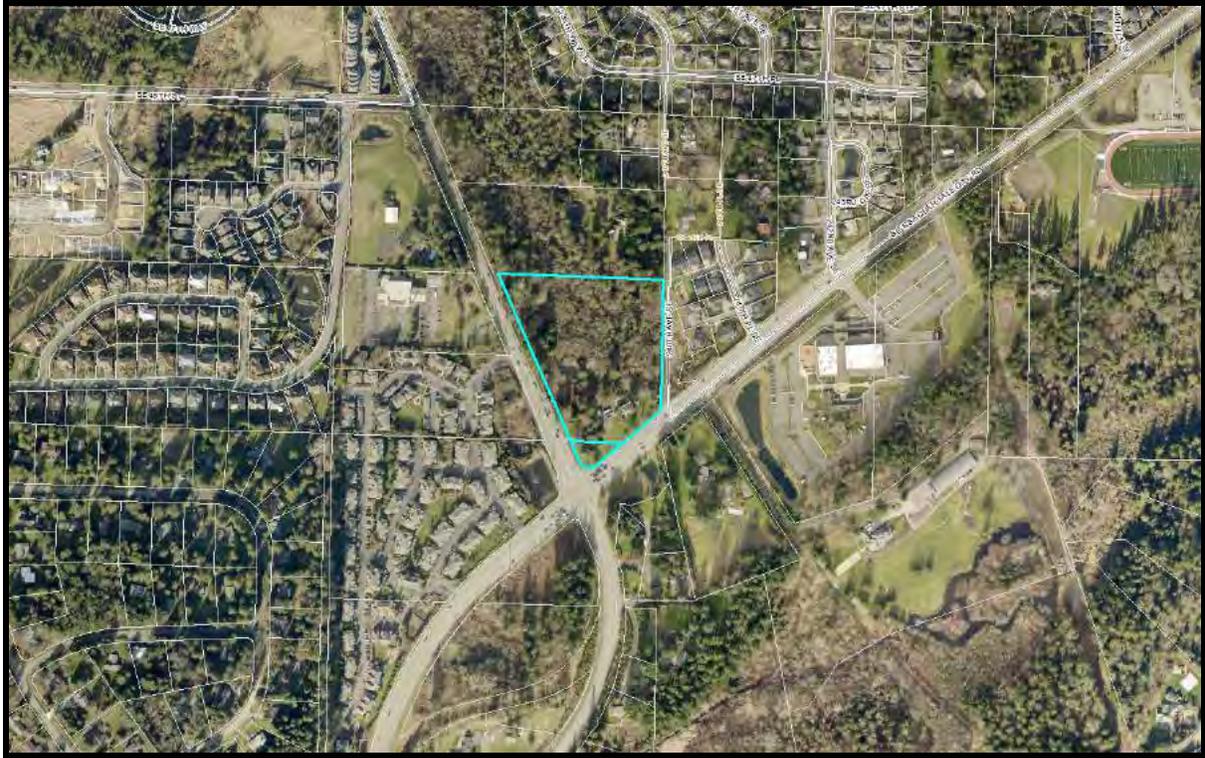


Figure 2: Aerial view of Maclean property



Figure 3: Existing zoning

Maclean Property

REVIEW



2017 COMPREHENSIVE PLAN DOCKET

SITE-SPECIFIC LAND USE MAP AMENDMENT PROPOSAL

Applicant:

Jolie Imperatori on behalf of 5 property owners

Parcel Information

Parcel Number	Size	Current Land Use Zoning	Future Land Use Zoning	Proposed Future Land Use Zoning
2325069039	4.85 acres	R-1	R-1	R-4
2325069083	2.25 acres	R-1	R-1	R-4
2325069024	4.95 acres	R-1	R-1	R-4
2325069025	1.82 acres	R-1	R-1	R-4
2325069040	7.48 acres	R-1	R-1	R-4
2325069044	2.77 acres	R-1	R-1	R-4
2325069067	3.17 acres	R-1	R-1	R-4

Description of Proposed Amendment and Summary of Applicant Justification

The applicant is requesting a comprehensive plan amendment to change the future land use map associated with the properties listed above. The request would subsequently change the future land use designation associated with the properties from R-1 to R-4, thus increasing the density allowed for these properties.

The Applicant insists the change would improve traffic congestion, bring sanitary sewerage to the neighborhood, and the change would be consistent with the zoning throughout the area.

The Applicant claims that this approach is the “best plan for growth and to look ahead for opportunities so that growth in Sammamish is wisely planned not crisis management, for sewers, water, roads, parks, and schools etc.”

Description of Site Geographic and Environmental Context

The majority of the properties contain single family residential structures that are situated near 244th Avenue NE. The properties are mostly forested as they extend geographically towards the east. The properties slope to a

Imperatori Properties

REVIEW

Exhibit 2



Figure 2: Aerial view of properties

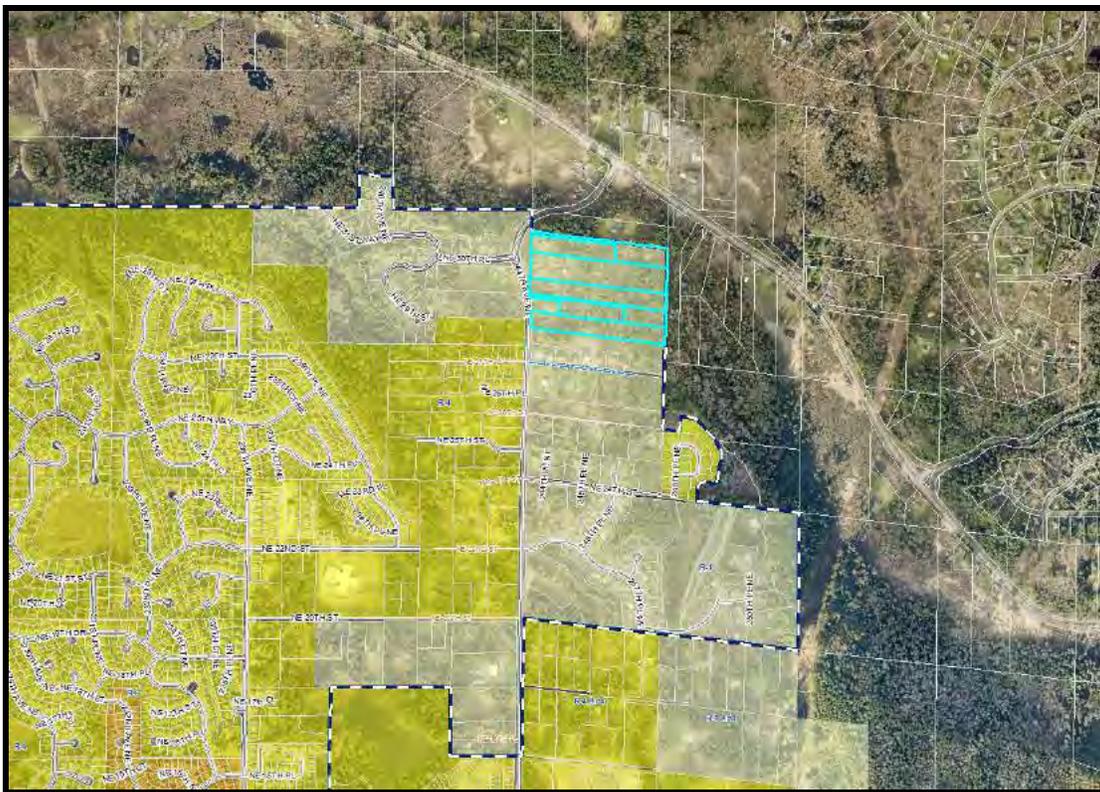


Figure 3: Existing zoning



2017 COMPREHENSIVE PLAN DOCKET

SITE-SPECIFIC LAND USE MAP AMENDMENT PROPOSAL

Applicant

City of Sammamish

Parcel Information

Parcel Number	Size	Current Land Use Zoning	Future Land Use Zoning	Proposed Future Land Use Zoning
2825069033	2.05 acres	R-12	R-12	Community Business
3325069178	0.17 acres	R-18	R-18	Community Business

Description of Proposed Amendment and Summary of Applicant Justification

The City proposes changing the long-term zoning designation of the 2.2-acre site known as the Recreation Center, currently leased to and operated by the Boys & Girls Club, from Residential-12 (R-12; parcel 2825069033) and R-18 (parcel 3325069178) to Community Business (CB). Originally a King County Library building, the City acquired the property in the spring of 2009, and has leased the property to the Boys & Girls Club since a renovation in 2011. Changing the zoning to CB retains the ability of the City to allow use of the property as a recreation facility while also potentially allowing for a range of other retail developments to complement the Inglewood CB zone in which it sits.

Description of Site Geographic and Environmental Context

The site, made up of two parcels, sits at the northwest corner of the intersection of 228th Ave SE, one of Sammamish's Principal Arterial roads, and NE Inglewood Hill Road, a minor arterial. The 2.2-acre site currently hosts the Sammamish EX3 Teen & Recreation Center, a 10,466-square foot building formerly occupied by a branch of the King County Library, along with approximately 70 parking spaces. The property has a dedicated ingress and egress from both the south-bound side of 228th Ave SE and the west-bound side of NE Inglewood Hill Road. The other three areas of the intersection of 228th and NE Inglewood Hill Road are occupied by commercial properties; to the west and north of the property are multi-family residences. There are no environmentally critical areas on either parcel. These properties are within the Inglewood Community Center zone.

Exhibit 2

Ability for Staff to Complete Analysis in 2017

The Department of Community Development has the resources to complete a full analysis and recommendation of this proposal, and recommends it for placement on the 2017 Comprehensive Plan docket.

Maps

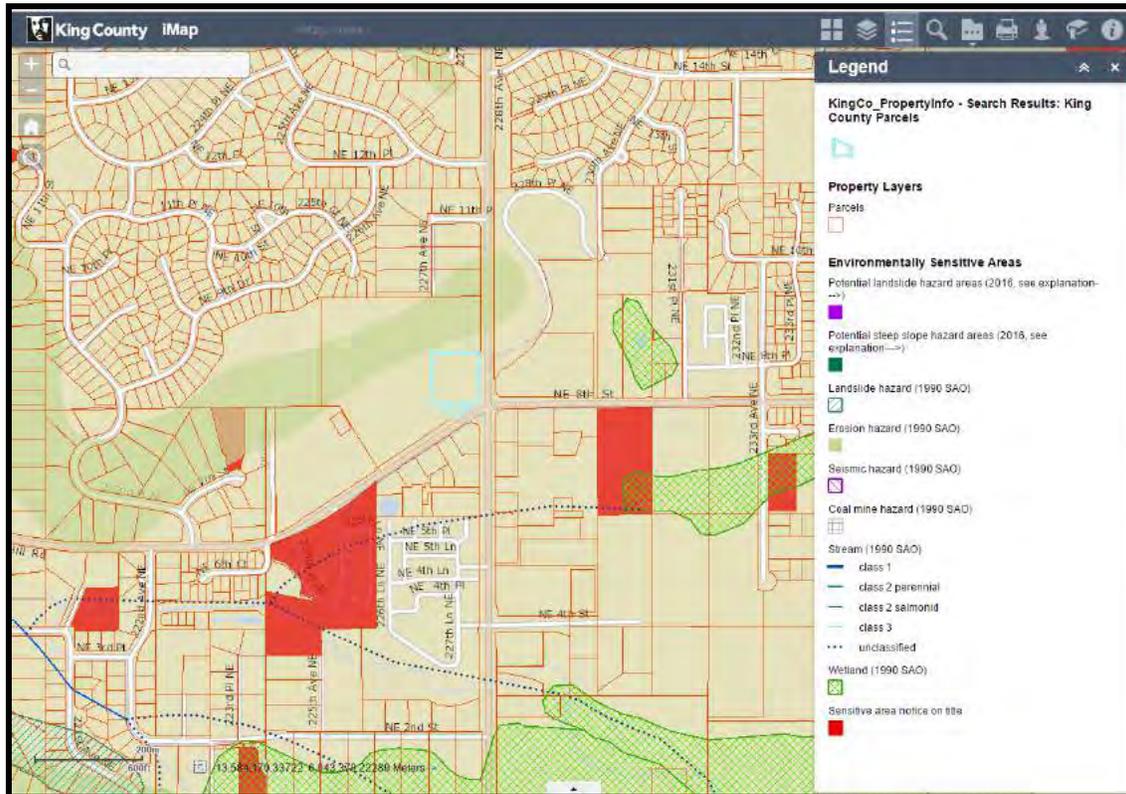


Figure 1: Recreation Center property with environmentally sensitive area overlays

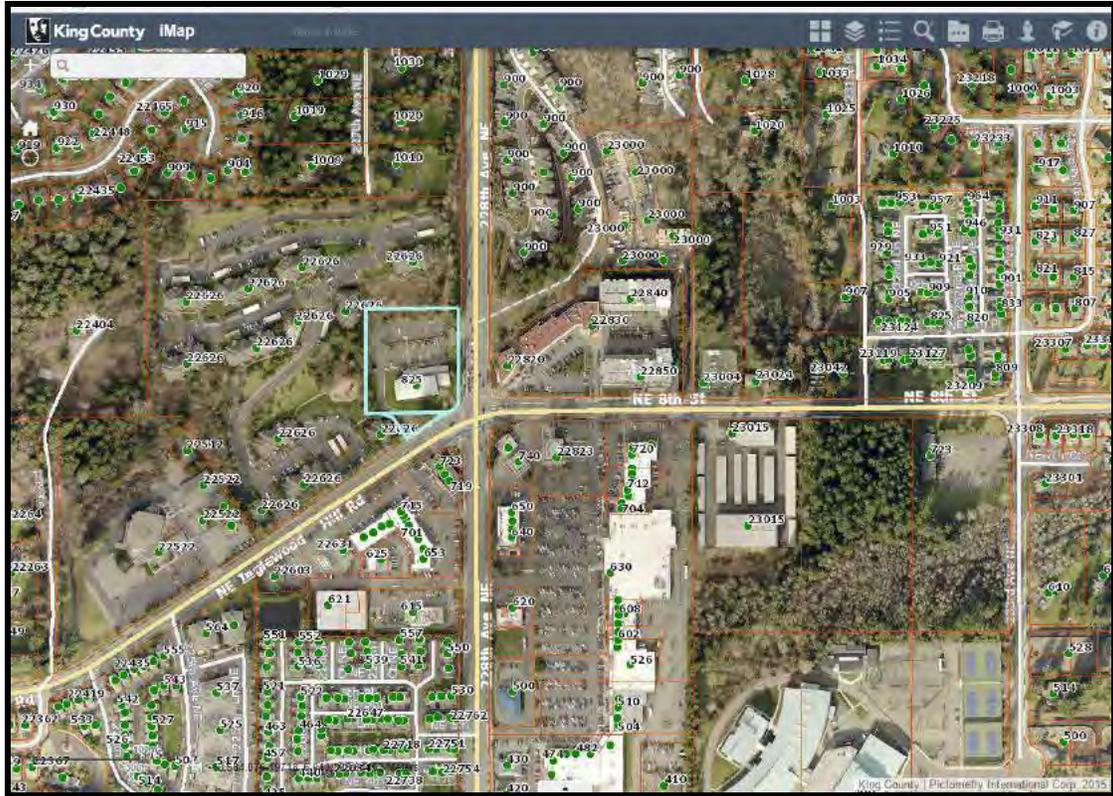


Figure 2: Aerial view of Recreation Center property



Figure 3: Existing Zoning



2017 COMPREHENSIVE PLAN DOCKET

SITE-SPECIFIC LAND USE MAP AMENDMENT PROPOSAL

Applicant

City of Sammamish

Parcel Information

Parcel Number	Size	Current Land Use Zoning	Future Land Use Zoning	Proposed Future Land Use Zoning
3425069017	21.54 acres	R-6 Interim	R-1	Community Business

Description of Proposed Amendment and Summary of Applicant Justification

The City proposes changing the future land use and zoning designations of the 21.5 acre former Mars Hill Property from Residential-1 (R-1) to Community Business (CB).

Changing the zoning to CB retains the ability of the City to allow for a range of other retail developments to complement the adjacent Inglewood CB zone and upcoming Town Center development. The presence of a 30,000-square foot building on the property makes it an unlikely site for residential development.

Description of Site Geographic and Environmental Context

The site is located in an urbanized area of the City on 228th Ave NE, which is a principal arterial and a major thoroughfare. The site is developed with an approximately 31,000 square foot building (built in 2008) and associated parking. The site is accessed from both E Main Street and 228th Ave NE.

Adjacent uses include a mix of undeveloped parcels, residential, and educational. A commercial shopping center and civic uses are within close proximity. Furthermore, the site is just outside of the City’s Town Center boundary.

The site is generally flat and immediately adjacent to wetlands associated with the George Davis Creek.

Ability for Staff to Complete Analysis in 2017

The Department of Community Development has the resources to complete a full analysis and recommendation of this proposal, and recommends it for placement on the 2017 Comprehensive Plan docket.

Mars Hill Property

REVIEW

Maps

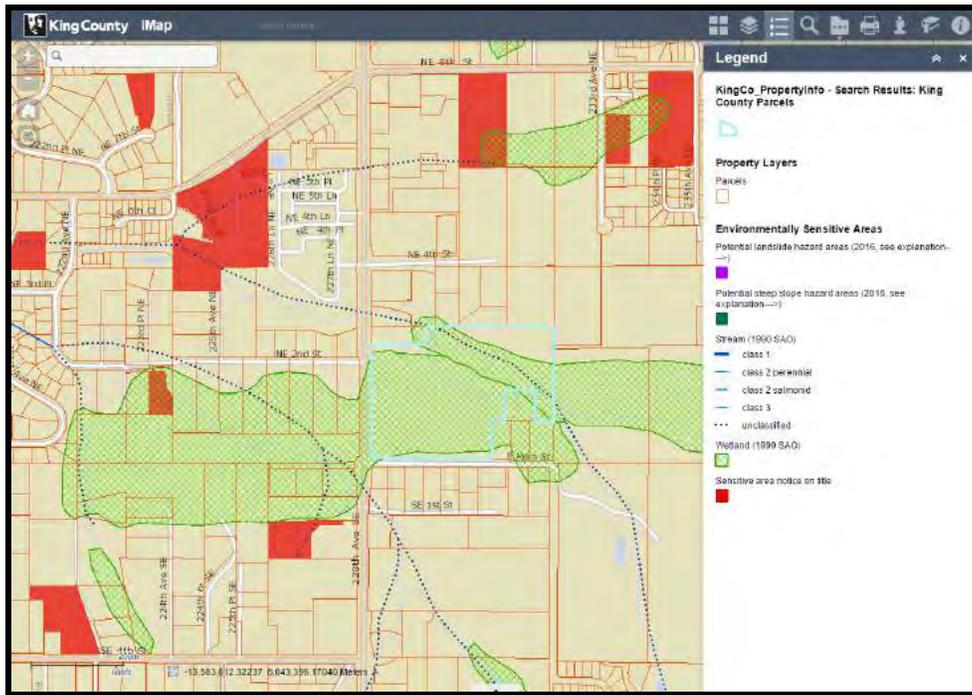


Figure 1: Mars Hill property with environmentally sensitive area overlays



Figure 2: Aerial view of Mars Hill property

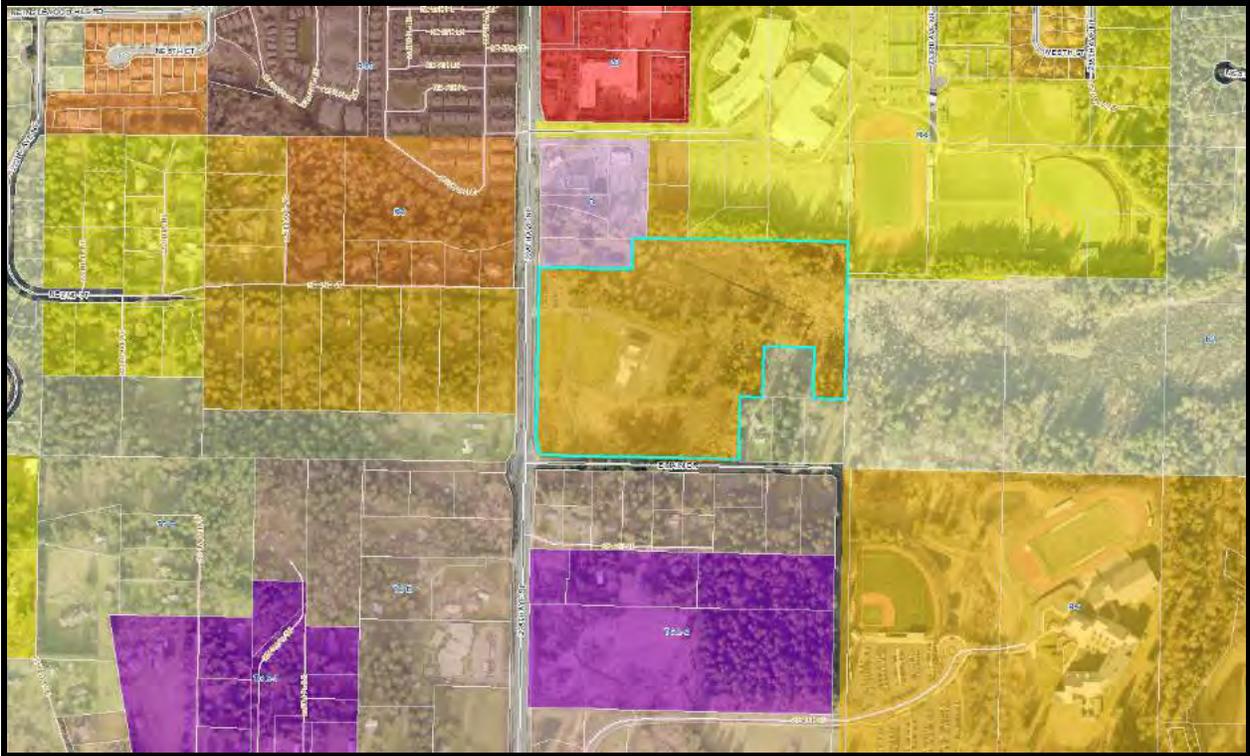


Figure 3: Existing Zoning



2017 COMPREHENSIVE PLAN DOCKET

TEXT AMENDMENT PROPOSAL

Applicant

City of Sammamish – Department of Public Works

Description of Proposed Amendment and Summary of Applicant Justification

The Department of Public Works is currently revising its Storm and Surface Water Management Comprehensive Plan, Surface Water Design Manual, Public Works Standards and Low Impact Development codes. Adoption of these documents by the City Council is planned by the end of 2016. The Department proposes edits to the 2015 Comprehensive Plan to make it consistent with the revised documents and to ensure clarity and consistency throughout our official documents. The City has also created a draft 2017-2022 Surface Water CIP list which needs to be incorporated by reference into the Comprehensive Plan. Staff would like to correct all of this information in preparation for Council adoption during the first half of 2017.

Ability for Staff to Complete Analysis in 2017

The Department of Community Development has the resources to complete a full analysis and recommendation of this proposal, and recommends it for placement on the 2017 Comprehensive Plan docket.



2017 COMPREHENSIVE PLAN DOCKET

TEXT AMENDMENT PROPOSAL

Applicant

City of Sammamish – Department of Public Works

Description of Proposed Amendment and Summary of Applicant Justification

The Department of Public Works proposes to amend the Transportation Element of the City's 2015 Comprehensive Plan. The amendment will provide updates to the City's concurrency project list and update the City's Traffic Impact Fee. The update will include the recently annexed Klahanie Area and incorporate the results of an update to the city's traffic model incorporating the May 2016 traffic counts and the installation of the adaptive traffic signal (ITS) controls along the 228th Avenue corridor. This update will also include all of the new development that has been completed in the city between May 2012 and May 2016. In addition, staff has discovered some information in the 2015 Comprehensive Plan Transportation Element that needs to be updated or revised in order to provide consistency of the information throughout the entire Element. Staff would like to correct all of this information in preparation of Council adoption of a revised Comprehensive Plan Transportation Element during the first half of 2017.

Ability for Staff to Complete Analysis in 2017

The Department of Community Development has the resources to complete a full analysis and recommendation of this proposal, and recommends it for placement on the 2017 Comprehensive Plan docket.



2017 COMPREHENSIVE PLAN DOCKET

TEXT AMENDMENT PROPOSAL

Applicant

Mary Wictor

Description of Proposed Amendment and Summary of Applicant Justification

The applicant proposes amending several sections of the Environment & Conversation background information section of the Comprehensive Plan. The proposed changes include the following:

- Amend the Special Overlays and Districts map on page EC.9 to include Landslide Hazard areas
- Amend the Drainage Subbasin Delineation map on page EC.10 to include the Zackuse and mid-Monohan subbasins
- Amend final paragraph on page EC.11 to include Zackuse Creek as a “stream of special significance”
- Amend second paragraph on page EC.13 to reflect newly adopted Stormwater Management Comprehensive Plan

Ability for Staff to Complete Analysis in 2017

The Department of Community Development has the resources to complete a full analysis and recommendation of this proposal, and recommends it for placement on the 2017 Comprehensive Plan docket.



Meeting Date: **November 15, 2016**

Date Submitted: **11/9/2016**

Originating Department: Community Development

Clearances:

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

Subject: Public Hearings for Ordinances amending the City's Comprehensive Plan to adopt the 2016 Capital Facilities Plans and adopting associated school impact fee schedules for the Snoqualmie Valley, Lake Washington, and Issaquah school districts.

Action Required: Complete Public Hearings and first readings of Ordinances

- Exhibits:**
1. Ordinance amending the Comprehensive Plan to adopt the Snoqualmie Valley School District's 2016 Capital Facilities Plan and 2017 impact fees
 2. 2016 Snoqualmie Valley School District Capital Facilities Plan
 3. Ordinance amending the Comprehensive Plan to adopt Lake Washington School District's 2016 Capital Facilities Plan and 2017 impact fees
 4. 2016 Lake Washington School District Capital Facilities Plan
 5. Ordinance amending the Comprehensive Plan to adopt the Issaquah School District's 2016 Capital Facilities Plan and 2017 impact fees.
 6. 2016 Issaquah School District Capital Facilities Plan

Budget: **N/A**

Summary Statement:

Each of the three school districts that serve the City of Sammamish have prepared updated six-year capital facility plans (CFPs) that they have shared with the City 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 multi-family housing units. The CFPs are referenced in Appendix B of the City's Comprehensive Plan. The proposed Ordinances would approve the new fees and replace the CFPs referenced in the Comprehensive Plan with the current versions.

Background:

The City collects school impact fees for the Issaquah, Lake Washington, and Snoqualmie Valley School Districts on each new dwelling unit that is located within those districts in Sammamish. The fees are held in a special interest-bearing account, and are distributed to the school districts on a monthly basis. The

adoption of the school district CFPs and Ordinances updating the new school impact fees contained therein are an annual process for the City. The amendment is required by RCW 82.02.050 for continued authorization to collect and expend impact fees. The fees help implement the capital facilities element of the 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.

The new school impact fees are as follows:

	Single Family Per Unit	Change from 2016	Multi-Family Per Unit	Change from 2016
Snoqualmie Valley SD	\$10,051.78	+\$1,560.92	\$1,290.75	-\$366.86
Lake Washington SD	\$10,822	+\$1,107	\$956	+\$140
Issaquah SD	\$7,921	+\$3,285	\$2,386	+\$852

The new fees will be collected beginning on January 1, 2017.

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 21, 2016.

Financial Impact:

N/A

Recommended Motion:

N/A. Second reading and adoption of these Ordinances is scheduled for December 6, 2016.

**CITY OF SAMMAMISH
WASHINGTON
ORDINANCE NO. O2016-____**

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, RCW 82.02 authorizes the City to impose and collect impact fees for public facilities which are addressed by the Capital Facilities Element of the Comprehensive Plan adopted and revised in compliance with RCW 36.70A.070; and

WHEREAS, Sammamish Municipal Code (SMC) 24.25.030 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, SMC 21A.105 sets forth the administrative provisions applicable to the calculation, collection and adjustment of school impact fees on behalf of the school district; and

WHEREAS, SMC 21A.105.080 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 2016 which establishes a revised impact fee schedule for single family housing units in the amount of \$10,051.78 per unit and for multifamily housing units in the amount of \$1,290.75 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), a non-project SEPA Determination of Non-significance was issued by the City on October 21, 2016; 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 November 15, 2016, 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 2016, attached hereto within Exhibit "A," into Volume II 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 \$10,051.78 per unit and for multifamily housing units in the amount of \$1,290.75 per unit.

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 beginning January 1, 2017.

ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE ____ DAY OF _____ 2016.

CITY OF SAMMAMISH

Mayor Donald J. Gerend

ATTEST/AUTHENTICATED:

Melonie Anderson, City Clerk

Approved as to form:

Michael R. Kenyon, City Attorney

Filed with the City Clerk: November 8, 2016
First Reading: November 15, 2016
Passed by the City Council:
Publication Date:
Effective Date: January 1, 2017

SNOQUALMIE VALLEY SCHOOL DISTRICT 410

CAPITAL FACILITIES PLAN 2016



Snoqualmie Valley School District No. 410 hereby provides to the King County Council this Capital Facilities Plan documenting the present and future school facility requirements of the District. The Plan contains all elements required by the Growth Management Act and King County Code Title 21A.43, including a six (6) year financing plan component.

Adopted on June 23, 2016

SNOQUALMIE VALLEY SCHOOL DISTRICT NO. 410

2016-2021
SIX-YEAR CAPITAL FACILITIES PLAN

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For information about this plan, call the District Business Services Office
(425.831.8011)

**Snoqualmie, Washington
(425) 831-8000**

Board of Directors

	<u>Position Number</u>	<u>Term</u>
Geoff Doy, President	2	1/1/16 - 12/31/19
Tavish MacLean, Vice-President	1	1/1/14 - 12/31/17
Carolyn Simpson	3	1/1/16 - 12/31/19
Marci Busby	4	1/1/14 - 12/31/17
Dan Popp	5	1/1/16 - 12/31/19

Central Office Administration

Superintendent	G. Joel Aune
Assistant Superintendent - Teaching & Learning	Jeff Hogan
Assistant Superintendent - Finance & Operations	Ryan Stokes
Executive Director of Student Services	Nancy Meeks
Executive Director of Secondary Education and Instructional Support	Ruth Moen
Executive Director of Elementary Education	Dan Schlotfeldt

Snoqualmie Valley School District No. 410
Snoqualmie, Washington

Administration Building

8001 Silva Ave S.E., P.O. Box 400
Snoqualmie, WA 98065
(425) 831-8000

G. Joel Aune, Superintendent

Mount Si High School

8651 Meadowbrook Way S.E.
Snoqualmie, WA 98065
John Belcher, Principal

Cascade View Elementary

34816 SE Ridge Street
Snoqualmie, WA 98065
Jim Frazier, Principal

Mount Si H.S Freshman Campus

9200 Railroad Ave S.E.
Snoqualmie, WA 98065
Vernie Newell, Principal

Snoqualmie Elementary

39801 S.E. Park Street
Snoqualmie, WA 98065
John Norberg, Principal

Two Rivers School

330 Ballarat Ave.
North Bend, WA 98045
Amy Montanye-Johnson, Principal

North Bend Elementary

400 East Third Street
North Bend, WA 98045
Stephanie Shepherd, Principal

Fall City Elementary

33314 S.E. 42nd
Fall City, WA 98027
Monica Phillips, Principal

Chief Kanim Middle School

32627 S.E. Redmond-Fall City Rd.
P.O. Box 639
Fall City, WA 98024
Michelle Trifunovic, Principal

Timber Ridge Elementary

34412 SE Swenson Drive
Snoqualmie, WA 98065
Amy Wright, Principal

Twin Falls Middle School

46910 SE Middle Fork Road
North Bend, WA 98045
Jeff D'Ambrosio, Principal

Opstad Elementary

1345 Stilson Avenue S.E.
North Bend, WA 98045
Ryan Hill, Principal

Section 1. Executive Summary

This Six-Year Capital Facilities Plan (the “Plan”) has been prepared by the Snoqualmie Valley School District (the “District”) as the organization’s primary facility planning document, in compliance with the requirements of the State of Washington's Growth Management Act and King County Code 21A.43. This plan was prepared using data available Spring 2016 and is consistent with prior capital facilities plans adopted by the District. However, it is not intended to be the sole plan for all of the organization's needs.

In order for impact fees to be collected in the unincorporated areas of King County, the King County Council must adopt this plan as proposed by the District. The Snoqualmie Valley School District also includes the incorporated cities of Snoqualmie and North Bend, as well as a portion of the city of Sammamish. The cities of Snoqualmie, North Bend, and Sammamish have each adopted a school impact fee policy and ordinance similar to the King County model.

Pursuant to the requirements of the Growth Management Act and the local implementing ordinances, this plan will be updated on an annual basis with any changes in the fee schedule adjusted accordingly. See Appendix A for the current single family residence and multi-family residence calculations.

The District’s Plan establishes a "standard of service" in order to ascertain current and future capacity. This standard of service is reflective of current student/teacher ratios that the District hopes to be able to maintain during the period reflected in this Capital Facilities Plan. The Standard of Service has been updated to incorporate anticipated class size reduction at the K-3 level, but **does not** incorporate additional class size reductions for all other grades, as outlined in Initiative 1351, which was approved by voters in November 2014. Future updates to this plan will consider incorporating those class sizes as more details surrounding the implementation of Initiative 1351 are known.

It should also be noted that although the State Superintendent of Public Instruction establishes square foot guidelines for capacity funding criteria, those guidelines do not account for the local program needs in the District. The Growth Management Act and King County Code 21A.43 authorize the District to make adjustments to the standard of service based on the District's specific needs.

In general, the District's current standard provides the following (see Section 2 for additional information):

School Level	Target Average Student/Teacher Ratio
Elementary	20 Students
Middle	27 Students
High	27 Students

Exhibit 1

School capacity is based on the District standard of service and use of existing inventory. Existing inventory includes both permanent and relocatable classrooms (i.e. portable classroom units). Using reduced class size at the K-3 level, the District's current overall permanent capacity is 5,265 students (with an additional 1,738 student capacity available in portable classrooms). October enrollment for the 2015-16 school year was 6,322 full time equivalents ("FTE"). FTE enrollment is projected to increase by 21% to 7,570 in 2021, based on the mid-range of enrollment projections provided by a third-party demographer. Washington State House Bill 2776, which was enacted in 2010, requires all kindergarten classes in the State to convert to full day kindergarten by 2018. The District is converting to full day kindergarten in 2016. This transition doubles the number of classrooms needed for kindergarteners, including those which require additional special educational services. HB 2776 also stipulates K-3 class sizes to be reduced to 17 students per teacher by 2018 (down from the 25:1 currently funded). This transition will also significantly increase the number of classrooms needed to adequately serve our grades 1-3 population.

Though areas of growth are seen in various areas of the District, the most notable growth continues to be in the Snoqualmie Ridge and North Bend areas. United States Census data was recently released, which indicated the City of Snoqualmie as the fastest growing city in the State over the past decade, with 35% of the population under the age of 18. The cities of Snoqualmie and North Bend both anticipate future housing growth beyond 2021, while growth in unincorporated King County and the city of Sammamish should experience minimal housing growth in the District, unless annexations occur.

Such large and sustained growth continues to create needs for additional classroom inventory. Previously, those needs have been addressed via the construction of Cascade View Elementary in 2005 and Twin Falls Middle School in 2008. In February 2009, voters in the Snoqualmie Valley School District passed a bond which funded the addition of 12 relocatable classrooms at Mount Si High School. This measure was meant to be a stopgap to address immediate overcrowding at the high school while a long-term solution was developed for the capacity needs at the high school level. After a two-year study which involved staff, parents and members of the community, a plan was developed and approved by the School Board to annex Snoqualmie Middle School and convert it into a 9th grade campus as part of Mount Si High School in the fall of 2013. While this plan was initiated to provide a long-term capacity solution for high school students, the creation of a 9th grade campus was also expected to facilitate a more successful student transition into high school, increase overall graduation rates, provide leadership opportunities for 9th graders, and allow for the introduction of STEM (science, technology, engineering and math) focused delivery of instruction.

In order to address the immediate resulting capacity needs at the middle school level caused by the annexation, the District anticipated utilizing additional relocatables until additional, permanent secondary capacity could be constructed in Snoqualmie. After a bond for a replacement middle school fell one vote short of obtaining the requisite 60% approval of the voters, the board voted in March 2012 to continue with plans to annex SMS as a 9th grade campus and contract from three to two middle schools in the fall of 2013.

In 2013, the board initiated a feasibility study to re-assess all possible alternatives to provide additional secondary capacity in the school district, including a replacement middle school or an expanded and remodeled Mount Si High School.

Exhibit 1

In the Fall of 2014, the Board concluded that it would pursue an expanded Mount Si High School and proceeded to adopt a 2015 bond proposition to construct a newly expanded Mount Si High School with modernization of certain existing components. The bond proposition was passed by the voters in February, 2015.

The expanded and modernized Mount Si High School will facilitate the relocation of the freshman campus onto the main high school campus, which in turn creates needed middle school capacity by converting the current Freshman Campus back to a middle school (Snoqualmie Middle School). Due to constraints at the Mount Si main campus, land needed to be acquired in order to provide the requisite amount of parking to adequately serve the expanded high school as well as to meet zoning requirements. Further, the main campus site does not currently have the requisite space for contractor/construction staging areas. The anticipated first phase of construction would occur in the site's existing parking lot, meaning off-site or other parking solutions will need to be provided during construction. Additional land acquisition would help to address these needs, as well as identified overflow parking needs related to the high school operation. The bond proposition also did not address the need for expanded field capacity to adequately serve the anticipated larger student body. The District is currently working on land acquisition and/or alternative field solutions in order to address those known capacity needs.

The 2015 voter-approved proposition also included funds to construct a new Elementary School #6 (Timber Ridge Elementary). The construction of Timber Ridge will provide initial capacity at all elementary schools to implement full day kindergarten, reduce K-3 class sizes and provide for enrollment growth, as all District elementary schools underwent a re-boundary process in preparation for the opening of Timber Ridge. Elementary capacity calculated in this plan incorporates the lower K-3 class sizes that should be fully implemented by 2018. At those capacity levels, the District's elementary population is currently at capacity. Future enrollment growth, when combined with these reduced class sizes, will require additional future elementary school capacity. Relocatable classrooms may provide some short-term relief. However, many of the District's current elementary schools have reached the capacity to add more portable classrooms due to a number of factors, including: land availability, building code restrictions, and capacity of corresponding common areas such as parking, bathrooms, specialist classrooms and building support services. As such, the District anticipates the need for a 7th Elementary School in 2021 in order to provide adequate capacity for future enrollment growth.

Middle school level capacity shortfalls are projected during the construction of Mount Si High School, and will likely be addressed first via conversion of computer labs into general education classrooms until the reinstatement of Snoqualmie Middle School as part of the high school expansion project noted above. If the classroom conversions do not provide sufficient capacity relief at the middle school level prior to the time that Snoqualmie Middle School is brought back online as a middle school facility, the district would need to purchase additional relocatable classrooms.

Section 2. Current District "Standard of Service"
(as defined by King County Code 21A.06)

King County Code 21A.06 refers to a “standard of service” that each school district must establish in order to ascertain its overall capacity. The standard of service identifies the program year, the class size, the number of classrooms, students and programs of special need, and other factors (determined by the district), which would best serve the student population. Relocatables (i.e. portable classroom units) may be included in the capacity calculation using the same standards of service as the permanent facilities.

The standard of service outlined below reflects only those programs and educational opportunities provided to students that directly affect the capacity of the school buildings. The special programs listed below require classroom space; thus, the permanent capacity of some of the buildings housing these programs has been reduced in order to account for those needs. Standard of Service has been updated to incorporate anticipated class size reduction at the K-3 level, but **does not** incorporate additional class size reductions for all other grades, as outlined in Initiative 1351, which was approved by voters in November 2014. Future updates to this plan will consider incorporating those class sizes as more details surrounding the implementation of Initiative 1351 are known.

Standard of Service for Elementary Students

- Average target class size for grades K – 2: 17 students
- Average target class size for grade 3: 17 students
- Average target class size for grades 4-5: 27 students
- Special Education for students with disabilities may be provided in a self-contained classroom. Average target class size: 12 students

Identified students will also be provided other special educational opportunities in classrooms designated as follows:

- Resource rooms
- Computer rooms
- English Language Learners (ELL)
- Education for disadvantaged students (Title I)
- Gifted education (Hi-C)
- District remediation programs
- Learning assisted programs
- Severely behavior disordered
- Transition room
- Mild, moderate and severe disabilities
- Preschool programs

Standard of Service for Secondary Students

- Average target class size for grades 6-8: 27 students
- Average target class size for grades 9-12: 27 students
- Average target class size for Two Rivers School: 20 students
- Special Education for students with disabilities may be provided in a self-contained classroom. Average target class size: 12 students

Identified students will also be provided other special educational opportunities in classrooms designated as follows:

- English Language Learners (ELL)
- Resource rooms (for special remedial assistance)
- Computer rooms
- Daycare programs

The District's ultimate goal is to provide a standard of service of 17 students per classroom for kindergarten through grade 3, and 25 students per classroom in grades 4 through 5. However, as the District is dependent upon increased State funding for the requisite teaching positions and currently lacks sufficient classroom capacity, it will take a number of years before the District's goal is feasible.

Room Utilization at Secondary Schools

It is not possible to achieve 100% utilization of regular teaching stations because of scheduling conflicts for student programs, the need for specialized rooms for certain programs, and the need for teachers to have a work space during their planning periods. Based on actual utilization due to these considerations, the district has determined a standard utilization rate of 83% (5 out of 6 periods) for secondary schools.

This utilization rate is consistent with information recently reported to the Board by NAC Architecture as part of a recent capacity analysis of Mount Si High School. The results of the capacity analysis concluded that 80% utilization is a realistic benchmark for utilization in that building.

Section 3. Inventory and Evaluation of Current Permanent Facilities

The District's current overall capacity after consideration for smaller class sizes in grades K-3 is 7,003 students (5,265 in permanent classrooms and 1,738 in relocatable classrooms). October student enrollment for the 2015-16 school year was 6,322 full time equivalents ("FTE"). FTE enrollment, based on the mid-range of recent third-party demographic projections, is expected to increase by 20% to 7,570 FTE students in 2021, which includes the impact of converting to full day kindergarten in 2016.

Calculations of elementary, middle, and high school capacities have been made in accordance with the current standards of service. Due to changes in instructional programs, student needs (including special education) and other current uses, some changes in building level capacity have occurred at some schools. An inventory of the District's schools arranged by level, name, and current permanent capacity are summarized in the following table. In addition, a summary of overall capacity and enrollment for the next six years is discussed further in Section 7.

The physical condition of the District's facilities was evaluated by the 2012 State Study and Survey of School Facilities completed in accordance with WAC 180-25-025. As schools are modernized, the State Study and Survey of School Facilities report is updated. That report is incorporated herein by reference.

Inventory of Permanent School Facilities and Related Program Capacity 2016

ELEMENTARY LEVEL				
Facility	Address	Grade Span	Permanent Capacity *	2015-16 FTE Enrollment **
CASCADE VIEW	34816 SE Ridge Street Snoqualmie, Washington	K thru 5	460	617
FALL CITY	33314 SE 42nd Place Fall City, Washington	K thru 5	320	592
NORTH BEND	400 E 3rd Street North Bend, Washington	K thru 5	304	547
OPSTAD	1345 Stilson Av SE North Bend, Washington	K thru 5	420	563
SNOQUALMIE	39801 SE Park Street Snoqualmie, Washington	K thru 5 & Preschool	280	653
TIMBER RIDGE	34412 SE Swenson Drive Snoqualmie, Washington	K thru 5	584	0
Total Elementary School			2,368	2,972
MIDDLE SCHOOL LEVEL				
Facility	Address	Grade Span	Permanent Capacity *	2015-16 FTE Enrollment **
CHIEF KANIM	32627 SE Redmond-Fall City Fall City, Washington	6, 7 & 8	593	760
TWIN FALLS	46910 SE Middle Fork Road North Bend, Washington	6, 7 & 8	615	778
Total Middle School			1,208	1,538
HIGH SCHOOL LEVEL				
Facility	Address	Grade Span	Permanent Capacity *	2015-16 FTE Enrollment **
MOUNT SI	8651 Meadowbrook Way SE Snoqualmie, Washington	9 thru 12	1,218	1,121
MOUNT SI FRESHMAN CAMP	9200 Railroad Ave SE Snoqualmie, Washington	9	471	507
TWO RIVERS	330 Ballarat, North Bend, WA	7 thru 12	0	100
Total High School			1,689	1,728
TOTAL DISTRICT			5,265	6,238

* Does not include capacity for special programs as identified in Standards of Service section 1.10.1
 ** Difference between enrollment (pg. 13) is due to rounding, Parent Partner Program, and out-of-district placements.

Section 4. Relocatable Classrooms

For a definition of relocatables and permanent facilities, see Section 2 of King County Code 21A.06.

The District inventory includes 84 relocatable classrooms that provide standard capacity and special program space as outlined in Section 2. The District inventory of portables provides approximately 25% of capacity District-wide. Based on projected enrollment growth and timing of anticipated permanent facilities, the district anticipates the need to acquire additional relocatables at the elementary and middle school level during the next six-year period.

As enrollment fluctuates, relocatables provide flexibility to accommodate immediate needs and interim housing. Because of this, new and modernized school sites are all planned to accommodate the potential of adding relocatables in order to address temporary fluctuations in enrollment. In addition, the use and need for relocatables will be balanced against program needs. Relocatables are not a solution for housing students on a permanent basis, and the District would like to reduce the percentage of students that are housed in relocatable classrooms.

The cost of relocatables also varies widely based on the location and intended use of the classrooms.

The District has an additional 15 relocatable classrooms in its inventory that are used for special program purposes or districtwide support services and are not available for regular classroom needs.

Section 5. Six Year Enrollment Projections

The District contracts with Educational Data Solutions, LLC (“EDS”) to project student enrollment over the next six years. EDS provides the District a low, middle and high-range projections that are based on historic growth trends, future building plans and availability, birth rates, as well as economic and various other factors that contribute to overall population growth. Based on the mid-range projection provided in November 2015 by EDS, enrollment is expected to increase by 1,248 students (20%) over the next six years.

The enrollment projections shown below have been adjusted beginning in 2016 to account for the conversion of half-day kindergarten students to full-day kindergarten students, as required by Washington State House Bill 2776, which was enacted in 2010. While this change does not increase the number of students (headcount) projected to attend our District over the next six years, it does increase the need for additional classroom capacity as these students will now be attending our buildings for the full day and will require twice the amount of space as their half-day counterparts. This adjustment results in an increase of approximately 260 FTE kindergarteners beginning in 2016.

**Snoqualmie Valley School District No. 410
Actual Full-Time Equivalent Enrollment through 2015 and Projected Enrollment from 2016 through 2021**

GRADE:	Actual	Enrollment Projections through 2021 *												
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Kindergarten **	223	234	236	233	257	245	267	241	502	534	546	564	572	554
1st Grade	480	504	505	490	495	540	530	578	522	543	576	585	604	611
2nd Grade	511	489	530	501	491	504	559	536	591	539	562	590	598	621
3rd Grade	504	512	491	522	510	509	515	567	549	605	553	571	599	610
4th Grade	481	505	527	493	534	517	509	566	596	568	627	568	585	617
5th Grade	484	481	506	517	492	528	538	526	582	600	579	632	573	594
K-5 Subtotal	2,683	2,725	2,795	2,756	2,779	2,843	2,918	3,014	3,342	3,389	3,443	3,510	3,531	3,607
6th Grade	414	472	475	491	504	472	514	570	518	580	599	577	629	570
7th Grade	437	416	469	480	488	512	481	525	575	527	590	608	586	638
8th Grade	441	426	430	473	481	476	505	486	523	579	532	594	612	589
6-8 Subtotal	1,292	1,314	1,374	1,444	1,473	1,460	1,500	1,581	1,616	1,686	1,721	1,779	1,827	1,797
9th Grade	431	476	431	408	467	477	489	525	497	531	587	539	602	618
10th Grade	402	403	420	400	406	473	469	473	520	480	512	566	520	578
11th Grade	415	391	383	385	364	369	396	357	404	466	431	459	507	465
12th Grade	306	359	346	372	410	363	388	372	384	405	468	432	458	505
9-12 Subtotal	1,554	1,629	1,580	1,565	1,647	1,682	1,742	1,727	1,805	1,882	1,998	1,996	2,087	2,166
K-12 TOTAL	5,529	5,668	5,749	5,765	5,899	5,985	6,160	6,322	6,763	6,957	7,162	7,285	7,445	7,570
	2.0%	2.5%	1.4%	0.3%	2.3%	1.5%	2.9%	2.6%	7.0% **	2.9%	3.0%	1.7%	2.2%	1.7%

* Enrollment Projections above reflect Mid-range enrollment projections provided by Educational Data Solutions, LLC (EDS) in November 2015.

** Kindergarteners are considered 1/2 FTE until 2016, when kindergarten classes transition to full day programming. EDS enrollment projections have been adjusted to reflect this change.

Section 6. Six-Year Planning and Construction Plan

The District plans to use the following strategies in order to address future needs districtwide:

- Construction of new schools: opening of Timber Ridge Elementary School, full reconstruction and expansion of MSHS, and planning and construction of a new elementary school;
- Reinstatement of Snoqualmie Middle School upon partial completion of high school expansion and relocation of current Freshman Campus onto existing main campus location;
- Use of additional relocatables to provide housing of students not provided for under other strategies;
- Acquisition of land related to additional parking and construction requirements for the MSHS projects
- Field improvements needed to serve the expanded capacity at MSHS.
- Acquisition of land needed for expansion of transportation facility needs related to growth.

In the Fall of 2014, the Board concluded that it would pursue an expanded Mount Si High School and proceeded to adopt a 2015 bond proposition to construct a newly expanded Mount Si High School with modernization of certain existing components. The bond proposition was passed by the voters in February, 2015.

The expanded and modernized Mount Si High School will facilitate the relocation of the freshman campus onto the main high school campus, which in turn creates needed middle school capacity by converting the current Freshman Campus back to a middle school (Snoqualmie Middle School). Due to constraints at the Mount Si main campus, land needed to be acquired in order to provide the requisite amount of parking to adequately serve the expanded high school as well as to meet zoning requirements. Further, the main campus site does not currently have the requisite space for contractor/construction staging areas. The anticipated first phase of construction would occur in the site's existing parking lot, meaning off-site or other parking solutions will need to be provided during construction. Additional land acquisition would help to address these needs, as well as identified overflow parking needs related to the high school operation. The bond proposition also did not address the need for expanded field capacity to adequately serve the anticipated larger student body. The District is currently working on land acquisition and/or alternative field solutions in order to address those known capacity needs.

The 2015 voter-approved proposition also included funds to construct a new Elementary School #6 (Timber Ridge Elementary). The construction of Timber Ridge will provide initial capacity at all elementary schools to implement full day kindergarten, reduce K-3 class sizes and provide for enrollment growth, as all District elementary schools underwent a re-boundary process in preparation for the opening of Timber Ridge. Elementary capacity calculated in this plan incorporates the lower K-3 class sizes that should be fully implemented by 2018. At those capacity levels, the District's elementary population is currently at capacity. Future enrollment growth, when combined with these reduced class sizes, will require additional future elementary school capacity. Relocatable classrooms may provide some short-term relief. However, many of the

Exhibit 1

District's current elementary schools have reached the capacity to add more portable classrooms due to a number of factors, including: land availability, building code restrictions, and capacity of corresponding common areas such as parking, bathrooms, specialist classrooms and building support services. As such, the District anticipates the need for a 7th Elementary School in 2021 in order to provide adequate capacity for future enrollment growth.

Additionally, the bond proposition included consideration for the construction of a separate preschool facility that will serve the growing special education needs of our District. This facility would increase the capacity at the elementary schools which currently house our preschool program, and will allow for expansion of our preschool capacity in response to overall population growth.

Middle school level capacity shortfalls are projected during the construction of Mount Si High School, and will likely be addressed first via conversion of computer labs into general education classrooms until the reinstatement of Snoqualmie Middle School as part of the high school expansion project noted above. If the classroom conversions do not provide sufficient capacity relief at the middle school level prior to the time that Snoqualmie Middle School is brought back online as a middle school facility, the district would need to purchase additional relocatable classrooms.

The District also needs to identify additional land to adequately serve enrollment growth. The District's current transportation facility is inadequate for meeting the District's needs. The District has no space at the current facility to park additional busses, which are needed to meet the growing student population. In planning for the most recent bond measure, the Board considered adding a new transportation facility to the project list. In an attempt to control the overall cost of the bond proposition, this facility was the first capital improvement left off of the prioritized list of needed improvements recommended by administration. However, at a minimum, additional land must be identified in the near future to meet short term needs, even prior to securing funding for a full-scale transportation facility that will support the future enrollment growth of the district.

Section 7. Six-Year Classroom Capacities: Availability/Deficit Projections

After considering K-3 class size reductions to quantify current capacity, future enrollment projections, and added capacity from construction plans discussed in previous sections above, the following table summarizes permanent and relocatable projected capacity to serve our students during the periods of this Plan.

As demonstrated in the table, the District has continuing permanent capacity needs at ALL levels. Many of those needs will be addressed with the opening of Elementary #6 (Timber Ridge Elementary School) and expansion of Mount Si High School. However, given the conversion to full day kindergarten and reduced elementary class sizes required by 2018, combined with current enrollment growth from new development, even after opening Timber Ridge, the District will face a need to plan for additional capacity at the K-5 level. Some of those additional capacity needs will need to be addressed in the short-term with relocatables. The construction of Elementary #7 will address the longer-term capacity needs.

As summarized in the table, the District currently has 25% of its classroom capacity in relocatable classrooms. With the addition of relocatable classrooms and the construction of two new facilities over the period of this Plan, the District would have 19% of its classroom capacity in relocatable classrooms in 2021, assuming older relocatable classrooms are not removed from service.

The District will continue to work towards reducing the percentage of students housed in relocatable classrooms, as well as monitoring the future elementary school needs in the district.

PROJECTED CAPACITY TO HOUSE STUDENTS

Elementary School K-5

PLAN YEARS: *	2016	2017	2018	2019	2020	2021
Permanent Capacity**	2,368	2,368	2,468	2,468	2,468	2,468
New Construction: <i>Preschool, ES#7</i>		100	-	-	-	584
Permanent Capacity subtotal:	2,368	2,468	2,468	2,468	2,468	3,052
Projected Enrollment (including Full Day K):	3,342	3,389	3,443	3,510	3,531	3,607
Surplus/(Deficit) of Permanent Capacity:	(974)	(921)	(975)	(1,042)	(1,063)	(555)
Portable Capacity Available:	920	920	920	920	1,000	1,000
Portable Capacity Changes (+/-):	-	-	-	80	-	-
Surplus/(Deficit) with Portables:	(54)	(1)	(55)	(42)	(63)	445

Middle School 6-8

PLAN YEARS: *	2016	2017	2018	2019	2020	2021
Permanent Capacity	1,208	1,208	1,208	1,208	1,679	1,679
Conversion of Freshman Campus to MS	-	-	-	471	-	-
Permanent Capacity subtotal:	1,208	1,208	1,208	1,679	1,679	1,679
Projected Enrollment:	1,616	1,686	1,721	1,779	1,827	1,797
Surplus/(Deficit) of Permanent Capacity:	(408)	(478)	(513)	(100)	(148)	(118)
Portable Capacity Available:	359	359	439	439	506	506
Portable Capacity Changes (+/-):	-	80	-	67	-	-
Surplus/(Deficit) with Portables:	(49)	(39)	(74)	406	358	388

High School 9-12

PLAN YEARS: *	2016	2017	2018	2019	2020	2021
Permanent Capacity	1,689	1,689	1,689	1,689	2,100	2,300
New Construction: MSHS expansion	-	-	-	411	200	-
Total Capacity:	1,689	1,689	1,689	2,100	2,300	2,300
Projected Enrollment:	1,805	1,882	1,998	1,996	2,087	2,166
Surplus/(Deficit) Permanent Capacity:	(116)	(193)	(309)	104	213	134
Portable Capacity Available:	593	459	459	459	100	100
Portable Capacity Changes (+/-):	(134)	-	-	(359)	-	-
Surplus/(Deficit) with Portables:	343	266	150	204	313	234

K-12 TOTAL

PLAN YEARS: *	2016	2017	2018	2019	2020	2021
Total Permanent Capacity:	5,265	5,365	5,365	6,247	6,447	7,031
Total Projected Enrollment:	6,763	6,957	7,162	7,285	7,445	7,570
Surplus/(Deficit) Permanent Capacity:	(1,498)	(1,592)	(1,797)	(1,038)	(998)	(539)
Total Portable Capacity	1,738	1,818	1,818	1,606	1,606	1,606
Total Permanent and Portable Capacity	7,003	7,183	7,183	7,853	8,053	8,637
Surplus/(Deficit) with Portables:	240	226	21	568	608	1,067

* Plan Years are calendar years; projected enrollment listed above represents fall enrollment of that year.

** The opening of Timber Ridge is incorporated into Permanent Capacity beginning in 2016

Section 8. Impact Fees and the Finance Plan

The school impact fee formula ensures that new development only pays for the cost of the facilities necessitated by new development. The following impact fee calculations examine the costs of housing the students generated by each new single family dwelling unit and each new multi-family dwelling unit. These are determined using student generation factors, which indicate the number of students that each dwelling produces based on recent historical data. The student generation factor is applied to the anticipated school construction costs (construction cost only, **not** total project cost), which is intended to calculate the construction cost of providing capacity to serve each new dwelling unit during the six year period of this Plan. The formula does not require new development to contribute the costs of providing capacity to address needs created by existing housing units.

The construction cost, as described above, is reduced by any State matching dollars anticipated to be awarded to the District, and the present value of future tax payments related to the debt service on school construction bonds. This adjusted construction cost quantifies the cost of additional capacity per new residence during the six year period of this Plan.

However, in accordance with the regulations of King County and the cities of Sammamish, Snoqualmie and North Bend, the local community must share 50% of each cost per new residence. As such, the final impact fee proposed by the District to its respective municipalities for collection reflects this additional required reduction to the cost per new residence.

The finance plan below demonstrates how the Snoqualmie Valley School District plans to finance improvements for the years 2016 through 2021. The financing components are primarily composed of secured funding (via the recently approved bond proposition). The District currently owns land in Snoqualmie for the new elementary school #7. In addition, districtwide field improvements will be needed in order to provide adequate field capacity for an expanded Mount Si High School. The District must also plan for additional land and facilities to meet identified transportation facility needs. Future updates to this Plan will include updated information regarding these capacity-related projects and their associated construction costs.

For the purposes of this Plan's construction costs, the District is using current cost estimates for the Mount Si High School project and actual costs of recent relocatable acquisitions and the construction of Timber Ridge. These costs include an adjustment for expected cost escalation through the anticipated bid year of each anticipated project.

The District has also updated State match availability estimates from OSPI. A district can be eligible for potential State matching funds for 1) new construction, and 2) modernization/new-in-lieu construction. The calculation for matching funds are grouped and calculated as K-8 and 9-12 capacity.

For purposes of the Impact Fee calculation, only new construction matching funds are applicable. Timber Ridge Elementary qualified for new construction state matching funds. Mount Si High School expansion and rebuild project is anticipated to qualify for modernization matching funds for most of the existing square footage of the building.

Exhibit 1

Based on the most recent OSPI estimates using the 2021 enrollment projections, the District would not qualify for State matching funds for the new construction of Elementary #7. The OSPI calculation is based on K-8 capacity. When the current Freshman Campus is converted back to a middle school, that building is added to the overall K-8 capacity and currently would prevent the District from qualifying for K-8 state matching funds for new construction.

2016 FINANCING PLAN

Facility:	Estimated Cost	Unsecured Source of Funds:			Secured Source of Funds:		
		Bonds/Local	State Match*	Impact Fees	Bonds	State Match	Impact Fees
MSHS New/Modernization, Land Acquisition and Field Improvements	\$208,200,000 ¹	\$0	\$19,000,000	\$1,000,000	\$188,200,000	\$0	\$0
Preschool	\$4,300,000 ¹	\$0	\$0	\$200,000	\$4,000,000	\$0	\$100,000
Elementary School #7	\$38,000,000 ¹	\$0	\$0	\$1,000,000	\$37,000,000	\$0	\$0
Portable Classrooms - ES-MS	\$1,280,000 ¹	\$0	\$0	\$380,000	\$0	\$0	\$900,000
Land Acquisition/Development - Transportation Facility Expansion	\$2,000,000 ¹	TBD	\$0	TBD	\$0	\$0	\$0

* Note that State Match funds will be held and used to offset costs of unforeseen conditions, unanticipated cost escalation, and/or project change orders, etc. At the completion of construction of all projects in the 2015 Bond Proposition, any unused State Match funds will be used to pay down principal outstanding on remaining debt. Such funds may also be used to make other capital improvements to the facilities of the District, but only after holding a public hearing thereon pursuant to RCW 28A.530.020.

¹ Listed here are estimated total project costs as adjusted for cost escalation through anticipated bid year.

Please note that only construction cost (not total anticipated project cost) is used in the calculation of school impact fees. Those are estimated as follows:

Added Elementary School Capacity:
 Added High School Capacity:

Estimated total project cost = \$38,000,000 Estimated cost of construction = \$28,334,000.
 Estimated total project cost = \$208,200,000 Estimated cost of construction = \$150,300,000.

Appendix A: Single Family Residence Impact Fee Calculation

Site Aquisition Cost Per Residence

Formula: ((Acres x Cost per Acre) / Facility Size) x Student Factor

	Site Size	Cost / Acre	Facility Size	Student Factor	
Elementary	15	\$0	n/a	0.4590	\$0.00
Middle	25	\$0	n/a	0.1790	\$0.00
High	40	\$0	n/a	0.1460	\$0.00
A----->					\$0.00

Permanent Facility Construction Cost Per Residence

Formula: ((Facility Cost / Facility Capacity) x Student Factor) x (Permanent/Total Footage Ratio)

	Facility Cost	Facility Capacity	Student Factor	Footage Ratio	
Elementary	\$28,334,000	584	0.4590	0.8912	\$19,846.45
Middle	\$0	0	0.1790	0.9397	\$0.00
High	\$150,300,000	2,300	0.1460	0.9703	\$9,257.42
B----->					\$29,103.87

Temporary Facilities Cost Per Residence

Formula: ((Facility Cost / Facility Capacity) x Student Factor) x (Temporary/Total Footage Ratio)

	Facility Cost	Facility Capacity	Student Factor	Footage Ratio	
Elementary	\$160,000	20	0.4590	0.1088	\$399.51
Middle	\$160,000	27	0.1790	0.0603	\$63.96
High	\$0	0	0.1460	0.0297	\$0.00
C----->					\$463.47

State Match Credit Per Residence (if applicable)

Formula: Current Construction Cost Allocation x SPI Footage x District Match x Student Factor

	CCCA	SPI Footage	District Match	Student Factor	
Elementary	\$213.23	90	0.00%	0.4590	\$0.00
Middle	\$213.23	108	n/a	0.1790	n/a
High	\$213.23	130	n/a	0.1460	n/a
D----->					\$0.00

Tax Credit Per Residence

Average Residential Assessed Value	\$472,599
Current Debt Service Tax Rate	\$2.3800
Annual Tax Payment	\$1,124.79
Bond Buyer Index Annual Interest Rate	3.27%
Discount Period (Years Amortized)	10
TC----->	\$9,463.79

Fee Per Residence Recap:

Site Acquisition Cost	\$0.00
Permanent Facility Cost	\$29,103.87
Temporary Facility Cost	\$463.47
Subtotal	\$29,567.34
State Match Credit	\$0.00
Tax Payment Credit	(\$9,463.79)
Subtotal	\$20,103.55
50% Local Share	(\$10,051.78)
Impact Fee, net of Local Share	\$10,051.78

Appendix A: Multi-Family Residence Impact Fee Calculation

Site Acquisition Cost Per Residence

Formula: ((Acres x Cost per Acre) / Facility Size) x Student Factor

	Site Size	Cost / Acre	Facility Size	Student Factor	
Elementary	15	\$0	n/a	0.1120	\$0.00
Middle	25	\$0	n/a	0.0360	\$0.00
High	40	\$0	n/a	0.0340	\$0.00
A----->					\$0.00

Permanent Facility Construction Cost Per Residence

Formula: ((Facility Cost / Facility Capacity) x Student Factor) x (Permanent/ Total Footage Ratio)

	Facility Cost	Facility Capacity	Student Factor	Footage Ratio	
Elementary	\$28,334,000	584	0.1120	0.8912	\$4,842.68
Middle	\$0	0	0.0360	0.9397	\$0.00
High	\$150,300,000	2,300	0.0340	0.9703	\$2,155.92
B----->					\$6,998.60

Temporary Facilities Cost Per Residence

Formula: ((Facility Cost / Facility Capacity) x Student Factor) x (Temporary/ Total Footage Ratio)

	Facility Cost	Facility Capacity	Student Factor	Footage Ratio	
Elementary	\$160,000	20	0.1120	0.1088	\$97.48
Middle	\$160,000	27	0.0360	0.0603	\$12.86
High	\$0	0	0.0340	0.0297	\$0.00
C----->					\$110.34

State Match Credit Per Residence (if applicable)

Formula: Current Construction Cost Allocation x SPI Footage x District Match x Student Factor

	CCCA	SPI Footage	District Match %	Student Factor	
Elementary	\$213.23	90	0.00%	0.1120	\$0.00
Middle	\$213.23	108	n/a	0.0360	\$0.00
High	\$200.40	130	n/a	0.0340	\$0.00
D----->					\$0.00

Tax Credit Per Residence

Average Residential Assessed Value	\$226,090
Current Debt Service Tax Rate	\$2.3800
Annual Tax Payment	\$538.09
Bond Buyer Index Annual Interest Rate	3.27%
Discount Period (Years Amortized)	10
TC----->	
	\$4,527.45

Fee Per Residence Recap:

Site Acquisition Cost	\$0.00
Permanent Facility Cost	\$6,998.60
Temporary Facility Cost	\$110.34
Subtotal	\$7,108.94
State Match Credit	\$0.00
Tax Payment Credit	(\$4,527.45)
Subtotal	\$2,581.49
50% Local Share	(\$1,290.75)
Impact Fee, net of Local Share	\$1,290.75

Appendix B: Composite Student Generation Factors

Single Family Dwelling Unit:

	Issaquah	Lake Wash.	Average:
Elementary	0.481	0.437	0.459
Middle	0.203	0.155	0.179
High	0.183	0.108	0.146
Total:	0.867	0.700	0.784

Multi Family Dwelling Unit:

	Issaquah	Lake Wash.	Average:
Elementary	0.153	0.071	0.112
Middle	0.057	0.014	0.036
High	0.051	0.017	0.034
Total:	0.261	0.102	0.182

Notes: The above student generation rates represent unweighted averages, based on adjacent school districts.

Ordinance No. 10162, Section R., Page 5: lines 30 thru 35 & Page 6: line 1:
 "Student factors shall be based on district records of average actual student generation rates for new developments constructed over a period of not more than five (5) years prior to the date of the fee calculation: provided that, if such information is not available in the district, data from adjacent districts, districts with similar demographics, or county wide averages may be used."

**CITY OF SAMMAMISH
WASHINGTON
ORDINANCE NO. O2016-____**

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, RCW 82.02 authorizes the City to impose and collect impact fees for public facilities which are addressed by the Capital Facilities Element of the Comprehensive Plan adopted and revised in compliance with RCW 36.70A.070; and

WHEREAS, Sammamish Municipal Code (SMC) 24.25.030 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, SMC 21A.105 sets forth the administrative provisions applicable to the calculation, collection and adjustment of school impact fees on behalf of the school district; and

WHEREAS, SMC 21A.105.080 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 2016-2021 which establishes a revised impact fee schedule for single family housing units in the amount of \$10,822 per unit and for multifamily housing units in the amount of \$956 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), a non-project SEPA Determination of Non-significance was issued by the City on October 21, 2016; 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 November 15, 2016, 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 2016-2021, attached hereto within Exhibit "A," into Volume II 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 \$10,822 per unit and for multifamily housing units in the amount of \$956 per unit.

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 beginning January 1, 2017.

ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE ____ DAY OF _____ 2016.

CITY OF SAMMAMISH

Mayor Donald J. Gerend

ATTEST/AUTHENTICATED:

Melonie Anderson, City Clerk

Approved as to form:

Michael R. Kenyon, City Attorney

Filed with the City Clerk: November 8, 2016
First Reading: November 15, 2016
Passed by the City Council:
Publication Date:
Effective Date: January 1, 2017

Six-Year Capital Facility Plan

2016 - 2021



Carl Sandburg Elementary

Board Adopted: June 6, 2016

Lake Washington School District #414

Serving Redmond, Kirkland, Sammamish, and King County, Washington

Lake Washington School District #414
Serving Redmond, Kirkland, Sammamish, and King County, Washington

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Nancy Bernard, President

Christopher Carlson, Vice President

Siri Bliesner

Mark Stuart

Eric Laliberte

SUPERINTENDENT

Dr. Traci Pierce

**Lake Washington School District's
Six-Year Capital Facilities Plan
2016-2021**

**For information about this plan, call the District Support Services Center
(425.936.1108)**

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I. Executive Summary

This Six-Year Capital Facilities Plan (the "plan") has been prepared by the Lake Washington School District (the "district"). It is the organization's primary facility planning document in compliance with the requirements of the State of Washington's Growth Management Act and King County Code 21A.43. This plan was prepared using data available in the spring of 2016.

King County was the first jurisdiction in the State of Washington to adopt a Growth Management Act school impact fee ordinance in 1991 (with fee collection first becoming effective in 1992). The King County Council adopted the ordinance, including the school impact fee formula, following a stakeholder process that included representatives from school districts and the development community. The adopted formula requires that the calculated fee be reduced by fifty percent. This discount factor was negotiated as a part of the stakeholder process. Most cities in King County (and in other areas) adopted the King County school impact fee formula, including the discount factor, in whole as a part of their school impact fee ordinances.

In order for impact fees to be collected in the unincorporated areas of King County, the King County Council must adopt this plan. The cities of Redmond, Kirkland and Sammamish have each adopted a school impact fee policy and ordinance similar to the King County model.

Pursuant to the requirements of the Growth Management Act and the local implementing ordinances, this plan will be updated on an annual basis with any changes in the fee schedule adjusted accordingly. See *Appendix B* for the current single-family calculation and *Appendix C* for the current multi-family calculation.

The district's capital facilities plan establishes a "standard of service" in order to ascertain current and future capacity. This plan reflects the current student/teacher standard of service ratio and service model for other special programs. Future state funding decisions could have an additional impact on class sizes and facility needs.

While the State Superintendent of Public Instruction establishes square foot guidelines for funding, those guidelines do not account for the local program needs in the district. The Growth Management Act and King

I. Executive Summary (continued)

County Code 21A.43 authorize the district to determine a standard of service based on the district's specific needs.

The district's current standard provides the following (see *Section III* for specific information):

Grade Level	Target Teacher-Student Ratio
K-1	20 Students
2-3	23 Students
4-5	27 Students
6-8	30 Students
9-12	32 Students

School capacity is based on the district standard of service and the existing inventory of available classrooms, including both permanent and relocatable (portable) classrooms. As shown in *Appendix A*, the district's overall total capacity is 29,239, including permanent capacity of 25,479 and 3,760 in relocatables. Student headcount enrollment as of October 1, 2015 was 27,830.

The district experienced actual growth of 1,114 students in 2015. A six-year enrollment projection, as required for this plan, is shown in *Table 1*. During the six-year window from 2016 to 2021, enrollment is projected to increase by 3,501 students to a total of 31,331. An additional 814 students are expected from 2021 to 2023. Growth is projected at all grade levels.

The Lake Washington School District is the fastest growing school district in King County and one of the fastest growing school districts in the state. The district went from being the sixth largest school district in the state to fourth largest in 2015. The most significant growth continues to be in the Redmond and Kirkland areas. However, growth is also happening in the Sammamish area and some areas in unincorporated King County. Enrollment growth has resulted in overcrowding in many district schools.

In December 2014, a Long-Term Facilities Planning Task Force, comprised of representatives from each of the district's schools and community

I. Executive Summary (*continued*)

members, was convened to develop recommendations on long-term facilities planning. From December 2014 to October 2015, this Task Force and a smaller Working Subcommittee met 20 times to learn about and have detailed discussions on topics ranging from construction costs to classroom space usage to facilities funding. In November 2015, the Board of Directors accepted the recommendations of the Task Force.

The recommendations provide a 15-year framework with the overall approach to building new schools to address capacity as the priority. Subsequent to the work of the Task Force, the district proposed a bond measure for April 2016. Voters approved that bond measure which includes funding for the following projects:

- A new elementary school in North Redmond with a capacity of 550 students
- A new elementary school in Redmond Ridge East with a capacity of 550
- A new middle school in Redmond Ridge with a capacity for 900 students
- Rebuilding and expanding Juanita High School from a capacity of 1,296 to 1,800 students (an increase of 504 students)
- Rebuilding and expanding Kirk Elementary School for a capacity of 550 based on K-3 class size reduction (an increase of 190 students)
- Rebuilding and expanding Mead Elementary School for a capacity of 550 based on K-3 class size reduction (an increase of 158 students)
- Repurposing Old Redmond School House to be a preschool building to free up space at elementary schools
- Rebuilding Explorer Elementary School

In addition, within the six-year window of this plan, the framework of the long term plan includes a future bond measure proposed for 2018. The projects anticipated in the 2018 bond include:

- A new elementary school in the Kirkland area
- Rebuild and enlarge Alcott Elementary School
- Rebuild and enlarge Kamiakin Middle School
- An addition and expansion of Lake Washington High School
- A Choice high school in the Eastlake or Redmond areas
- Property for new schools
- A financing plan is included in *Section VIII*.

II. Six-Year Enrollment Projection and Long Term Planning

Six-Year Enrollment Projection

The district developed long-term enrollment projections to assess facility capacity needs in preparation for a 2016 bond measure. Based on these projections the district expects enrollment to increase by over 3,501 students from the 2016 school year through 2021.

The district experienced actual growth of 1,114 students in 2015. A six-year enrollment projection, as required for this plan, is shown in *Table 1*. During the six-year window from 2016 to 2021, enrollment is projected to increase by 3,501 students resulting in a 12.6% over the current student population. Growth is expected to significantly impact all grade levels. Enrollment growth of an additional 814 students is expected through 2023.

Student enrollment projections have been developed using two methods: (1) *cohort survival* – which applies historical enrollment trends to the classes of existing students progressing through the system; and (2) *development tracking* – which projects students anticipated from new development. The cohort survival method was used to determine base enrollments. Development tracking uses information on known and anticipated housing development. This method allows the district to more accurately project student enrollment resulting of new development by school attendance area.

Cohort Survival

King County live birth data is used to predict future kindergarten enrollment. Actual King County live births through 2014 are used to project kindergarten enrollment through the 2019-2020 school year. After 2020, the number of live births is based on King County projections. Historical data is used to estimate the future number of kindergarten students that will generate from county births. For other grade levels, cohort survival trends compare students in a particular grade in one year to the same group of students in prior years. From this analysis a cohort survival trend is determined. This trend shows if the cohort of students is increasing or decreasing in size. This historical trend can then be applied to predict future enrollment.

II. Six-Year Enrollment Projection and Long Term Planning
(continued)

Development Tracking

In order to ensure the accuracy and validity of enrollment projections, a major emphasis has been placed on the collection and tracking of data of 99 known new housing developments within the district. This information is obtained from the cities and county and provides the foundation for a database of known future developments, as well as city and county housing growth targets. This assures the district's plan is consistent with the comprehensive plans of the local permitting jurisdictions. Contact is made with each developer annually to determine the number of homes to be built and the anticipated development schedule.

Student Generation Rates

Developments that are near completion, or have been completed, within the last five years are used to forecast the number of students generated by new development. District wide statistics show that each new single-family home currently generates a 0.437 elementary student, 0.155 middle school student, and 0.108 senior high student, for a total of 0.700 school-age child per single family home (see *Appendix B*). New multi-family housing units currently generate an average of 0.071 elementary student, 0.014 middle school student, and 0.017 senior high student for a total of 0.102 school age child per multi-family home (see *Appendix C*). Since 2015 the total of the student generation numbers has increased for both single-family developments and multi-family developments. These student generation factors (see *Appendix D*) are used to forecast the number of students expected from the new developments that are planned over the next six years.

III. Current District "Standard of Service"

King County Code 21A.06 refers to a "standard of service" that each school district must establish in order to ascertain its overall capacity. The standard of service identifies the program year, the class size, the number of classrooms, students and programs of special need, and other factors determined by the district, which would best serve the student population. Relocatables (i.e. portable classroom units) may be included in the capacity calculation using the same standards of service as permanent facilities.

The standard of service outlined below reflects only those programs and educational opportunities provided to students that directly affect the capacity of the school buildings. The special programs listed below require classroom space; reducing the total permanent capacity of the buildings housing these programs. Newer buildings have been constructed to accommodate some of these programs. Older buildings require additional reduction of capacity to accommodate these programs. At both the elementary and secondary levels, the district considers the ability of students to attend neighborhood schools to be a component of the standard of service.

The district's standard of service, for capital planning purposes, and the projects identified in this plan, include space needed to serve all students in All Day Kindergarten. Currently, 68% of students participate in the All Day Kindergarten program. For the 2016-2017 school year, the district will receive funding to fully implement All Day Kindergarten.

The State also has begun to fund kindergarten through third grade class size reduction.

Standard of Service for Elementary Students

School capacity at elementary schools is calculated on an average class size in grades K-5 of 23; based on the following student/teacher staffing ratios:

- Grades K - 1 @ 20:1
- Grades 2 - 3 @ 23:1
- Grades 4-5 @ 27:1

III. Current District "Standard of Service" (continued)

The elementary standard of service includes spaces to accommodate:

- Special Education for students with disabilities which may be served in a self-contained classroom
- Music instruction provided in a separate classroom
- Art/Science room in modernized schools

- Resource rooms to serve students in:
 - Safety New / Remedial programs
 - Special Education programs
 - English Language Learners (ELL)
- Special Education, Head Start and Ready Start Preschool
- Gifted education (pull-out Quest programs)

Standard of Service for Secondary Students

School capacity at secondary school is based on the follow class size provisions:

- Class size for grades 6-8 should not exceed 30 students
- Class size for grades 9-12 should not exceed 32 students

In the secondary standard of service model:

- Special Education for students with disabilities may be provided in a self-contained classroom

Identified students will also be provided other special educational opportunities in classrooms designated as follows:

- Resource rooms
- English Language Learners (ELL)

Room Utilization at Secondary Schools

It is not possible to achieve 100% utilization of regular teaching stations at secondary schools due to scheduling conflicts for student programs, the

III. Current District "Standard of Service" (*continued*)

need for specialized rooms for certain programs, and the need for teachers to have a work space during their planning periods.

The district has determined a standard utilization rate of 70% for non-modernized secondary schools. For secondary schools that have been modernized, rebuilt or rebuilt and enlarged, the standard utilization rate is 83%.

IV. Inventory and Evaluation of Current Facilities

As of May 2016, the district has total classrooms of 1,413, including 1,253 permanent classrooms and 160 relocatable classrooms (see *Appendix A-1*). Eight additional relocatables are planned to be added in the summer of 2016 for a total of 168 relocatable classrooms. These classrooms represent a theoretical capacity to serve 33,468 if all classrooms were only used as general classroom spaces. However, the district's standard of service provides for the use of classrooms for special programs, such as special education, English Language Learners and Safety Net programs. These programs serve students at much lower student to teacher ratios than general education classrooms, or serve the same students for a portion of the day when they are pulled out of the regular classroom.

As a result, the net capacity of these school buildings is adjusted. A total of 201 classroom spaces are used for special programs as shown in *Appendix A-2*. The remaining classrooms establish the net available capacity for general education purposes and represent the district's ability to house projected student enrollment based on the Standard of Service defined in Section III, Current District Standard of Service.

After providing space for special programs the district has a net available classroom capacity to serve 29,239 students. This includes 25,023 in permanent regular education capacity, 456 for self-contained program capacity and 3,760 in portable (relocatable) capacity.

Enrollment is expected to increase to 31,331 in 2021 (see *Table 1*).

The physical condition of the district's facilities is documented in the 2016 State Study and Survey of School Facilities completed in accordance with WAC 180-25-025. As schools are modernized or replaced, the State Study and Survey of School Facilities report is updated. That report is incorporated herein by reference. In addition, every district facility is annually evaluated as to condition in accordance with the State Asset Preservation Program.

V. Six-Year Planning and Construction Plan

Enrollment projections show that enrollment will increase at all grade spans. Based on the enrollment projections contained in *Table 5*, student enrollment is anticipated to reach 31,331 by 2021. The district current inventory of existing permanent capacity is 25,479. As a result, student enrollment will exceed permanent capacity by 1,889 students in 2021.

To address existing and future capacity needs, the district contemplates using the following strategies:

- Construction of new schools
- Additions/expansion of an existing high school
- Rebuild and enlarge existing schools
- Use of relocatables as needed
- Boundary adjustments

Construction of new capacity in one area of the district could indirectly create available capacity at existing schools in other areas of the district through area specific boundary adjustments. Future updates to this plan will include specific information regarding adopted strategies.

Strategies to address capacity needs employed over the prior six-year planning timeline (2010-2015) include:

- Phase II School Modernization (2006-2013) was funded by the voters in February 2006. The approved bond measure funded the modernization/replacement of 11 schools throughout the district. School modernization/replacement projects included the addition of new student permanent capacity, as needed. The Phase II School Modernization projects, within the last six years, included:
 - Lake Washington High School and Finn Hill Middle School opened in the fall of 2011
 - Muir, Sandburg, and Keller Elementary Schools opened in the fall of 2012
 - Bell, Rush, and Community Elementary Schools; Rose Hill Middle School; and International Community School opened in the fall 2013

V. Six-Year Planning and Construction Plan (*continued*)

- Additional classrooms were built at Redmond and Eastlake High Schools, and a new Science, Technology, Engineering and Math (STEM) high school (Nikola Tesla STEM High School) was built on the east side of the District. The additions opened in the fall of 2012. The STEM school was opened in 2012.
- Three boundary adjustments were completed: (1) Due to overcrowding at Rosa Parks Elementary in Redmond Ridge, a temporary boundary adjustment was made to reassign some students from Redmond Ridge East to Wilder Elementary; (2) Because of overcrowding at Einstein and Rockwell Elementary Schools a temporary boundary adjustment was conducted to move unoccupied new developments from those schools to Mann Elementary; and, (3) District-wide boundary adjustments were identified in 2014 for implementation in the fall of 2016
- Four additional relocatables were added to Mann Elementary and to Wilder Elementary in the summer of 2014 to accommodate additional students.
- Twenty-two relocatable classrooms were added at various locations in the summer of 2015 (as identified in *Section VI*) to help relieve capacity issues. Eight additional portables will be added in 2016 to accommodate enrollment growth.
- A seven-classroom addition at Redmond Elementary School will be opened in 2016.

Based on the student enrollment and facility capacity outlined in *Table 5*, the district has funding from the April 2016 bond measure to construct the following projects within the period of this plan including:

- Two new elementary schools: one in Redmond Ridge East (King County); and one in North Redmond (Redmond)
- Rebuilding and expanding Kirk Elementary School (Kirkland)
- Rebuilding and expanding Mead Elementary School (Sammamish)
- A new middle school in Redmond Ridge (King County)
- Rebuilding and expanding Juanita High School (Kirkland)
- Upgrading Old Redmond School House for Preschool
- Replacing Explorer Elementary with a new modular school

V. Six-Year Planning and Construction Plan (*continued*)

In addition, within the six-year window of this plan, a 2018 bond measure is planned. Though not funded at this time, the proposed bond measure is anticipated to include the following projects:

- One new elementary school (Kirkland)
- One new Choice high school (Eastlake/Redmond area)
- Rebuilding and expanding d Alcott Elementary School (King County)
- Rebuilding and expanding Kamiakin Middle School (Kirkland)
- An addition and expansion of Lake Washington High School (Kirkland)
- Land purchases for new schools

Completed projects, as shown in *Table 5*, would result in student enrollment exceeding permanent capacity by 1,889 students in 2021. Many district sites are either at or close to maximum relocatable placement. However, the District may need to purchase and use relocatables to address capacity needs at sites able to accommodate additional relocatables.

VI. Relocatable and Transitional Classrooms

The district facility inventory includes 160 relocatables (i.e. portable classroom units). Eight additional relocatables will be installed in the summer of 2016, bringing the total number to 168 for 2016-2017 school year. Relocatables provide standard capacity and special program space as outlined in *Section III (see Appendix A)*.

Relocatable classrooms have been used to address capacity needs in the following schools:

- In 2010, relocatable classrooms were added to district schools in Redmond and unincorporated King County
 - *Redmond area*: Rockwell Elementary School – two classrooms, and Einstein Elementary School – one classroom
 - *Unincorporated King County area*: Rosa Parks Elementary School – four classrooms
- In 2011, the district placed relocatable classrooms at school sites in Kirkland, Redmond and unincorporated King County:
 - *Kirkland area*: Lakeview Elementary School – two classrooms, and Rose Hill Elementary School two classrooms
 - *Redmond area*: Rockwell Elementary School – one classroom and Redmond Middle School - four classrooms
 - *Unincorporated King County area*: Rosa Parks Elementary School – two classrooms
- In 2012, the district placed four relocatable classrooms at Redmond High School. In addition, because of capacity issues, Northstar Middle School moved from Lake Washington High School into relocatables units at Emerson High School and Renaissance Middle School moved from Eastlake High School into relocatables classrooms on the same campus.
- In 2013, four relocatable classrooms were added to Redmond High School to support special education program space needs and two additional relocatable classrooms were placed at Redmond Middle School.
- In 2014 the district placed an additional ten relocatable classrooms needed as a result of enrollment growth. Four relocatables were placed at Mann Elementary School in Redmond and two at

VI. Relocatable and Transitional Classrooms (*continued*)

Redmond Elementary School. Four relocatables were placed at Wilder Elementary School.

- In 2015 the district added twenty-two portables to address enrollment growth. These were placed at various schools throughout the district
 - Six at Lake Washington High School (Kirkland)
 - Four at Redmond Elementary School (Redmond)
 - Three at Alcott Elementary School (King County)
 - Three at Rush Elementary School (Redmond)
 - Two at Evergreen Middle School (King County)
 - One at Audubon Elementary School (Redmond)
 - One at Franklin Elementary School (Kirkland)
 - One at Frost Elementary School (Kirkland)
 - One at Redmond Middle School (Redmond)
- The district will add another eight relocatables to school in the summer of 2016.
 - Four at Lake Washington High School (Kirkland)
 - Two at Evergreen Middle School (King County)
 - One at Alcott Elementary School (King County)
 - One at Keller Elementary School (Kirkland)

The district anticipates relying primarily on new permanent facilities to serve student enrollment using portables if needed to meet immediate space needs.

For a definition of relocatables and permanent facilities, see *Section 2 of King County Code 21A.06*. As schools are modernized/replaced, permanent capacity will be added to replace portables currently on school sites to the extent that enrollment projections indicate a demand for long-term permanent capacity (see *Table 5*).

As enrollment fluctuates, relocatables provide flexibility to accommodate immediate needs and interim housing. Because of this, new school and modernized school sites are planned for the potential of adding up to four portables to accommodate the changes in demographics. The use and need for relocatable classrooms will be balanced against program needs.

VII. Six-Year Classroom Capacities: Availability / Deficit Projection

Based on the six-year plan, there will be insufficient total capacity to house anticipated enrollment (see *Table 5*). As demonstrated in *Appendix A*, the district currently has permanent capacity (classroom and special education) to serve 11,523 students at the elementary level, 6,171 students at the middle school level, and 7,329 students at the high school level. Current enrollment at each grade level is identified in *Appendix A*. As depicted in *Table 5*, the district currently has insufficient permanent capacity and will continue to have insufficient permanent capacity due to growth through 2021. Completed projects, as shown in *Table 5*, would result in an increased permanent capacity for 3,963 students in 2021, but increased enrollment results in a deficit capacity of 1,889 students. Relocatable facilities will be used to address capacity needs that cannot be immediately served by permanent capacity.

Differing growth patterns throughout the district may cause some communities to experience overcrowding. This is especially true in portions of the district where significant housing development has taken place. A strong residential building market, housing starts, growth and the number of developments under construction continues to increase. The continued development of north and northwest Redmond, the recent increase in development on the Sammamish Plateau and also in the downtown and Totem Lake areas of Kirkland, plus in-fill and short plats in multiple municipalities, will put additional pressure on schools in those areas.

VIII. Impact Fees and the Finance Plan

The school impact fee formula calculates a proportionate share of the costs of system improvements that are reasonably related to new development. The formula multiplies the per student costs of site acquisition and construction costs for new capacity projects by a student generation rate to identify the share per dwelling unit share of the facilities that are needed to serve new growth. (The student generation rate is the average number of students generated by dwelling unit type – new single family and multi-family dwelling units.) The formula then provides a credit against the calculated costs per dwelling unit for any School Construction Assistance Program funding that the District expects to receive for a new capacity project from the State of Washington and for the estimated taxes that a new homeowner will pay toward the debt service on school construction bonds. The calculated fee (see *Appendix B* and *Appendix C*) is then discounted, as required by ordinance, by fifty percent.

For the purposes of this plan and the impact fee calculations, the actual construction cost data from recently completed projects (Sandburg Elementary School, opened in 2012; Rose Hill Middle School, opened in 2013; and Lake Washington High School, opened in 2011) have been used (see *Appendix E*).

The finance plan shown on *Table 6* demonstrates how the Lake Washington School District plans to finance improvements for the years 2016 through 2021. The financing components include secured and unsecured funding. The plan is based on future bond approval, securing state construction funding assistance and collection of impact fees under the State's Growth Management Act. Voluntary mitigation fees paid pursuant to Washington State's Environmental Policy Act may be collected from developments subject to mitigation agreements executed before some jurisdictions adopted GMA school impact fee ordinances.

IX. Appendices

Appendices A1-2: Calculations of Capacities for Elementary Schools,
Middle Schools, and Senior High Schools

Appendix B: Calculations of Impact Fees for Single Family
Residences

Appendix C: Calculations of Impact Fees for Multi-Family
Residences

Appendix D: Student Generation Factor Calculations

Appendices E1-3: Calculation Back-Up

**Calculations of Capacities for
Elementary, Middle, and High Schools**

TOTAL ALL CLASSROOMS							
Elementary Schools	Number of Classrooms			Capacity			
	Permanent	Portable	Total	23 x Classrooms	23 x Portables	Total	
						Permanent	Portable
ALCOTT	26	11	37	598	253		851
AUDUBON	22	3	25	506	69		575
BELL	27	0	27	621	0		621
BLACKWELL	24	3	27	552	69		621
CARSON	23	4	27	529	92		621
COMMUNITY	3	0	3	69	0		69
DICKINSON	23	4	27	529	92		621
DISCOVERY	3	0	3	69	0		69
EINSTEIN	24	1	25	552	23		575
EXPLORER	3	1	4	69	23		92
FRANKLIN	23	3	26	529	69		598
FROST	24	1	25	552	23		575
JUANITA	23	0	23	529	0		529
KELLER	21	0	21	483	0		483
KIRK	22	3	25	506	69		575
LAKEVIEW	22	4	26	506	92		598
MANN	22	4	26	506	92		598
MCAULIFFE	23	7	30	529	161		690
MEAD	25	6	31	575	138		713
MUIR	23	0	23	529	0		529
REDMOND	24	8	32	552	184		736
ROCKWELL	25	5	30	575	115		690
ROSA PARKS	27	10	37	621	230		851
ROSE HILL	24	2	26	552	46		598
RUSH	28	3	31	644	69		713
SANDBURG	25	0	25	575	0		575
SMITH	26	8	34	598	184		782
THOREAU	22	0	22	506	0		506
TWAIN	26	4	30	598	92		690
WILDER	23	8	31	529	184		713
Totals	656	103	759	15,088	2,369		17,457
Middle Schools	Number of Classrooms			Capacity			
	Permanent	Portable	Total	Capacity Percent	Permanent (30 x Capacity %)	Portable (30 x Capacity %)	Total
ENVIRONMENTAL****	5	0	5	83%	125	0	125
EVERGREEN	35	11	46	83%	872	274	1,146
FINN HILL****	28	0	28	83%	697	0	697
INGLEWOOD	55	0	55	70%	1,155	0	1,155
INTERNATIONAL****	21	0	21	83%	523	0	523
KAMIAKIN	30	7	37	70%	630	147	777
KIRKLAND****	25	0	25	83%	623	0	623
NORTHSTAR	0	4	4	70%	0	84	84
REDMOND****	37	7	44	83%	921	174	1,095
RENAISSANCE	0	4	4	70%	0	84	84
ROSE HILL****	41	0	41	83%	1,021	0	1,021
STELLA SCHOLA	3	0	3	83%	75	0	75
Totals	280	33	313	9	6,642	763	7,405
Senior High Schools	Number of Classrooms			Capacity			
	Permanent	Portable	Total	Capacity Percent	Permanent (32 x Capacity %)	Portable (32 x Capacity %)	Total
EMERSON HIGH	10	2	12	70%	224	45	269
EASTLAKE	93	0	93	70%	2,083	0	2,083
FUTURES	3	0	3	70%	67	0	67
JUANITA	55	8	63	83%	1,461	212	1,673
LAKE WASHINGTON**	59	6	65	83%	1,567	159	1,726
REDMOND****	73	8	81	83%	1,939	212	2,151
TESLA STEM****	24	0	24	83%	637	0	637
Totals	317	24	341		7,978	628	8,606
TOTAL DISTRICT	1253	160	1413		29,708	3,760	33,468
Key:							
Total Enrollment on this chart does not include Emerson K-12, contractual, transition and WANIC students							
Self-contained rooms have a capacity of 12							
Non-modernized secondary schools have standard capacity of 70%							
****Modernized secondary schools have standard capacity of 83%							

Exhibit 1

Lake Washington School District

Calculations of Capacities for Elementary, Middle, and High Schools

Capital Facilities Plan 2016-2021

Elementary Schools	SPECIAL PROGRAM CLASSROOMS USED										NET AVAILABLE CAPACITY				Enrollment Oct 2015		
	Permanent Classrooms	Number of Classrooms								Number of Classrooms		Net Permanent Classroom	Self Contained	Portable Capacity		Total	
		Self Cont.	Resource Rooms	ELL Rooms	Pre-School	Computer Labs	Music Rooms	Arts/Sci Rooms	Pull-out Quest	Net Permanent	Portable						
ALCOTT	26	0	2	1	0	0	2	0	0	0	21	11	483	0	253	736	755
AUDUBON	22	0	2	1	0	0	1	1	0	0	17	3	391	0	69	460	568
BELL	27	0	2	1	4	0	1	1	0	0	18	0	414	0	0	414	376
BLACKWELL	24	0	1	0	4	0	1	0	1	0	17	3	391	0	69	460	516
CARSON	23	0	1	0	0	0	1	1	0	0	20	4	460	0	92	552	418
COMMUNITY	3	0	0	0	0	0	0	0	0	0	3	0	69	0	0	69	71
DICKINSON	23	2	3	1	0	0	1	0	0	0	16	4	368	24	92	484	471
DISCOVERY	3	0	0	0	0	0	0	0	0	0	3	0	69	0	0	69	71
EINSTEIN	24	0	2	2	0	0	1	0	0	0	19	1	437	0	23	460	441
EXPLORER	3	0	0	0	0	0	0	0	0	0	3	1	69	0	23	92	73
FRANKLIN	23	2	2	0	0	0	1	1	0	0	17	3	391	24	69	484	516
FROST	24	1	2	1	0	0	1	1	0	0	18	1	414	12	23	449	411
JUANITA	23	0	1	1	4	0	1	1	0	0	15	0	345	0	0	345	352
KELLER	21	2	2	1	0	0	1	1	0	0	14	0	322	24	0	346	367
KIRK	22	0	3	0	0	0	1	0	0	0	18	3	414	0	69	483	528
LAKEVIEW	22	0	1	1	0	0	1	1	0	0	18	4	414	0	92	506	516
MANN	22	2	2	0	0	0	1	1	0	0	16	4	368	24	92	484	468
MCAULIFFE	23	2	1	0	0	0	1	0	0	0	19	7	437	24	161	622	514
MEAD	25	0	2	1	0	0	2	0	0	0	20	6	460	0	138	598	600
MUIR	23	0	3	1	1	0	1	1	0	0	16	0	368	0	0	368	399
REDMOND	24	2	3	1	0	0	1	0	0	0	17	8	391	24	184	600	551
ROCKWELL	25	0	2	1	0	0	1	0	0	0	21	5	483	0	115	598	624
ROSA PARKS	27	0	2	1	0	0	2	1	0	0	21	10	483	0	230	713	665
ROSE HILL	24	2	1	1	0	0	1	1	1	0	17	2	391	24	46	461	395
RUSH	28	0	2	1	1	0	1	1	0	0	22	3	506	0	69	575	532
SANDBURG	25	0	3	0	1	0	1	1	0	0	19	0	437	0	0	437	483
SMITH	26	0	4	0	0	0	2	0	0	0	20	8	460	0	184	644	617
THOREAU	22	0	2	0	0	0	1	0	1	0	16	0	414	0	0	414	349
TWAIN	26	2	2	1	0	0	1	1	0	0	19	4	437	24	92	553	552
WILDER	23	0	2	1	0	0	1	0	0	0	19	8	437	0	184	621	600
Totals	666	17	55	19	15	0	31	15	3	501	103	11,523	204	2,369	14,096	13,799	

Middle Schools	SPECIAL PROGRAM CLASSROOMS USED										NET AVAILABLE CAPACITY				Enrollment Oct 2015		
	Permanent Classrooms	Number of Classrooms								Number of Classrooms		Net Permanent Classroom	Self Contained	Portable Capacity		Total	
		Self Cont.	Resource Rooms	ELL Rooms	Pre-School	Computer Labs	Music Rooms	Arts/Sci Rooms	Pull-out Quest	Net Permanent	Portable						
ENVIRONMENTAL****	5	0	0	0	0	0	0	0	0	0	5	0	125	0	0	125	140
EVERGREEN	35	2	2	0	0	0	0	0	0	0	31	11	772	24	274	1,070	1,021
FINN HILL****	28	0	1	0	0	0	0	0	0	0	27	0	672	0	0	672	589
INGLEWOOD	55	2	2	0	0	0	0	0	0	0	51	0	1,071	24	0	1,095	1,154
INTERNATIONAL****	21	0	0	0	0	0	0	0	0	0	21	0	523	0	0	523	438
KAMIKIN	30	1	1	1	0	0	0	0	0	0	27	7	667	12	147	726	582
KIRKLAND****	25	2	0	0	0	0	0	0	0	0	23	0	573	24	0	597	571
NORTHSTAR	0	0	0	0	0	0	0	0	0	0	0	4	0	0	84	84	90
REDMOND****	37	1	0	1	0	0	0	0	0	0	35	7	872	12	174	1,058	1,004
RENAISSANCE	0	0	0	0	0	0	0	0	0	0	0	4	0	0	84	84	96
ROSE HILL****	41	1	2	1	0	0	0	0	0	0	37	0	921	12	0	933	786
STELLA SCHOLA	3	0	0	0	0	0	0	0	0	0	3	0	75	0	0	75	90
Totals	280	9	8	3	0	0	0	0	0	280	33	6,171	108	763	7,042	6,531	

Senior High Schools	SPECIAL PROGRAM CLASSROOMS USED										NET AVAILABLE CAPACITY				Enrollment Oct 2015		
	Permanent Classrooms	Number of Classrooms								Number of Classrooms		Net Classroom Permanent	Self Contained	Portable Capacity		Total	
		Self Cont.	Resource Rooms	ELL Rooms	Pre-School	Computer Labs	Music Rooms	Arts/Sci Rooms	Pull-out Quest	Net Permanent	Portable						
EMERSON HIGH	10	0	2	0	0	0	0	0	0	0	8	2	179	0	45	224	70
EASTLAKE	93	3	5	0	0	0	0	0	0	0	85	0	1,904	36	0	1,940	1,611
FUTURES	3	0	0	0	0	0	0	0	0	0	3	0	67	0	0	67	65
JUANITA	55	4	3	1	0	0	0	0	0	0	47	8	1,248	48	212	1,508	1,432
LAKE WASHINGTON**	59	2	1	1	0	0	0	0	0	0	55	6	1,461	24	159	1,644	1,496
REDMOND****	73	3	0	1	0	0	0	0	0	0	69	8	1,833	36	212	2,081	1,753
TESLA STEM****	24	0	0	0	0	0	0	0	0	0	24	0	637	0	0	637	562
Totals	317	12	11	3	0	0	0	0	0	291	24	7,329	144	628	8,101	6,979	

TOTAL DISTRICT	1,263	38	74	26	15	0	31	15	3	1,062	160	25,023	456	3,760	29,239	27,309
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Key: Key:
 Total Enrollment on this Total Enrollment on this chart does not include Emerson K-12, contractual, transition and WANIC students
 Self-contained rooms h: Self-contained rooms have a capacity of 12
 Non-modernized second: Non-modernized secondary schools have standard capacity of 70%
 ****Modernized second: ****Modernized secondary schools have standard capacity of 83%

**Estimated School Impact Fee Calculation
Based on King County Code 21.A.43**

Single Family Residence ("SFR")

School Site Acquisition Cost:

	<u>Facility Acreage</u>	<u>Cost/ Acre</u>	<u>Facility Size</u>	<u>Site Cost/ Student</u>	<u>Student Factor</u>	<u>Cost/ SFR</u>
Elementary	10	\$0	550	\$0	0.4370	\$0
Middle	20	\$0	900	\$0	0.1550	\$0
Senior	40	\$0	1800	\$0	0.1080	\$0
TOTAL						\$0

School Construction Cost:

	<u>Percent Permanent</u>	<u>Construction Cost</u>	<u>Facility Size</u>	<u>Bldg. Cost/ Student</u>	<u>Student Factor</u>	<u>Cost/ SFR</u>
Elementary	90%	\$23,854,050	550	\$39,034	0.4370	\$17,058
Middle	90%	\$47,290,267	900	\$47,290	0.1550	\$7,330
Senior	90%	\$88,763,400	1800	\$44,382	0.1080	\$4,793
TOTAL						\$29,181

Temporary Facility Cost:

	<u>Percent Temporary</u>	<u>Construction Cost</u>	<u>Facility Size</u>	<u>Bldg. Cost/ Student</u>	<u>Student Factor</u>	<u>Cost/ SFR</u>
Elementary	10%	\$225,000	23	\$978.26	0.4370	\$428
Middle	10%	\$225,000	30	\$750	0.1550	\$116
Senior	10%	\$225,000	32	\$703	0.1080	\$76
TOTAL						\$620

State Assistance Credit Calculation:

	<u>Const Cost Allocation</u>	<u>Sq. Ft./ Student</u>	<u>Funding Assistance</u>	<u>Credit/ Student</u>	<u>Student Factor</u>	<u>Cost/ SFR</u>
Elementary	213.23	90.0	24.68%	\$4,736	0.4370	\$2,070
Middle	213.23	117.0	24.68%	\$6,157	0.1550	\$954
Senior	213.23	130.0	24.68%	\$6,841	0.1080	\$739
TOTAL						\$3,763

**Estimated School Impact Fee Calculation
Based on King County Code 21.A.43**

Single Family Residence ("SFR")

Tax Payment Credit Calculation:

Average SFR Assessed Value	\$638,114
Current Capital Levy Rate (2016)/\$1000	\$0.82
Annual Tax Payment	\$522.23
Years Amortized	10
Current Bond Interest Rate	3.27%
Present Value of Revenue Stream	\$4,394

Impact Fee Summary for Single Family Residence:

Site Acquisition Cost	\$0
Permanent Facility Cost	\$29,181
Temporary Facility Cost	\$620
State Assistance Credit	(\$3,763)
Tax Payment Credit	(\$4,394)
Sub-Total	\$21,644
50% Local Share	\$10,822

SFR Impact Fee	\$10,822
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**Estimated School Impact Fee Calculation
Based on King County Code 21.A.43**

Multiple Family Residence ("MFR")

School Site Acquisition Cost:

	<u>Facility Acreage</u>	<u>Cost/ Acre</u>	<u>Facility Size</u>	<u>Site Cost/ Student</u>	<u>Student Factor</u>	<u>Cost/ MFR</u>
Elementary	10	\$0	550	\$0	0.0710	\$0
Middle	20	\$0	900	\$0	0.0140	\$0
Senior	40	\$0	1800	\$0	0.0170	\$0
TOTAL						\$0

School Construction Cost:

	<u>Percent Permanent</u>	<u>Construction Cost</u>	<u>Facility Size</u>	<u>Bldg. Cost/ Student</u>	<u>Student Factor</u>	<u>Cost/ MFR</u>
Elementary	90%	\$23,854,050	550	\$39,034	0.0710	\$2,771
Middle	90%	\$47,290,267	900	\$47,290	0.0140	\$662
Senior	90%	\$88,763,400	1800	\$44,382	0.0170	\$754
TOTAL						\$4,188

Temporary Facility Cost:

	<u>Percent Temporary</u>	<u>Construction Cost</u>	<u>Facility Size</u>	<u>Bldg. Cost/ Student</u>	<u>Student Factor</u>	<u>Cost/ MFR</u>
Elementary	10%	\$225,000	23	\$978	0.0710	\$69
Middle	10%	\$225,000	30	\$750	0.0140	\$11
Senior	10%	\$225,000	32	\$703	0.0170	\$12
TOTAL						\$92

State Assistance Credit Calculation:

	<u>Const Cost Allocation</u>	<u>Sq. Ft./ Student</u>	<u>Funding Assistance</u>	<u>Credit/ Student</u>	<u>Student Factor</u>	<u>Cost/ MFR</u>
Elementary	213.23	90.0	24.68%	\$4,736	0.0710	\$336
Middle	213.23	117.0	24.68%	\$6,157	0.0140	\$86
Senior	213.23	130.0	24.68%	\$6,841	0.0170	\$116
TOTAL						\$539

**Estimated School Impact Fee Calculation
Based on King County Code 21.A.43**

Multiple Family Residence ("MFR")

Tax Payment Credit Calculation:

Average MFR Assessed Value	\$265,741
Current Capital Levy Rate (2016)/\$1000	\$0.82
Annual Tax Payment	\$217.48
Years Amortized	10
Current Bond Interest Rate	3.27%
Present Value of Revenue Stream	\$1,830

Impact Fee Summary for Single Family Residence:

Site Acquisition Cost	\$0
Permanent Facility Cost	\$4,188
Temporary Facility Cost	\$92
State Assistance Credit	(\$539)
Tax Payment Credit	(\$1,830)
Sub-Total	\$1,911
50% Local Share	\$956

MFR Impact Fee	\$956
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**2016 MITIGATION DEVELOPMENT SUMMARY
STUDENT GENERATION FACTORS
Five Year History**

SINGLE FAMILY DEVELOPMENTS	CITY/ COUNTY	# PLANNED	# COMPL.	# OCCUP.	2016 STUDENTS			2016 RATIO			
					ELEM	MIDDLE	SENIOR	ELEM	MIDDLE	SENIOR	TOTAL
Asford Chase	S	38	38	38	16	4	3	0.421	0.105	0.079	0.605
Brauerwood Estates	S	33	33	33	19	6	4	0.576	0.182	0.121	0.879
Brookside at The Woodlands	R	22	22	22	12	3	1	0.545	0.136	0.045	0.727
Chatham Ridge	K	15	15	15	7	1	2	0.467	0.067	0.133	0.667
Glenshire at English Hill Div I	R	28	28	28	5	0	3	0.179	0.000	0.107	0.286
Glenshire at English Hill Div II	R	16	16	16	4	3	3	0.250	0.188	0.188	0.625
Gramercy Park	S	28	28	28	22	6	5	0.786	0.214	0.179	1.179
Greenbriar Estates	S	58	58	58	50	21	11	0.862	0.362	0.190	1.414
Greystone Manor I	R	91	89	87	47	10	2	0.540	0.115	0.023	0.678
Harmon Ridge	K	12	12	12	4	0	0	0.333	0.000	0.000	0.333
Hazelwood	R	76	76	76	13	9	10	0.171	0.118	0.132	0.421
Highland Ridge	K	18	18	18	1	1	2	0.056	0.056	0.111	0.222
Illahaee Tract M	S	16	16	16	9	3	2	0.563	0.188	0.125	0.875
Inglewood Place	S	21	21	21	9	4	4	0.429	0.190	0.190	0.810
Lakeshore Estates	R	17	17	17	4	1	1	0.235	0.059	0.059	0.353
Lakeview Lane	K	29	29	29	2	0	1	0.069	0.000	0.034	0.103
Mondavio/Verona I/Vistas I	R	80	69	59	27	14	13	0.458	0.237	0.220	0.915
Panorama Estates	K	18	16	16	3	0	0	0.188	0.000	0.000	0.188
Park Ridge	R	51	51	51	20	3	6	0.392	0.059	0.118	0.569
Pine Meadows	S	26	26	26	13	3	2	0.500	0.115	0.077	0.692
Prescott at English Hill	R	70	70	70	25	10	7	0.357	0.143	0.100	0.600
Redmond Ridge East	KC	665	665	665	365	131	64	0.549	0.197	0.096	0.842
Reserve at Patterson Creek	KC	29	27	27	11	6	5	0.407	0.222	0.185	0.815
Sable & Aspen Ridge	R	30	30	30	5	3	4	0.167	0.100	0.133	0.400
Sequoia Ridge	R	14	14	14	10	2	1	0.714	0.143	0.071	0.929
Stirling Manor	S	16	16	16	9	7	5	0.563	0.438	0.313	1.313
Summer Grove I & II	K	38	38	38	2	0	4	0.053	0.000	0.105	0.158
Sycamore Park	R	12	12	12	0	0	0	0.000	0.000	0.000	0.000
The Crossings	R	18	18	18	16	5	5	0.889	0.278	0.278	1.444
The Retreat	R	14	14	14	1	0	0	0.071	0.000	0.000	0.071
The Rise	R	23	18	13	0	1	0	0.000	0.077	0.000	0.077
Vintner's Ridge	K	51	48	44	11	3	2	0.250	0.068	0.045	0.364
Wexford at English Hill	R	16	16	16	6	1	5	0.375	0.063	0.313	0.750
Willowmere Park	R	53	29	29	12	3	1	0.414	0.103	0.034	0.552
Wisti Lane	K	18	18	18	3	3	0	0.167	0.167	0.000	0.333
Woodlands Ridge	R	25	25	25	2	3	5	0.080	0.120	0.200	0.400
Woodlands West	R	74	74	74	17	8	10	0.230	0.108	0.135	0.473
TOTALS		1,859	1,810	1,789	782	278	193	0.437	0.155	0.108	0.700

**2016 MITIGATION DEVELOPMENT SUMMARY
STUDENT GENERATION FACTORS
Five Year History**

MULTI-FAMILY DEVELOPMENTS	CITY/ COUNTY	# OF UNITS	% OCCUP/ # COMPL.	OCCUP. #	2016 STUDENTS			2016 STUDENTS			TOTAL
					ELEM	MIDDLE	SENIOR	ELEM	MIDDLE	SENIOR	
Allez Apartments	R	148	98%	145	4	1	0	0.028	0.007	0.000	0.034
Elan Apartments	R	134	95%	127	1	0	0	0.008	0.000	0.000	0.008
Francis Village	K	61	61	61	5	3	2	0.082	0.049	0.033	0.164
Graystone Condos	R	16	16	16	1	1	0	0.063	0.063	0.000	0.125
Kempin Meadows Condos	KC	58	58	58	10	2	2	0.172	0.034	0.034	0.241
Kirkland Commons	K	15	15	15	2	0	1	0.133	0.000	0.067	0.200
Kirkland Crossing Apartments	K	185	98%	181	4	3	2	0.022	0.017	0.011	0.050
Plateau 228	S	71	71	71	18	2	5	0.254	0.028	0.070	0.352
Red 160 Apartments	R	250	96%	241	0	0	1	0.000	0.000	0.004	0.004
Redmond Ridge East Duplex	KC	135	26	26	2	0	2	0.077	0.000	0.077	0.154
Redmond Square Apartments	R	156	94%	147	17	0	1	0.116	0.000	0.007	0.122
Slater 116 Condos	K	108	108	108	0	0	0	0.000	0.000	0.000	0.000
The Ondine	K	102	102	93	1	0	0	0.011	0.000	0.000	0.011
The Rise	R	38	20	20	4	0	1	0.200	0.000	0.050	0.250
Velocity Apartments	K	58	100%	58	17	5	6	0.293	0.086	0.103	0.483
Villas@Mondavia	R	84	84	84	20	5	3	0.238	0.060	0.036	0.333
Waterscape	K	196	96%	188	10	1	2	0.053	0.005	0.011	0.069
TOTALS		1,815		1,639	116	23	28	0.071	0.014	0.017	0.102

	<i>Sandburg Elementary School</i>	<i>Future Elementary School</i>
<i>Cost</i>	<i>598 student capacity *</i>	<i>550 student capacity</i>
Construction Cost (bid 2011, actual const. costs)	\$21,720,911	
Projected Construction Cost in 2017 @ 550 student capacity @ 3% per year	\$25,935,903	
<i>Size Comparison</i>	598 students	550 students (all-day kindergarten, and reduced class size grades k-3)
<i>Capacity Adjustment</i>	2011 construction cost	
	\$36,323 per student space (based on 2012 construction costs, \$21,720,911 / 598 students)	
	2017 projected cost, adjusted for capacity difference	\$43,371 per student space x 550 students = \$23,854,050 (based on 2017 projected costs)
	\$43,371 per student space (based on 2017 projected costs, \$25,935,903 / 598 students)	
<i>Cost Adjustment</i>	Construction Cost (bid 2011, actual const. costs)	
	\$21,720,911	
	Projected Construction Cost in 2017 @ 550 student capacity	\$23,854,050

** Student capacity includes
69 students for Discovery
Community School*

	<i>Rose Hill Middle School</i>	<i>Future Middle School</i>
	<i>900 student capacity</i>	<i>900 student capacity</i>
<i>Cost</i>		
Construction Cost (bid 2012)	\$40,793,000	
Projected Construction Cost in 2017 @ 3% per year	\$47,290,267	
<i>Size</i>		
	900 students	900 students
<i>Comparison</i>		
<i>Capacity Adjustment</i>		
2012 construction cost	\$45,325 per student space (based on 2012 construction costs, \$40,793,000 / 900 students)	
2017 projected cost, no capacity difference	\$52,545 per student space (based on 2017 projected costs, \$47,290,267 / 900 students)	\$52,545 per student space (based on 2017 projected costs, \$47,290,267 / 900 students)
<i>Cost Adjustment</i>		
Construction Cost (bid 2012)	\$40,793,000	
Projected Construction Cost in 2017 @ 900 student capacity		\$47,290,267

	<i>Lake Washington High School</i>	<i>Future High School</i>
	<i>1,567 student capacity</i>	<i>1,800 student capacity</i>
<i>Cost</i>		
Construction Cost 2009	\$61,000,000	
Projected Construction Cost in 2017 @ 3% per year	\$77,272,975	
<i>Size Comparison</i>		
	1,567 students	1,800 students
<i>Capacity Adjustment</i>		
2009 construction cost	\$38,928 per student space (based on 2009 construction costs, \$61,000,000 / 1,567 students)	
2017 projected cost, adjusted for capacity difference	\$49,313 per student space (based on 2017 construction costs, \$77,272,975 / 1,567 students)	\$49,313 per student space x 1,800 students = \$88,763,400 (based on 2017 projected costs)
<i>Cost Adjustment</i>		
Construction Cost 2009	\$61,000,000	
Projected Construction Cost in 2017 @ 1,800 student capacity		\$88,763,400

X. TABLES

Table 1: Six-Year Enrollment Projections

Table 2: Enrollment History

Table 3: Inventory and Capacities of Existing Schools

Table 4: Inventory of Undeveloped Land

Table 4a: Map

Table 5: Projected Capacity to House Students

Table 6: Six-Year Finance Plan

Six-Year Enrollment Projections

	<u>2015*</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
County Live Births**	24,514	24,630	25,032	24,910	25,348	25,415	25,482
change		116	402	(122)	438	67	67
Kindergarten ***	2,199	2,216	2,271	2,290	2,339	2,342	2,345
Grade 1 ****	2,292	2,413	2,437	2,503	2,512	2,554	2,552
Grade 2	2,405	2,420	2,551	2,576	2,630	2,632	2,673
Grade 3	2,363	2,404	2,427	2,561	2,574	2,621	2,622
Grade 4	2,315	2,368	2,420	2,441	2,567	2,573	2,618
Grade 5	2,258	2,314	2,376	2,431	2,439	2,563	2,568
Grade 6	2,213	2,220	2,290	2,356	2,380	2,391	2,537
Grade 7	2,114	2,163	2,176	2,249	2,310	2,323	2,335
Grade 8	2,002	2,061	2,111	2,127	2,197	2,250	2,257
Grade 9	1,998	1,982	2,039	2,085	2,090	2,148	2,196
Grade 10	1,966	2,001	1,992	2,048	2,090	2,092	2,149
Grade 11	1,779	2,032	2,082	2,077	2,126	2,166	2,168
Grade 12	1,926	1,938	2,184	2,233	2,227	2,272	2,311
Total Enrollment	27,830	28,532	29,356	29,977	30,481	30,927	31,331
Yearly Increase		702	824	621	504	446	404
Yearly Increase		2.52%	2.89%	2.12%	1.68%	1.46%	1.31%
Cumulative Increase		702	1,526	2,147	2,651	3,097	3,501

* Number of Individual Students (10/1/15 Headcount).

** County Live Births estimated based on OFM projections. 2019 and prior year birth rates are actual births 5 years prior to enrollment year.

*** Kindergarten enrollment is calculated at 8.11% of County Live Births plus anticipated developments.

**** First Grade enrollment is based on District's past history of first grade enrollment to prior year kindergarten enrollment.

Enrollment History *

	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>
County Live Births **	21,778	21,863	22,431	22,874	22,680	24,244	24,899	25,222	25,057	24,514
Kindergarten / Live Birth	8.21%	7.76%	7.95%	8.15%	8.25%	7.87%	7.86%	8.08%	8.02%	8.97%
								Period Average		8.11%
Kindergarten	1,789	1,696	1,783	1,865	1,872	1,908	1,957	2,037	2,009	2,199
Grade 1	1,916	1,959	1,903	2,047	2,146	2,121	2,150	2,218	2,292	2,292
Grade 2	1,860	1,901	2,020	1,936	2,108	2,203	2,174	2,228	2,284	2,405
Grade 3	1,870	1,853	1,934	2,036	1,968	2,116	2,207	2,236	2,270	2,363
Grade 4	1,776	1,857	1,901	1,937	2,056	1,986	2,125	2,231	2,258	2,315
Grade 5	1,810	1,753	1,854	1,897	1,936	2,051	2,003	2,137	2,257	2,258
Grade 6	1,726	1,825	1,738	1,838	1,898	1,920	2,002	1,979	2,123	2,213
Grade 7	1,818	1,692	1,805	1,726	1,829	1,857	1,929	2,047	2,023	2,114
Grade 8	1,806	1,811	1,673	1,819	1,734	1,831	1,860	1,924	2,053	2,002
Grade 9	1,765	1,755	1,782	1,660	1,756	1,687	1,802	1,868	1,933	1,998
Grade 10	1,824	1,763	1,739	1,780	1,672	1,740	1,714	1,795	1,853	1,966
Grade 11	1,856	1,811	1,728	1,742	1,798	1,671	1,730	1,649	1,727	1,779
Grade 12	1,881	1,890	1,909	1,802	1,816	1,824	1,742	1,699	1,634	1,926
Total Enrollment	23,697	23,566	23,769	24,085	24,589	24,915	25,395	26,048	26,716	27,830
Yearly Change		(131)	203	316	504	326	480	653	668	1,114
* October 1st Headcount	Average increase in the number of students per year									459
** Number indicates actual births	Total increase for period									4,133
5 years prior to enrollment year.	Percentage increase for period									17%
	Average yearly increase									1.94%

2015-16 Inventory and Capacities of Existing Schools

			<u>Total</u> <u>Capacity**</u>	<u>Net Avail</u> <u>Capacity**</u>
*	<u>Juanita Area</u>	Address		
25	Frost Elementary	11801 NE 140th	575	449
03	Juanita Elementary	9635 NE 132nd	529	345
04	Keller Elementary	13820 108th NE	483	346
26	Muir Elementary	14012 132nd NE	529	368
06	Discovery Community	12801 84th NE	69	69
06	Sandburg Elementary	12801 84th NE	575	437
02	Thoreau Elementary	8224 NE 138th	506	414
60	Environmental & Adventure	8040 NE 132nd	125	125
63	Finn Hill Middle School	8040 NE 132nd	697	672
67	Kamiakin Middle School	14111 132nd NE	777	726
82	Futures School	10601 NE 132nd	67	67
82	Juanita High School	10601 NE 132nd	1,673	1,508
	<u>Kirkland Area</u>			
07	Bell Elementary	11212 NE 112th	621	414
96	Community School	11133 NE 65th	69	69
16	Franklin Elementary	12434 NE 60th	598	484
09	Kirk Elementary	1312 6th Street	575	483
10	Lakeview Elementary	10400 NE 68th	598	506
15	Rose Hill Elementary	8044 128th NE	598	461
18	Rush Elementary	6101 152nd NE	713	575
14	Twain Elementary	9525 130th NE	690	553
96	International Community School	11133 NE 65th	523	523
65	Kirkland Middle School	430 18th Avenue	623	597
80	Northstar Middle School	12033 NE 80th	84	84
69	Rose Hill Middle School	13505 NE 75th	1,021	933
61	Stella Schola Middle School	13505 NE 75th	75	75
80	Emerson High	10903 NE 53rd St	269	224
84	Lake Washington High	12033 NE 80th	1,726	1,644
	<u>Redmond Area</u>			
53	Alcott Elementary	4213 228th NE	851	736
19	Audubon Elementary	3045 180th NE	575	460
46	Dickinson Elementary	7040 208th NE	621	484
24	Einstein Elementary	18025 NE 116th	575	460
46	Explorer Community School	7040 208th NE	92	92
22	Mann Elementary	17001 NE 104th	598	484
23	Redmond Elementary	16800 NE 80th	736	599
21	Rockwell Elementary	11125 162nd NE	690	598
41	Rosa Parks Elementary	22845 NE Cedar Park Creser	851	713
32	Wilder Elementary	22130 NE 133rd	713	621
74	Evergreen Middle School	6900 208th NE	1,146	1,070
71	Redmond Middle School	10055 166th NE	1,095	1,058
85	Redmond High School	17272 NE 104th	2,151	2,081
73	Tesla STEM High School	400 228th Ave NE	637	637
	<u>Sammamish Area</u>			
54	Blackwell Elementary	3225 205th PL NE	621	460
52	Carson Elementary	1035 244th Ave NE	621	552
57	McAuliffe Elementary	23823 NE 22nd	690	622
58	Mead Elementary	1725 216th NE	713	598
56	Smith Elementary	23305 NE 14th	782	644
77	Inglewood Middle School	24120 NE 8th	1,155	1,095
86	Renaissance	400 228th NE	84	84
86	Eastlake High School	400 228TH NE	2,083	1,940

* Note: See Table 4a for District Map. Locations indicated by numbers stated in this column.

** Note: "Total Capacity" = Total permanent/portable capacity as constructed
(Total Capacity does not account for space used by special programs)
"Net Available Capacity" = Total Capacity minus uses for special programs
(Net Available Capacity accounts for space used by special programs)

Inventory of Undeveloped Land

<i>Site # *</i>	<i>Area</i>	<i>Address</i>	<i>Jurisdiction</i>	<i>Status</i>
	<u>Juanita Area</u>			
	None			
	<u>Kirkland Area</u>			
27	Elementary	10638 – 134 th Ave. NE	Redmond	In reserve ***
	<u>Redmond Area</u>			
28	Elementary School	172 nd NE & NE 122 nd	King County	In reserve
31	Elementary School	Redmond Ridge East	King County	In reserve
33	No School Use Allowed	194 th NE above NE 116 th	King County	*****
59	Elementary School	Main & 228 th NE	Sammamish	In reserve ***
75	Undetermined	22000 Novelty Hill Road	King County	In reserve ***
72	Middle School	Redmond Ridge Corporate Center	King County	In reserve
90	No School Use Allowed	NE 95 th & 195 th NE	King County	*****
91	Undetermined	NE 95 th Street & 173 rd Place NE	King County	In reserve ***
99	Bus Satellite	22821 Redmond-Fall City Road	King County	In reserve ***

Footnotes

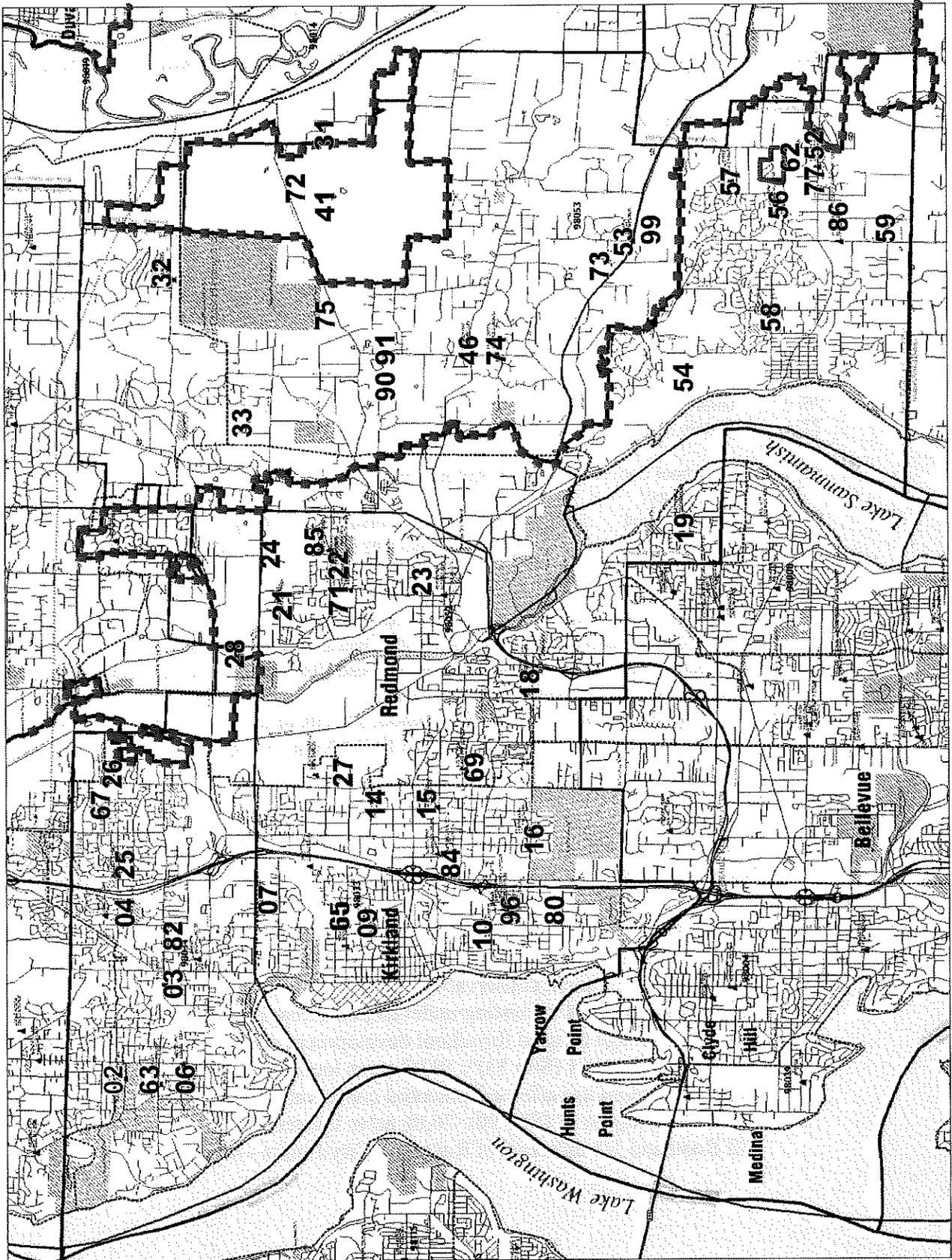
“*” = See Table 4a for a District map. Locations indicated by numbers stated in this column.

“***” = “In reserve” refers to sites owned by the District. While the District does not anticipate construction school facilities on these sites within these six years, they are being held for the District’s long term needs.

“*****” = Property unable to be used for a school site due to the King County School Siting Task Force recommendations as adopted by the King County Council.

The King County Rural Area Task Force concluded:

1. "Lake Washington 2" (Site 75): 37.85 acre site located on the north side of Novelty Hill Road & adjacent to south boundary of Redmond Ridge. The District must work with King County to find an alternative site within the UGA. If an alternative site cannot be feasibly located, the District can use the site for a "small [5 acre] environmental school while placing the remainder of the use into permanent conservation."
2. "Lake Washington 4": Existing undeveloped acreage at Dickinson/Evergreen site - this acreage be used for school development and can connect to sewer.
3. "Lake Washington 1 (Site 33)": 19.97 acres located 1/4 mile east of Avondale Road - *no school use allowed*; potential conservation value.
4. "Lake Washington 3" (Site 90): 26.86 acres located 1/4 mile south of Novelty Hill Road and 1/2 mile east of Redmond City Limits - *no school use allowed*.



Projected Capacity to House Students[^]

	2015	2016	2017	2018	2019	2020	2021
Permanent Capacity	25,479						
New Construction*:							
Redmond Ridge East Elementary #31				550			
North Redmond Elementary #28				550			
Kirk Elementary School #09					190		
Redmond Ridge Middle School #72					900		
Mead Elementary School #58					158		
** New Lake Washington/Juanita Area Elementary						550	
** Lake Washington High School Addition						233	
*** New Eastside Choice High School							
Modernization / Rebuild and Expansion							
Redmond Elementary Addition #23		138					
Juanita High School #82						504	
** Alcott Elementary School #53							190
*** Kamiakin Middle School #67							
Permanent Capacity Subtotal	25,479	25,617	25,617	26,717	27,965	29,252	29,442
Total Enrollment	27,830	28,532	29,356	29,977	30,481	30,927	31,331
Permanent Surplus/(Deficit) <u>without</u> Projects	(2,351)	(2,915)	(3,739)	(4,360)	(4,864)	(5,310)	(5,714)
Permanent Surplus / (Deficit) <u>with</u> Projects	(2,351)	(2,915)	(3,739)	(3,260)	(2,516)	(1,675)	(1,889)

* New schools and additional permanent capacity through modernization / rebuild (replacement)

** Projects that are not funded (without these projects, the deficit with projects would be -2,862)

*** These projects are anticipated to be under construction, but not completed within the six year window of this plan

[^] Does not include relocatable capacity

Exhibit 1

Six-Year Finance Plan

Fiscal Year *	2016	2017	2018	2019	2020	2021	Total	Est Secured State	Local ^
2016 Bond Projects (voter approved)									
Site 31 New - Redmond Ridge East Elementary	8,404,835	33,753,437	1,098,728				43,257,000		43,257,000
Site 28 New - North Redmond Elementary	8,404,835	33,753,437	1,098,728				43,257,000		43,257,000
Site 09 Rebuild/Enlarge - Kirk Elementary	971,719	7,769,255	35,107,855	1,138,171			44,987,000	3,000,000	41,987,000
Site 58 Rebuild/Enlarge - Mead Elementary	971,719	7,769,255	35,107,855	1,138,171			44,987,000	3,000,000	41,987,000
Site 72 New - Redmond Area Middle School	6,688,430	38,260,615	31,308,372	1,334,582			77,592,000		77,592,000
Site 82 Rebuild/Enlarge - Juanita High School	7,099,278	13,893,054	36,514,727	71,443,755	15,478,753	1,047,434	145,477,000	15,000,000	130,477,000
2018 Bond Projects (proposed) **									
Site 53 Mod - Alcott Elementary		18,512	981,136	7,992,556	36,116,912	1,170,884	46,280,000		46,280,000
Site XX New - Kirkland Area Elementary	18,512	981,136	7,992,556	36,116,912	1,170,884		46,280,000		46,280,000
Site 67 Mod - Kamiakin Middle School			535,795	6,569,671	40,646,233	34,678,301	82,430,000		82,430,000
Site 84 Addition - Lake Washington High School	524,272	7,690,732	32,991,084	1,073,912			42,280,000		42,280,000
Site XX New - Eastside Choice High School			536,920	7,876,270	33,786,990	1,099,820	43,300,000		43,300,000
Portable Classrooms (as needed)									
Portables			600,000	600,000	600,000	600,000	2,400,000		2,400,000
Totals	\$33,083,601	\$143,889,433	\$183,873,755	\$135,284,000	\$127,799,772	\$38,596,439	\$662,527,000	\$21,000,000	\$641,527,000

* Fiscal year is from September of the year stated through August of the following year (e.g. "2016" means "September 2016 through August 2017")

** Monies for the major projects above have not been secured but these projects are shown because of the need

^ Includes secured and unsecured local bond funding, impact fees, and mitigation fees. Impact fees may be applied to growth related capacity projects.

**CITY OF SAMMAMISH
WASHINGTON
ORDINANCE NO. O2016-____**

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, RCW 82.02 authorizes the City to impose and collect impact fees for public facilities which are addressed by the Capital Facilities Element of the Comprehensive Plan adopted and revised in compliance with RCW 36.70A.070; and

WHEREAS, Sammamish Municipal Code (SMC) 24.25.030 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, SMC 21A.105 sets forth the administrative provisions applicable to the calculation, collection and adjustment of school impact fees on behalf of the school district; and

WHEREAS, SMC 21A.105.080 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 2016 which establishes a revised impact fee schedule for single family housing units in the amount of \$7,921 per unit and for multifamily housing units in the amount of \$2,386 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), a non-project SEPA Determination of Non-significance was issued by the City on October 21, 2016; 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 November 15, 2016, 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 2016 Capital Facilities Plan, attached hereto within Exhibit "A," into Volume II 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 \$7,921 per unit and for multifamily housing units in the amount of \$2,386 per unit.

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 beginning January 1, 2017.

ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE ____ DAY OF _____ 2016.

CITY OF SAMMAMISH

Mayor Donald J. Gerend

ATTEST/AUTHENTICATED:

Melonie Anderson, City Clerk

Approved as to form:

Michael R. Kenyon, City Attorney

Filed with the City Clerk: November 8, 2016
First Reading: November 15, 2016
Passed by the City Council:
Publication Date:
Effective Date: January 1, 2016

2016 Capital Facilities Plan

***Issaquah School District No. 411
Issaquah, Washington***

***Adopted May 25, 2016
Resolution No. 1070***

The Issaquah School District No. 411 hereby provides this Capital Facilities Plan documenting present and future school facility requirements of the District. The plan contains all elements required by the Growth Management Act and King County Council Ordinance 21-A.

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EXECUTIVE SUMMARY

This Six-Year Capital Facilities Plan (the "Plan") has been prepared by the Issaquah School District (the "district") as the district's primary facility planning document, in compliance with the requirements of Washington's Growth Management Act and King County Council Code Title 21A. This Plan was prepared using data available in March, 2016.

This Plan is an update of prior long-term Capital Facilities Plans adopted by the Issaquah School District. However, this Plan is not intended to be the sole Plan for all of the District's needs. The District may prepare interim and periodic Long Range Capital Facilities Plans consistent with board policies, taking into account a longer or a shorter time period, other factors and trends in the use of facilities, and other needs of the District as may be required. Any such plan or plans will be consistent with this Six-Year Capital Facilities Plan.

In June 1992, the District first submitted a request to King County to impose and to collect school impact fees on new developments in unincorporated King County. On November 16, 1992, the King County Council first adopted the District's Plan and a fee implementing ordinance. This Plan is the annual update of the Six-Year Plan.

King County and the cities of Issaquah, Renton, Bellevue, Newcastle and Sammamish collect impact fees on behalf of the District. All of these jurisdictions provide exemptions from impact fees for senior housing and certain low-income housing.

Pursuant to the requirements of the Growth Management Act, this Plan will be updated on an annual basis, and any charges in the fee schedule(s) adjusted accordingly.

STANDARD OF SERVICE

School facility and student capacity needs are dictated by the types and amounts of space required to accommodate the District's adopted educational program. The educational program standards which typically drive facility space needs include grade configuration, optimal facility size, class size, educational program offerings, as well as classroom utilization and scheduling requirements and use of re-locatable classroom facilities (portables).

Different class sizes are used depending on the grade level or programs offered such as special education or the gifted program. With the passage of Initiative 728 in November 2000, the Issaquah School Board established new class size standards for elementary grades K-5. The Board and District Administration will continue to keep class sizes near the levels provided by I-728; this will be done via local levy funds. There is also recently passed legislation that requires the State to fund Full-Day Kindergarten by 2018. The District will provide Full-Day Kindergarten for the 2016-2017 school year. A class size average of 20 for grades K-5 is now being used to calculate building capacities. A class size of 26 is used for grades 6-8 and 28 for grades 9-12. Special Education class size is based on 12 students per class. For the purpose of this analysis, rooms designated for special use, consistent with the provisions of King County Council Code Title 21A, are not considered classrooms.

Invariably, some classrooms will have student loads greater in number than this average level of service and some will be smaller. Program demands, state and federal requirements, collective bargaining agreements, and available funding may also affect this level of service in the years to come. Due to these variables, a utilization factor of 95% is used to adjust design capacities to what a building may actually accommodate.

Portables used as classrooms are used to accommodate enrollment increases for interim purposes until permanent classrooms are available. When permanent facilities become available, the portable(s) is either moved to another school as an interim classroom or removed.

Current state statues reduces K-3 classroom ratios to 17/1 will have a significant impact on the standard of service. A review of all elementary schools shows that 65 additional classrooms would be needed to meet the proposed 17/1 ratio. All sites are crowded, existing permanent facilities cannot house existing students and all schools use portable classrooms to house existing students. Existing portable classrooms already burden building core facilities.

The King County decision to no longer allow schools to be build outside the Urban Growth Boundary Line (UGBL) means District owned property planned for a new elementary school and middle school cannot be used. The State does not provide funding for property purchases.

Approved Bond funding provides for a new high school, new middle school, two new elementary schools, a rebuild/expansion of an existing middle school and additions to six existing elementary schools.

TRIGGER OF CONSTRUCTION

The Issaquah School District Capital Facilities Plan proposes construction of a new high school, a new middle school, two new elementary schools, the re-build/expansion of an existing middle school and additions to six existing elementary schools to meet the needs of elementary, middle school and high school capacity needs. Planning the need for new schools is triggered by comparing our enrollment forecasts with our permanent capacity figures. These forecasts are by grade level and, to the extent possible, by geography. The analysis provides a list of new construction needed by school year.

The decision on when to construct a new facility involves factors other than verified need. Funding is the most serious consideration. Factors including the potential tax rate for our citizens, the availability of state funds and impact fees, the ability to acquire land, and the ability to pass bond issues determine when any new facility can be constructed. The planned facilities will be funded by a bond passed on April 26, 2016, school impact fees and reserve funds held by the District. New school facilities are a response to new housing which the county or cities have approved for construction.

The District's Six-Year Finance Plan is shown in Appendix E found on page 21.

DEVELOPMENT TRACKING

In order to increase the accuracy and validity of enrollment projections, a major emphasis has been placed on the collection and tracking data of known new housing developments. This data provides two useful pieces of planning information. First, it is used to determine the actual number of students that are generated from a single family or multi-family residence. It also provides important information on the impact new housing developments will have on existing facilities and/or the need for additional facilities.

Developments that have been completed or are still selling houses are used to forecast the number of students who will attend our school from future developments. District wide statistics show that new single-family homes currently generate 0.464 elementary student, 0.176 middle school student, 0.156 high school student, for a total of 0.796 school aged student per single-family residence (see Table 2). New multi-family housing units currently generate 0.153 elementary student, 0.057 middle school student, 0.051 high school student, for a total of 0.261 school aged student per residence (see Table 3).

NEED FOR IMPACT FEES

Impact fees and state matching funds have not been a reliable source of revenue. Because of this, the Issaquah School District asked its voters on February 7, 2006 to fund the construction of an elementary school, one middle school, expand Maywood Middle School, expand Liberty High School, and rebuild Issaquah High School. District voters also approved on April 17, 2012 a ballot measure that provided funding to expand two elementary schools, rebuild/expand two additional elementary schools, add classrooms to one high school and rebuild/expand one middle school. Due to the high cost of land and the limited availability of a parcel large enough to accommodate a middle school program, the School Board reallocated the moneys designated to build the middle school to expand the capacity of Issaquah and Skyline high schools. On April 26, 2016 voters approved bond funding for the construction of a new high school, a new middle school and two new elementary schools, the rebuild/expansion of an existing middle school and additions to six existing elementary schools.

As demonstrated in Appendix A, (page 17) the District currently has a permanent capacity (at 100%) to serve 7476 students at the elementary level. Appendix B, (page 18) shows a permanent capacity (at 100%) for 3954 students at the middle school level Appendix C (page 19) shows a permanent capacity (at 100%) of 5524 students at the high school level. Current enrollment is identified on page 8. The District elementary projected Oct 2016 FTE is 9283. Adjusting permanent capacity by 95% leaves the District's elementary enrollment over permanent capacity at the elementary level by 2183 students (Appendix A). At the middle school level, the projected Oct 2016 headcount is 4814. This is 1057 students over permanent capacity (Appendix B). At the high school level the district is over permanent capacity by 195 students (Appendix C).

Based upon the District's student generation rates, the District expects that .796 students will be generated from each new single family home in the District and that .261 students will be generated from each new multi-family dwelling unit.

Applying the enrollment projections contained on page 8 to the District's existing permanent capacity (Appendices A, B, and C) and if no capacity improvements are made by the year 2021-22, and permanent capacity is adjusted to 95%, the District elementary population will be over its permanent capacity by 2312 students, at the middle school level by 1458 students, and will be over its permanent capacity by 1141 at the high school level. The District's enrollment projections are developed using two methods: first, the cohort survival – historical enrollment method is used to forecast enrollment growth based upon the progression of existing students in the District; then, the enrollment projections are modified to include students anticipated from new developments in the District.

Exhibit 1

To address existing and future capacity needs, the District's six-year construction plan includes the following capacity projects:

Facility Expansions	Projected Completion Date	Location	Additional Capacity
New High School	2021	Issaquah	1600
New Middle School	2020	Issaquah	850
Rebuild/Expand Pine Lake Middle	2018	Sammamish	242
New Elementary #16	2019	Issaquah	680
New Elementary #17	2020	Sammamish	680
Expand Cougar Ridge Elem	2017	Bellevue	120
Expand Discovery Elem	2017	Sammamish	120
Expand Endeavour Elem	2018	King County	120
Expand Maple Hills Elem	2021	King County	120
Expand Sunset Elem	2017	Bellevue	120
Briarwood Elem Portables	2016	King County	80
Creekside Elem Portables	2016	Sammamish	40
Endeavour Elem Portables	2016	King County	40
Grand Ridge Elem Portables	2016	Issaquah	40
Skyline High School Portables	2016	Sammamish	56

Based upon the District's capacity data and enrollment projections, as well as the student generation data, the District has determined that a majority of its capacity improvements are necessary to serve students generated by new development.

The school impact fee formula ensures that new development only pays for the cost of the facilities necessitated by new development. The fee calculations examine the costs of housing the students generated by each new single family dwelling unit or each new multi-family dwelling unit and then reduces that amount by the anticipated state match and future tax payments. The resulting impact fee is then discounted further. Thus, by applying the student generation factor to the school project costs, the fee formula only calculates the costs of providing capacity to serve each new dwelling unit. The formula does not require new development to contribute the costs of providing capacity to address existing needs.

The King County Council and the City Councils of the Cities of Bellevue, Issaquah, Newcastle, Renton and Sammamish have created a framework for collecting school impact fees and the District can demonstrate that new developments will have an impact on the District. The impact fees will be used in a manner consistent with RCW 82.02.050 - .100 and the adopted local ordinances. Engrossed Senate Bill 5923, enacted in the 2015 Legislative Session, requires that developers be provided an option to defer payment of impact fees to final inspection, certificate of occupancy, or closing, with no fees deferred longer than 18 months from building permit issuance. The District adopts the positions that: (1) no school impact fee should be collected later than the earlier of final inspection or 18 months from the time of building permit issuance; and (2) no developer applicant should be permitted to defer payment of school impact fees for more than 20 dwelling units in a single year. The District's recent and ongoing student growth, coupled with the need for the timely funding and construction of new facilities to serve this growth, requires strict adherence to this position.

ENROLLMENT METHODOLOGY

Two basic techniques are used, with the results compared, to establish the most likely range of anticipated student enrollment:

1. The student 3-2-1 cohort survival method. Examine Issaquah School District enrollments for the last 5 years and determine the average cohort survival for the consecutive five-year period. Because cohort survival does not consider students generated from new development it is a conservative projection of actual enrollment. For the same reason, these projections are also slow to react to actual growth.
2. Based on information from King County, realtors, developers, etc., seek to establish the number of new dwelling units that will be sold each year. The new dwelling units are converted to new students based on the following:
 - a) The number of actual new students as a percentage of actual new dwellings for the past several years.
 - b) Determine the actual distribution of new students by grade level for the past several years, i.e., 5% to kindergarten, 10% to first grade, 2% to 11th grade, etc.
 - c) Based on an examination of the history shown by (a) and (b) above, establish the most likely factor to apply to the projected new dwellings.

After determining the expected new students, the current actual student enrollments are moved forward from year to year with the arrived at additions.

One of the challenges associated with all projection techniques is that they tend to always show growth because the number of houses and the general population always increases. Enrollments, however, can and do decrease even as the population increases. The reason is as the population matures, the number of kindergartners will go down as the number of 10th graders is still increasing. To adjust for this factor, the number of school age children per dwelling is examined. When this number exceeds expectations, it is probably because the District is still assuming kindergarten growth, while the main growth is actually moving into middle school. When this happens, a reduction factor is added to kindergarten to force it to decrease even though the general population continues to grow. A precise statistical formula has not been developed to make this adjustment.

After all of the projections have been made and examined, the most likely range is selected. An examination of past projections compared with actual enrollment indicates the cohorts tend to be more accurate over a ten-year time span while dwelling units tend to be more accurate over a shorter period. The probable reason is that over a ten-year period, the projections tend to average out even though there are major shifts both up and down within the period.

Enrollment projections for the years 2016-2017 through 2030-2031 are shown in Table #1. Student generation factors are shown in Table #2 and #3.

ISSAQUAH SCHOOL DISTRICT

**Actual Student Counts 2007-08 Through 2015-16
Enrollment Projections 2016-17 Through 2030-31**

FTE Enrollment																		
Year	K	1ST	2ND	3RD	4TH	5TH	6TH	7TH	8TH	9TH	10TH	11TH	12TH	Total	K-5	6-8	9-12	Total
2007-08	601	1203	1324	1227	1235	1299	1276	1271	1198	1252	1321	1131	1003	15,340	6889	3745	4707	15,340
2008-09	574	1337	1246	1345	1236	1284	1279	1258	1267	1215	1225	1235	978	15,480	7023	3804	4653	15,480
2009-10	593	1319	1351	1299	1371	1258	1286	1299	1255	1326	1171	1132	1147	15,807	7191	3840	4776	15,807
2010-11	613	1390	1355	1385	1319	1400	1268	1326	1298	1326	1333	1110	1015	16,138	7462	3892	4784	16,138
2011-12	609	1396	1423	1374	1417	1346	1407	1311	1346	1361	1319	1233	1021	16,563	7565	4064	4934	16,563
2012-13	651	1361	1467	1496	1440	1448	1362	1447	1339	1412	1353	1225	1146	17,147	7863	4148	5136	17,147
2013-14	654	1489	1414	1526	1498	1477	1462	1391	1463	1344	1404	1233	1110	17,465	8058	4316	5091	17,465
2014-15	694	1494	1552	1478	1545	1555	1512	1491	1432	1495	1352	1292	1115	18,006	8317	4435	5254	18,006
2015-16	661	1547	1558	1615	1548	1582	1600	1552	1520	1472	1489	1167	1136	18,445	8511	4671	5264	18,445
2016-17	1343	1490	1602	1612	1651	1584	1604	1634	1577	1559	1466	1365	1052	19,541	9283	4814	5444	19,541
2017-18	1324	1509	1547	1660	1646	1686	1606	1634	1657	1608	1551	1335	1243	20,006	9372	4896	5738	20,006
2018-19	1309	1494	1562	1602	1687	1681	1708	1633	1655	1681	1599	1412	1206	20,232	9336	4997	5899	20,232
2019-20	1331	1475	1548	1616	1634	1723	1705	1735	1656	1684	1672	1457	1280	20,517	9327	5097	6092	20,517
2020-21	1322	1493	1527	1600	1651	1666	1744	1732	1754	1684	1671	1523	1321	20,689	9259	5230	6200	20,689
2021-22	1475	1488	1547	1582	1633	1686	1688	1773	1754	1785	1675	1534	1396	21,017	9412	5215	6390	21,017
2022-23	1475	1641	1542	1602	1614	1668	1708	1716	1795	1783	1775	1536	1405	21,260	9542	5219	6498	21,260
2023-24	1483	1641	1695	1596	1634	1648	1690	1736	1737	1823	1773	1634	1405	21,495	9697	5163	6634	21,495
2024-25	1486	1648	1695	1749	1629	1668	1671	1718	1758	1766	1813	1631	1503	21,734	9875	5146	6713	21,734
2025-26	1478	1651	1702	1749	1782	1663	1690	1699	1739	1787	1756	1671	1500	21,865	10025	5127	6714	21,865
2026-27	1492	1644	1705	1756	1781	1816	1685	1718	1720	1768	1777	1615	1541	22,019	10194	5123	6701	22,019
2027-28	1499	1657	1697	1759	1789	1816	1838	1713	1739	1749	1758	1636	1485	22,135	10217	5291	6627	22,135
2028-29	1506	1664	1711	1751	1792	1823	1838	1866	1735	1768	1739	1617	1505	22,314	10247	5438	6628	22,314
2029-30	1519	1671	1718	1765	1784	1826	1845	1866	1888	1763	1758	1597	1486	22,487	10284	5598	6605	22,487
2030-31	1505	1684	1725	1772	1798	1818	1848	1873	1887	1916	1753	1617	1467	22,665	10303	5608	6754	22,665

STUDENT GENERATION SINGLE FAMILY

Single Family Development	STUDENTS						AVERAGE PER UNIT			
	<i># Planned</i>	<i># Sold</i>	<i>K - 5</i>	<i>6 - 8</i>	<i>9 - 12</i>	<i>Total</i>	<i>K - 5</i>	<i>6 - 8</i>	<i>9 - 12</i>	<i>Total</i>
Belvedere	82	67	18	5	6	29	0.269	0.075	0.090	0.433
Cavalia	49	49	24	11	6	41	0.490	0.224	0.122	0.837
Chestnut Estates	38	34	6	5	6	17	0.176	0.147	0.176	0.500
Claremont	91	89	12	10	3	25	0.135	0.112	0.034	0.281
Delany Park	26	26	9	1	1	11	0.346	0.038	0.038	0.423
Glencoe, Preswick & Kinlock @										
Trossachs	211	170	72	42	40	154	0.424	0.247	0.235	0.906
Heritage Estates	86	86	29	12	12	53	0.337	0.140	0.140	0.616
Issaquah Highlands (Multiple Sub-Divisions)	2003	1848	947	335	296	1578	0.512	0.181	0.160	0.854
Lawson Park	31	15	7	2	0	9	0.467	0.133	0.000	0.600
Shorelane Vistas	38	38	9	9	5	23	0.237	0.237	0.132	0.605
Symphony Ridge	30	18	3	1	2	6	0.167	0.056	0.111	0.333
Tarmigan @ Pine Ridge	30	30	10	2	8	20	0.333	0.067	0.267	0.667
TOTALS	2715	2470	1146	435	385	1966	0.464	0.176	0.156	0.796

SINGLE FAMILY

Elementary K - 5	0.464
Middle School 6 - 8	0.176
High School 9 - 12	0.156
TOTAL	0.796

These developments are currently under construction or have been completed within the past five years.

STUDENT GENERATION MULTI-FAMILY

Multi-Family Development	#Planned	# Sold	K-5	6-8	9-12	Total	K-5	6-8	9-12	Total
Alta at the Lake Condos	80	80	7	3	1	11	0.088	0.038	0.013	0.073
Copper Leaf	28	28	2	0	0	2	0.071	0.000	0.000	0.107
Issaquah Highlands	1392	1277	211	78	72	361	0.165	0.061	0.056	0.288
Lake Boren Townhomes	56	56	0	1	1	2	0	0.018	0.018	0.091
Totals	1556	1441	220	82	74	376	0.153	0.057	0.051	0.261

MULTI-FAMILY

Elementary K-5	0.153
Middle School 6-8	0.057
High School 9-12	0.051
TOTAL	0.261

These developments are currently under construction or have been completed within the past five years.

INVENTORY AND EVALUATION OF CURRENT FACILITIES

Currently, using the 95% utilization factor, the District has the capacity to house 15,989 students in permanent facilities and 4077 students in portables. The projected student enrollment for the 2016-2017 school year is expected to be 19,541 including K-5 FTE which leaves a permanent capacity deficit of 3552. Adding portable classrooms into the capacity calculations gives us a capacity of 20,066 with a surplus capacity of 525 for the K-12 student population.

Calculations of elementary, middle school and high school capacities are shown in Appendices A, B and C. Totals are shown in Appendix D.

Below is a list of current facilities. These facility locations and sites are shown on the District Site Location Map on Page 12.

EXISTING FACILITIES

LOCATION

GRADE SPAN K-5:

Apollo Elementary	15025 S.E. 117th Street, Renton
Briarwood Elementary	17020 S.E. 134th Street, Renton
Cascade Ridge Elementary	2020 Trossachs Blvd. SE, Sammamish
Challenger Elementary	25200 S.E. Klahanie Blvd., Issaquah
Clark Elementary	500 Second Ave. S.E., Issaquah
Cougar Ridge Elementary	4630 167th Ave. S.E., Bellevue
Creekside Elementary	20777 SE 16 th Street, Sammamish
Discovery Elementary	2300 228th Ave. S.E., Sammamish
Endeavour Elementary	26205 SE Issaq.-Fall City Rd., Issaquah
Grand Ridge Elementary	1739 NE Park Drive, Issaquah
Issaquah Valley Elementary	555 N.W. Holly Street, Issaquah
Maple Hills Elementary	15644 204th Ave. S.E., Issaquah
Newcastle Elementary	8440 136 th Ave SE, Newcastle
Sunny Hills Elementary	3200 Issaq. Pine Lake Rd. S.E., Sammamish
Sunset Elementary	4229 W. Lk. Samm. Pkwy. S.E., Issaquah

GRADE SPAN 6-8:

Beaver Lake Middle School	25025 S.E. 32nd Street, Issaquah
Issaquah Middle School	400 First Ave. S.E., Issaquah
Maywood Middle School	14490 168th Ave. S.E., Renton
Pacific Cascade Middle School	24635 SE Issaquah Fall City Rd, Issaquah
Pine Lake Middle School	3200 228th Ave. S.E., Sammamish

GRADE SPAN 9-12:

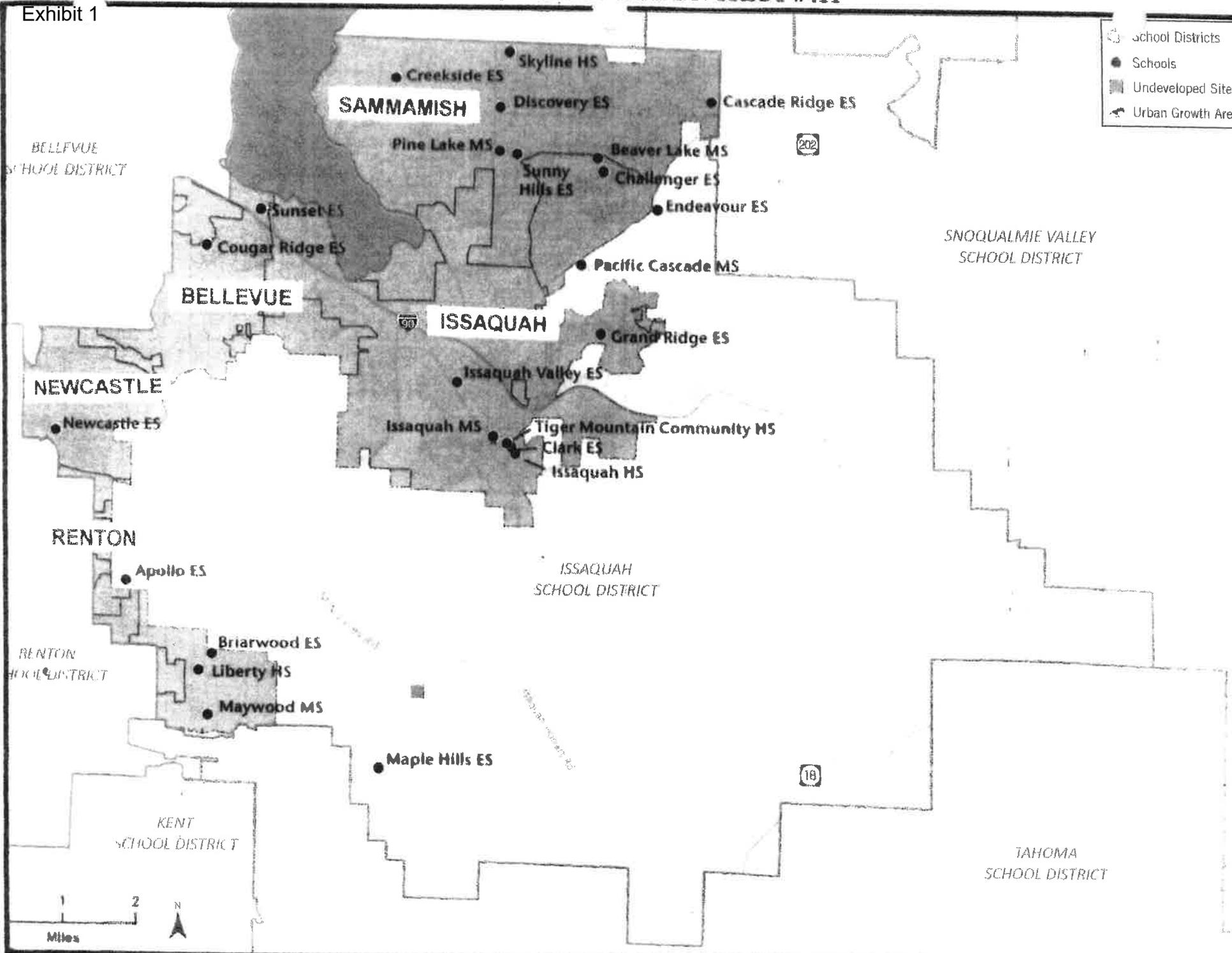
Issaquah High School	700 Second Ave. S.E., Issaquah
Liberty High School	16655 S.E. 136th Street, Renton
Skyline High School	1122 228 th Ave. S.E., Sammamish
Gibson EK High School	400 First Ave. S.E., Issaquah

SUPPORT SERVICES:

Administration Building	565 N.W. Holly Street, Issaquah
May Valley Service Center	16404 S.E. May Valley Road, Renton
Transportation Center	805 Second Avenue S.E., Issaquah
Transportation Satellite	3402 228 Ave S.E., Sammamish

ISSAQUAH SCHOOL DISTRICT #411

Exhibit 1



- School Districts
- Schools
- Undeveloped Site
- Urban Growth Area



**THE ISSAQUAH SCHOOL DISTRICT'S
SIX-YEAR CONSTRUCTION PLAN**

The District's Six-Year Finance Plan is shown in Appendix E. Shown in Table #4 (page 14) is the District's projected capacity to house students, which reflects the additional facilities as noted. Voters passed a \$533 million bond in April 2016 to fund the purchase of land for a new high school, a new middle school, two new elementary schools, the rebuild/expansion of an existing middle school and additions to six existing elementary schools. The District does not anticipate receiving State matching funds that would reduce future bond sale amounts or be applied to new K-12 construction projects included in this Plan.

The District also anticipates that it will receive \$500,000 in impact fees and mitigation payments that will be applied to capital projects.

The District projects 19,541 FTE students for the 2016-2017 school year and 20,689 FTE students in the 2021-2022 school year. Growth will be accommodated by the planned facilities. Per the formula in the adopted school impact fee ordinance, half of this factor is assigned to impact fees and half is the local share.

Projected Capacity to House Students

Years	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22
*Permanent Capacity	16830	17190	17552	18352	20002	21602
High School						1600
Middle School			242		850	
Elementary School		360	120	800	800	
Utilization Rate @ 95%						
Subtotal (Sum at 95% Utilization Rate)	15989	16331	16674	17434	19002	20522
Portables @ 95%	4077	4077	4077	4077	4077	4077
Total Capacity	20066	20408	20751	21511	23079	24599
Projected FTE Enrollment**	19541	20006	20232	20517	20689	21017
Permanent Capacity @ 95% (surplus/deficit)	-3552	-3675	-3558	-3083	-1689	-495
Permanent Cap w/Portables (surplus/deficit)	525	402	519	994	2390	3582

* Permanent Capacity and New Construction calculations are based on the 95% utilization factors (see Appendix D)
 The number of planned portables may be reduced if permanent capacity is increased by a future bond issue.

Exhibit 1

SCHOOL IMPACT FEE CALCULATIONS

DISTRICT Issaquah SD #411
YEAR 2016

School Site Acquisition Cost:

(Acres x Cost per Acre) / Facility Capacity x Student Generation Factor

	Facility Acreage	Cost/ Acre	Facility Capacity	Student Factor SFR	Student Factor MFR	Cost/ SFR	Cost/ MFR
Elementary	10.00	\$0	680	0.464	0.153	\$0	\$0
Middle/JR High	15.00	\$0	850	0.176	0.057	\$0	\$0
High	30.00	\$0	1,600	0.156	0.051	\$0	\$0
TOTAL						\$0	\$0

School Construction Cost:

(Facility Cost / Facility Capacity) x Student Generation Factor x (permanent / Total Sq Ft)

	%Perm/ Total Sq.Ft.	Facility Cost	Facility Capacity	Student Factor SFR	Student Factor MFR	Cost/ SFR	Cost/ MFR
Elementary	95.18%	\$27,000,000	680	0.464	0.153	\$17,534	\$5,770
Middle/JR High	95.18%	\$50,000,000	850	0.176	0.057	\$9,860	\$3,186
High	95.18%	\$90,000,000	1,600	0.156	0.051	\$8,345	\$2,749
TOTAL						\$35,740	\$11,705

Temporary Facility Cost:

(Facility Cost / Facility Capacity) x Student Generation Factor x (Temporary / Total Square Feet)

	%Temp/ Total Sq.Ft.	Facility Cost	Facility Size	Student Factor SFR	Student Factor MFR	Cost/ SFR	Cost/ MFR
Elementary	4.82%	\$215,000	80	0.464	0.153	\$60	\$20
Middle/JR High	4.82%	\$215,000	56	0.176	0.057	\$33	\$11
High	4.82%	\$215,000	224	0.156	0.051	\$7	\$2
TOTAL						\$100	\$33

State Matching Credit:

Area Cost Allowance X SPI Square Footage X District Match % X Student Factor

	Current Area Cost Allowance	SPI Footage	District Match %	Student Factor SFR	Student Factor MFR	Cost/ SFR	Cost/ MFR
Elementary	\$213.23	90	0.00%	0.464	0.153	\$0	\$0
Middle/JR High	\$213.23	115	0.00%	0.176	0.057	\$0	\$0
High School	\$213.23	130	0.00%	0.156	0.051	\$0	\$0
TOTAL						\$0	\$0

Tax Payment Credit:

	SFR	MFR
Average Assessed Value	\$660,377	\$264,684
Capital Bond Interest Rate	3.27%	3.27%
Net Present Value of Average Dwelling	\$5,556,318	\$2,227,014
Years Amortized	10	10
Property Tax Levy Rate	\$1.70	\$1.70
Present Value of Revenue Stream	\$9,446	\$3,786

Fee Summary:

	Single Family	Multi- Family
Site Acquisition Costs	\$0.00	\$0.00
Permanent Facility Cost	\$35,739.79	\$11,705.21
Temporary Facility Cost	\$108.28	\$32.68
State Match Credit	\$0.00	\$0.00
Tax Payment Credit	(\$9,445.74)	(\$3,785.92)
FEE (AS CALCULATED)	\$26,402.33	\$7,951.97
DISCOUNTED AMOUNT	\$18,481.63	\$5,566.38
FINAL FEE	\$7,921	\$2,386

Each city or county sets and adopts the amount of the school impact fee.
For the applicable fee schedule, please consult with the permitting jurisdiction for the development project.

**BASIS FOR DATA USED IN
SCHOOL IMPACT FEE CALCULATIONS**

SCHOOL SITE ACQUISITION COST:

- Elementary Two new sites are planned for purchase.
- Middle School One new site is planned for purchase.
- High School One new site is planned for purchase.

SCHOOL CONSTRUCTION COST:

- Elementary \$27,000,000 is the proportional cost of the project providing additional elementary capacity.
- Middle School \$50,000,000 is the proportional costs of the projects providing additional middle school capacity
- High School \$90,000,000 is the proportional cost of the project providing additional high school capacity

PERCENTAGE OF PERMANENT AND TEMPORARY SQUARE FOOTAGE TO TOTAL SQUARE FOOTAGE:

Total Square Footage	2,498,894
Permanent Square Footage (OSPI)	2,336,270
Temporary Square Footage	162,624

STATE MATCH CREDIT:

Current Area Cost Allowance	\$213.23
Percentage of State Match	42.10%

2015-16 ELEMENTARY SCHOOL CAPACITIES

ELEMENTARY SCHOOLS	# OF STANDARD CLASSROOMS*	ROOM CAPACITY (20)**	# OF HANDICAP ROOMS	HIC ROOM CAPACITY (12)	PERMANENT CAPACITY @100%	PERMANENT CAPACITY @ 95%	# OF EXISTING PORTABLES	PORTABLE CAPACITY (20)**	CURRENT SCHOOL CAPACITY @ 100%	CURRENT SCHOOL CAPACITY @95%	FUTURE PORTABLES	ADDTL PORTABLE CAPACITY (20)	MAXIMUM SCHOOL CAPACITY	MAXIMUM # OF PORTABLES	Projected Oct. 2016 Headcount	PERMANENT CAP OVERAGE OR SHORTAGE @95%	EXISTING PORT OVERAGE OR SHORTAGE @95%
APOLLO	26	520	4	48	568	540	7	140	708	673	0	0	708	7	622	-82	51
BRIARWOOD	28	560	2	24	584	555	10	200	784	699	2	40	824	12	696	-141	49
CASCADE RIDGE	23	460	3	36	496	471	8	160	656	623	0	0	656	8	524	-53	99
CHALLENGER	20	400	5	60	460	437	12	240	700	627	0	0	700	12	593	-156	72
CLARK	16	320	2	24	344	327	20	400	744	707	0	0	744	20	753	-426	-46
COUGAR RIDGE	21	420	3	36	456	433	8	160	616	585	0	0	616	8	578	-145	7
CREEKSIDE	27	540	3	36	576	546	8	160	736	626	2	40	776	10	715	-169	-16
DISCOVERY	22	440	3	36	476	452	8	160	636	604	0	0	636	8	541	-89	63
ENDEAVOUR	22	440	3	36	476	452	10	200	676	642	0	0	676	10	664	-212	-22
GRAND RIDGE	27	540	3	36	576	547	12	240	816	737	0	0	816	12	783	-236	-8
ISSAQUAH VALLEY	29	580	0	0	580	551	10	200	780	741	0	0	780	10	651	-100	90
MAPLE HILLS	19	380	3	36	416	395	2	40	456	433	4	80	536	6	395	0	38
NEWCASTLE	24	480	3	36	516	490	6	120	636	604	2	40	676	8	610	-120	-6
SUNNY HILLS	19	380	1	12	392	372	11	220	612	581	0	0	612	11	636	-264	-55
SUNSET	25	500	5	60	560	532	4	80	640	606	4	80	720	8	634	-102	-26
TOTAL	348	6960	43	516	7476	7100	136	2720	10196	9459	14	280	10476	150	9395	-2293	291

*Minus excluded spaces for special program needs
 **Average of staffing ratios 1:20 K-2, 1:23 3-5
 ***Permanent Capacity x 95% (utilization factor) Minus Headcount Enrollment
 ****Maximum Capacity x 95% (utilization factor) Minus Headcount Enrollment
 Permanent capacity reflects the building's level of service design capacity

The maximum capacity includes the permanent capacity plus the maximum number of classrooms served in portables.

2015-2016 MIDDLE SCHOOL CAPACITIES

MIDDLE SCHOOLS	# OF STANDARD CLASSROOMS*	ROOM CAPACITY (26)	# OF HANDICAP ROOMS	H/C ROOM CAPACITY (12)	PERMANENT CAPACITY @ 100%	PERMANENT CAPACITY @ 95%	# OF EXISTING PORTABLES	PORTABLE CAPACITY (26)	CURRENT SCHOOL CAPACITY @ 100%	CURRENT SCHOOL CAPACITY @ 95%	FUTURE PORTABLES	ADDTL PORTABLE CAPACITY (24)	MAXIMUM SCHOOL CAPACITY	MAXIMUM # OF PORTABLES	Projected Oct. 2016 Headcount	PERMANENT CAP Over or short @95% **	EXISTING PORT. OVER OR SHORT @95% ***
BEAVER LAKE	29	754	2	24	776	739	10	260	1036	986	0	0	1036	10	859	-120	127
ISSAQUAH MIDDLE	22	572	8	96	668	635	6	156	824	783	2	52	876	8	914	-279	-131
MAYWOOD	39	1014	4	48	1062	1009	2	52	1114	1058	0	0	1058	2	1139	-130	-81
PACIFIC CASCADE	29	754	7	84	838	796	6	156	934	944	2	52	1046	8	984	-188	-40
PINE LAKE	22	572	3	36	608	578	8	208	816	776	0	0	816	8	919	-341	-144
TOTAL	141	3668	24	288	3954	3757	32	832	4796	4547	4	104	4834	36	4814	-1059	-268

*Minus excluded spaces for special program needs
 **Permanent Capacity x 95% (utilization factor) Minus Headcount Enrollment
 ***Maximum Capacity x 95% (utilization factor) Minus Headcount Enrollment
 Permanent capacity reflects the building's level of service design capacity
 The maximum capacity includes the permanent capacity plus the maximum number of classrooms served in portables

2015-2016 HIGH SCHOOL CAPACITIES

HIGH SCHOOLS	# OF CLASSROOMS*	ROOM CAPACITY (28)	# OF HANDICAP ROOMS	HIC ROOM CAPACITY (12)	PERMANENT CAPACITY @ 100%	PERMANENT CAPACITY @ 95%	# OF EXISTING PORTABLES	PORTABLE CAPACITY (28)	CURRENT SCHOOL CAPACITY @ 100%	CURRENT SCHOOL CAPACITY @ 95%	FUTURE PORTABLES	ADDTL PORTABLE CAPACITY (28)	MAXIMUM SCHOOL CAPACITY	MAXIMUM # OF PORTABLES	Projected Oct. 2016 Headcount	PERM CAP OVER OR SHORT @95%**	W/EXISTING PORT. OVER OR SHORT @95%***
ISSAQUAH HIGH	78	2184	2	24	2208	2098	8	224	2432	2310	0	0	2432	8	2127	-29	183
LIBERTY HIGH	38	1092	4	48	1140	1083	8	224	1364	1296	6	168	1532	14	1168	-63	130
Gibson EK	7	196	1	12	208	198	0	0	208	198	0	0	208	0	90	108	108
SKYLINE HIGH	69	1932	3	36	1968	1870	14	392	2360	2242	0	0	2360	8	2060	-190	182
TOTAL	193	5404	10	120	5524	5249	30	840	6364	6046	6	168	6532	30	5443	8	483

*Minus excluded spaces for special program needs

** Headcount Enrollment Compared to Permanent Capacity x 95% (utilization factor)

*** Headcount Enrollment Compared to Maximum Capacity x 95% (utilization factor)

Permanent capacity reflects the building's level of service design capacity.

The maximum capacity includes the permanent capacity plus the maximum number of classrooms served in portables

2015-2016 District Total Capacity

# OF CLASSROOMS*	ROOM CAPACITY	# OF HANDICAP ROOMS	H/C ROOM CAPACITY (12)	PERMANENT CAPACITY @100%*	# OF EXISTING PORTABLES	PORTABLE CAPACITY	CURRENT SCHOOL CAPACITY @100%	FUTURE PORTABLES	ADDTL PORTABLE CAPACITY (28)	MAXIMUM SCHOOL CAPACITY	MAXIMUM # OF PORTABLES	OCT. 2016 PROJ. HEADCOUNT	PERMANENT CAPACITY (98%)	TOTAL CAPACITY W/EXISTING PORT. (95%)
682	16030	77	924	16954	198	4392	21346	24	552	21842	216	19652	-3344	506

*Permanent Capacity is the total Permanent Capacity from Appendix A + Total Capacity from Appendix B + Total Capacity from Appendix C

Six-Year Finance Plan

BUILDING	N/M*	2016	2017	2018	2019	2020	2021	Cost to	SECURED	UNSECURED
								Complete	LOCAL/STATE**	LOCAL***
New High School	N	\$1,000,000	\$40,000,000	\$2,000,000	\$28,000,000	\$30,000,000	\$19,000,000	\$120,000,000	\$120,000,000	
New Middle School	N	\$1,000,000	\$6,000,000	\$21,000,000	\$24,000,000	\$22,000,000		\$74,000,000	\$74,000,000	
New Elementary #16	N	\$1,000,000	\$5,000,000	\$12,500,000	\$14,000,000	\$4,000,000		\$36,500,000	\$36,500,000	
New Elementary #17	N	\$1,000,000		\$6,000,000	\$13,000,000	\$14,000,000	\$4,000,000	\$38,000,000	\$38,000,000	
Rebuild/Expand Pine Lake Mid	M	\$2,000,000	\$30,000,000	\$33,000,000	\$6,000,000			\$71,000,000	\$71,000,000	
Expand Cougar Ridge EI	M	\$1,000,000	\$5,000,000	\$3,000,000				\$9,000,000	\$9,000,000	
Expand Discovery EI	M	\$1,000,000	\$5,000,000	\$3,000,000				\$9,000,000	\$9,000,000	
Expand Endeavour EI	M		\$1,000,000	\$5,000,000	\$3,000,000			\$9,000,000	\$9,000,000	
Expand Maple Hills EI	M				\$1,000,000	\$4,000,000	\$2,000,000	\$7,000,000	\$7,000,000	
Expand Sunset EI	M	\$1,000,000	\$5,000,000	\$2,000,000				\$8,000,000	\$8,000,000	
Portables	N	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$6,000,000	\$6,000,000	\$500,000
Land	N	\$75,000,000	\$22,000,000					\$97,000,000	\$97,000,000	
TOTALS		\$85,000,000	\$120,000,000	\$88,500,000	\$90,000,000	\$75,000,000	\$26,000,000	\$484,500,000	\$484,500,000	\$500,000

*N = New Construction M = Modernization/Rebuild

**The Issaquah School District, with voter approval, has front funded these projects.

***School impact fees may be utilized to offset front funded expenditures associated with the cost of new facilities. Impact fees are currently collected from King County, City of Bellevue, City of Newcastle, City of Renton, City of Sammamish and the City of Issaquah for projects within the Issaquah School District.

****Funds for portable purchases may come from impact fees, state matching funds, interest earnings or future bond sale elections.



Meeting Date: November 15, 2016

Date Submitted: 11/8/2016

Originating Department: Finance IT

Clearances:

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

Subject: 2nd Reading of an ordinance adopting the City's 2017-2018 Biennial Budget

Action Required: This is the second reading. The ordinance may be adopted, thereby adopting the 2017-2018 biennial budget.

Exhibits:

1. Ordinance
2. 2017-2018 Budget Message
3. Table A, the 2017-2018 Budget Table
4. REFERENCE Document: Line Item Biennial Budget

Budget: The Proposed Final 2017-2018 Biennial Budget = \$216,947,606 (With Transfers/Ending Fund Balance)

Summary Statement: Passage of a biennial budget by year-end is required by State law. As identified in the attached 2017-2018 proposed biennial budget, at the end of 2018, the ending fund balance for all funds is budgeted to be \$17.7 million, of which \$4.5 million is restricted for the general fund strategic reserve.

Individual years (2017 and 2018) are shown for reference and internal monitoring/management purposes only.

Background: The summary budget amounts outlined above and the further budget details have been presented and discussed at various Council and committee meetings, most notably at the September 20th, October 11th, and October 18th, 2016 Council meetings. A public hearing on the budget, with appropriate noticing requirements was held on November 1st, 2016, and continued until November 15th, 2016.

Financial Impact: \$216,947,606 (With Interfund Transfers and Ending Fund Balances)

Recommended Motion: Adopt the 2017-2018 biennial budget ordinance.

**CITY OF SAMMAMISH
WASHINGTON
ORDINANCE NO. O2016-_____**

**AN ORDINANCE OF THE CITY OF SAMMAMISH,
WASHINGTON, ADOPTING THE 2017-2018 BIENNIAL
BUDGET.**

WHEREAS, State law, Chapter 35A.34 RCW, requires the City to adopt a biennial budget and provides procedures for the filing of estimates, a preliminary budget, public hearings, and final fixing of the budget; and

WHEREAS, a preliminary biennial budget for the fiscal years 2017-2018 has been prepared and filed, public hearings have been held for the purposes of fixing the final budget; and the City Council has deliberated and has made adjustments and changes deemed necessary and proper;

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

Section 1. Adoption. The final 2017-2018 biennial budget for the City of Sammamish, Washington covering the period from January 1, 2017, through December 31, 2018, is hereby adopted at the total fund level per the totals referenced in the attached Table A. A copy of this budget is on file with the office of the City Clerk, along with further reference details that are incorporated in these fund totals.

Section 2. Summary of Revenues and Appropriations. Attached as Table A, in summary form, are the total estimated revenues and appropriations for each separate fund and the aggregate totals for all such funds combined.

Section 3. Filing of Ordinance. A complete copy of the final 2017-2018 budget, as adopted, together with a certified copy of this adopting ordinance shall be transmitted by the City Clerk to the Division of Municipal Corporations of the office of the State Auditor and to the Association of Washington Cities.

Section 4. Effective Date. That this Ordinance shall be in full force and effect five (5) days after publication of the Ordinance as required by law.

**ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF
ON THE _____ DAY OF NOVEMBER 2016.**

CITY OF SAMMAMISH

Mayor Donald J. Gerend

ATTEST/AUTHENTICATED:

Melonie Anderson, City Clerk

Approved as to form:

Michael R. Kenyon, City Attorney

Filed with the City Clerk: October 28, 2016
Public Hearing: November 1, 2016
First Reading: November 1, 2016
Passed by the City Council:
Publication Date:
Effective Date:

Exhibit 2
City of Sammamish
2017-2018 Budget Message

To the Honorable Sammamish City Councilmembers:

It gives me great pleasure to submit the 2017-2018 budget to the Sammamish City Council. I am confident this financial roadmap will allow us to stay on the path of prudence and progress we've successfully followed since incorporation in 1999.

Consistent with years past, this budget holds the line on taxes as it reflects not taking the 1% property tax allowable by state law for the 8th consecutive year. Prudent financial planning and a disciplined approach to managing our budget have allowed the following:

- A low debt burden with no bonded indebtedness resulting in a debt capacity of over \$680 million.
- Reserve levels representing 12% of the operating budget after 2017-2018 obligations are met.
- Cost competitive strategic resource additions to build base staff capacity to move toward a sustainable mix of contract vs. in-house staff necessary to meet the service needs both now and in the immediate future.
- Long-term financial health as evidenced by a pattern of solid financial results that again result in solid ending fund balance positions in all funds at the end of 2018 and will position us well as we move forward.

Sammamish is maturing and growing as it nears the end of its second decade of incorporation. With the Annexation of Klahanie in 2016, the 2017-2018 budget period becomes the first biennium where the City's residential population has exceeded 60,000. Development is also occurring rapidly with commercial and multi-family residential construction in the Town Center coupled with strong residential development in other areas of the city. Successful project and service delivery has reached the point where the workload is outstripping the staff's capacity to provide expected services and the need for additional infrastructure has arrived.

In response to workload challenges, this budget proposes converting seasonal staff positions to full time maintenance positions and adding professional and supervisory staff. Infrastructure needs are addressed in this budget with transportation, stormwater, and park projects approved as part of Council's long term Capital Improvement Plans.

The projects we are embracing will positively affect the community for years to come. This budget includes reconstruction of SE 4th Street in the Town Center, widening Issaquah/Fall City Road, stabilizing Snake Hill Road, widening Sahalee Way Northeast to the City limits, and further investments in parks, sidewalks and street overlays – they all mean the wave of progress that is transforming our community is going to continue.

Other priorities identified in this budget include emergency management, restructuring the maintenance functions, a continued response to the strong development environment, and continued focus on capital project delivery. Converting 13 seasonal maintenance positions to 10 full time maintenance positions (FTE) will add 10 FTE's to the City's staffing numbers. An additional 14.75 FTE positions were added to increase staffing from the 2016 level of 90.0 FTE to 114.75 FTE budgeted in 2017. Although at first blush, this might seem like a large increase in FTE, the City does not add staff without a lot of scrutiny. In fact, even with these additions, the 114.75 FTE is still significantly lower than Issaquah or Redmond that are showing preliminary budgets with 273 and 671 full time staff respectively. Although Sammamish would employ 158 less FTE than Issaquah, the FTE indicator alone is not the only measure of resources needed to meet

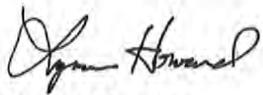
Exhibit 2

community expectations of city services. Another significant difference in method of service delivery is the use of contracts vs. in-house staffing.

The City Council's emphasis on contracting for major services has worked very well for us. Sammamish contracts with the King County Sheriff's Office for police services, and with Eastside Fire and Rescue for fire services. These and other contracts allow the city's operating expense and staffing levels to remain low, freeing up funds for the infrastructure construction our community needs, and the long-range, transformational projects that will shape the future of Sammamish. Each of the additional positions being added were reviewed in competition with contracted functions to determine the cost effectiveness and sustained service timeline associated with the needs that these positions will address and have been recommended to be included in the 2017-2018 budget. Having and then maintaining the right mix of in-house vs. contract staff is paramount to cost-effectively delivering these key city services. The 2017-2018 Budget accomplishes the necessary planning for the right mix of contracted and in-house staffing needed to position us for continued success moving forward into the 2017-2018 biennium and beyond.

If you have any questions on the budget, please feel free to contact me or Finance & Systems Director Aaron Antin.

Respectfully,



Lyman Howard
City Manager

CITY OF SAMMAMISH ORDINANCE O2016-XXX 2017-2018 BIENNIAL BUDGET AMENDMENT: TABLE A

2017-2018 BIENNIAL BUDGET = \$216,947,606				
FUND	BEGINNING BALANCE 2017-2018	REVENUES & OTHER SOURCES 2017-2018	EXPENSES & OTHER USES 2017-2018	ENDING BALANCE 2017-2018
001 General Fund	\$ 11,828,505	\$ 83,597,880	\$ 89,733,129	\$ 5,693,256
101 Street Fund	7,359,844	14,697,300	15,601,714	6,455,430
201 G.O. Debt Service Fund	-	1,090,666	1,090,666	-
301 CIP General Fund	4,651,508	10,000	4,050,000	611,508
302 CIP Parks Fund	8,900,000	9,120,000	17,686,500	333,500
340 CIP Transportation Fund	23,612,026	26,141,500	47,679,467	2,074,059
408 Surface Water Management-Operating Fund	2,513,919	10,094,000	12,051,830	556,089
438 Surface Water Management-CIP Fund	1,951,000	5,719,500	7,121,768	548,732
501 Equipment Replacement Fund	1,091,706	895,792	1,092,070	895,428
502 Information Services Replacement Fund	368,660	2,403,000	2,454,250	317,410
503 Risk Management Fund	239,800	661,000	732,000	168,800
2017-2018 TOTAL BIENNIAL BUDGET	\$ 62,516,968	\$154,430,638	\$ 199,293,394	\$ 17,654,212

2017 ANNUAL BUDGET FOR REFERENCE PURPOSES

	FY 2017	FY 2017	FY 2017	FY 2017
001 General Fund	\$ 11,828,505	\$ 41,463,190	\$ 44,890,356	\$ 8,401,339
101 Street Fund	7,359,844	7,339,300	8,001,407	6,697,737
201 G.O. Debt Service Fund	-	546,666	546,666	-
301 CIP General Fund	4,651,508	5,000	4,025,000	631,508
302 CIP Parks Fund	8,900,000	4,560,000	11,166,000	2,294,000
340 CIP Transportation Fund	23,612,026	13,711,500	22,596,878	14,726,648
408 Surface Water Management-Operating Fund	2,513,919	4,987,000	6,300,265	1,200,654
438 Surface Water Management-CIP Fund	1,951,000	3,127,000	4,086,365	991,635
501 Equipment Replacement Fund	1,091,706	447,896	420,890	1,118,712
502 Information Services Replacement Fund	368,660	1,201,500	1,302,050	268,110
503 Risk Management Fund	239,800	330,500	362,400	207,900
TOTAL BUDGET	\$ 62,516,968	\$ 77,719,552	\$ 103,698,277	\$ 36,538,243

2018 ANNUAL BUDGET FOR REFERENCE PURPOSES

	FY 2018	FY 2018	FY 2018	FY 2018
001 General Fund	\$ 8,401,339	\$ 42,134,690	\$ 44,842,773	\$ 5,693,256
101 Street Fund	6,697,737	7,358,000	7,600,307	6,455,430
201 G.O. Debt Service Fund	-	544,000	544,000	-
301 CIP General Fund	631,508	5,000	25,000	611,508
302 CIP Parks Fund	2,294,000	4,560,000	6,520,500	333,500
340 CIP Transportation Fund	14,726,648	12,430,000	25,082,589	2,074,059
408 Surface Water Management-Operating Fund	1,200,654	5,107,000	5,751,565	556,089
438 Surface Water Management-CIP Fund	991,635	2,592,500	3,035,403	548,732
501 Equipment Replacement Fund	1,118,712	447,896	671,180	895,428
502 Information Services Replacement Fund	268,110	1,201,500	1,152,200	317,410
503 Risk Management Fund	207,900	330,500	369,600	168,800
TOTAL BUDGET	\$ 36,538,243	\$ 76,711,086	\$ 95,595,117	\$ 17,654,212



City of Sammamish 2017-2018 Budget Packet

Preliminary Biennial Budget
Line Item Budgets by Fund
As of November 15, 2016

Page

2	Budget Summaries with Balances
3	2017-2018 Budgeted Transfers Reconciliation
4-55	2017-2018 Line Item Revenue & Expenditure Budgets by Fund
56	2017-2018 Organization Chart
57-59	2017-2018 Authorized Positions

City of Sammamish
2017-2018
By Fund Budget Summary

		2017 Budget			
Funds	Fund Name	Beg Fund Bal	Revenues	Expenditures	End Fund Bal
001	General Fund	\$ 11,828,505	\$ 41,463,190	\$ 44,890,356	\$ 8,401,339
101	Street Fund	7,359,844	7,339,300	8,001,407	6,697,737
201	Debt Service Fund	-	546,666	546,666	-
301	Gen Gov't CIP	4,651,508	5,000	4,025,000	631,508
302	Parks CIP Fund	8,900,000	4,560,000	11,166,000	2,294,000
340	Transportation CIP	23,612,026	13,711,500	22,596,878	14,726,648
408	Surface Wtr Mgt	2,513,919	4,987,000	6,300,265	1,200,654
438	Surface Wtr Cap Prj.	1,951,000	3,127,000	4,086,365	991,635
501	Equipment Rental	1,091,706	447,896	420,890	1,118,712
502	Technology Repl.	368,660	1,201,500	1,302,050	268,110
503	Risk Mgt Fund	239,800	330,500	362,400	207,900
Totals		\$ 62,516,968	\$ 77,719,552	\$ 103,698,277	\$ 36,538,243
		2018 Budget			
Funds	Fund Name	Beg Fund Bal	Revenues	Expenditures	End Fund Bal
001	General Fund	\$ 8,401,339	\$ 42,134,690	\$ 44,842,773	\$ 5,693,256
101	Street Fund	6,697,737	7,358,000	7,600,307	6,455,430
201	Debt Service Fund	-	544,000	544,000	-
301	Gen Gov't CIP	631,508	5,000	25,000	611,508
302	Parks CIP Fund	2,294,000	4,560,000	6,520,500	333,500
340	Transportation CIP	14,726,648	12,430,000	25,082,589	2,074,059
408	Surface Wtr Mgt	1,200,654	5,107,000	5,751,565	556,089
438	Surface Wtr Cap Prj.	991,635	2,592,500	3,035,403	548,732
501	Equipment Rental	1,118,712	447,896	671,180	895,428
502	Technology Repl.	268,110	1,201,500	1,152,200	317,410
503	Risk Mgt Fund	207,900	330,500	369,600	168,800
Totals		\$ 36,538,243	\$ 76,711,086	\$ 95,595,117	\$ 17,654,212

**City of Sammamish
Fund Summary
2017-2018 Budgeted Transfers**

<u>FROM FUND</u>		<u>REVENUES</u> <u>TO FUND</u>	<u>TO FUND DISCRPTION</u>	<u>2017</u> <u>AMOUNT</u>	<u>2018</u> <u>AMOUNT</u>	<u>2017-2018</u> <u>AMOUNT</u>
408	Surface Water Management	001	General Fund	\$ 46,500	\$ 46,500	\$ 93,000
301	General Gov't. Capital	001	General Fund	25,000	25,000	50,000
001	General Fund	101	Street Fund	5,905,000	5,905,000	11,810,000
340	Transportation Capital	201	Debt Service	546,667	544,000	1,090,667
001	General Fund	340	Transportation Capital	1,200,000	1,200,000	2,400,000
408	Surface Water Management	438	Surface Water Capital	2,070,000	1,795,000	3,865,000
001	General Fund	501	Equipment Replacement	175,676	175,676	351,352
101	Street Fund	501	Equipment Replacement	204,207	204,207	408,414
408	Surface Water Management	501	Equipment Replacement	62,215	62,215	124,430
001	General Fund	502	Information Technology	1,032,000	1,032,000	2,064,000
408	Surface Water Management	502	Information Technology	168,000	168,000	336,000
001	General Fund	503	Risk Management	285,450	285,450	570,900
408	Surface Water Management	503	Risk Management	44,550	44,550	89,100
TOTAL				\$ 11,765,265	\$ 11,487,598	\$ 23,252,863

<u>EXPENSES</u> <u>FROM FUND</u>		<u>TO FUND</u>		<u>2017</u> <u>AMOUNT</u>	<u>2018</u> <u>AMOUNT</u>	<u>2017-2018</u> <u>AMOUNT</u>
001	General Fund	101	Street Fund	\$ 5,905,000	\$ 5,905,000	\$ 11,810,000
		340	Transportation Capital	1,200,000	1,200,000	2,400,000
		501	Equipment Replacement	175,676	175,676	351,352
		502	Information Technology	1,032,000	1,032,000	2,064,000
		503	Risk Management	285,450	285,450	570,900
		<i>subtotal</i>		<i>8,598,126</i>	<i>8,598,126</i>	<i>17,196,252</i>
101	Street Fund	501	Equipment Repacement	204,207	204,207	408,414
301	General Gov't. Capital	001	General Fund	25,000	25,000	50,000
340	Transportation Capital	201	Debt Service	546,667	544,000	1,090,667
408	Surface Water Management	001	General Fund	46,500	46,500	93,000
		438	Surface Water Capital	2,070,000	1,795,000	3,865,000
		501	Equipment Replacement	62,215	62,215	124,430
		502	Information Technology	168,000	168,000	336,000
		503	Risk Management	44,550	44,550	89,100
		<i>subtotal</i>		<i>2,391,265</i>	<i>2,116,265</i>	<i>4,507,530</i>
TOTAL				\$ 11,765,265	\$ 11,487,598	\$ 23,252,863

Exhibit 4

City of Sammamish
General Fund Revenues
 2017/2018 Budget Process

Account Number	Description	2013-2014		
		Actual Revenues	2015-2016 Budget	2017-2018 Budget
	Beginning Fund Balance	\$ 18,340,897	\$ 22,244,298	\$ 11,828,505
001-000-311-10-00-00	Property Tax	\$ 44,014,909	\$ 49,735,000	\$ 55,800,000
001-000-313-11-00-00	Sales & Use Tax	7,038,111	7,964,444	10,100,000
001-000-313-71-00-00	Local Crim Justice Sales Tax	2,193,500	2,588,290	2,950,000
	TOTAL TAXES	\$ 53,246,520	\$ 60,287,734	\$ 68,850,000
001-000-321-91-00-00	Cable Franchise Fee	\$ 1,255,483	\$ 1,400,000	\$ 1,550,000
001-000-321-99-00-00	Business Licenses	127,502	123,000	126,000
001-000-322-10-01-00	Building Permits	1,944,120	2,326,600	2,500,000
001-000-322-10-02-00	Plumbing Permits	177,562	189,600	240,000
001-000-322-10-03-00	Grading Permits	48,887	16,200	20,000
001-000-322-10-04-00	Mechanical Permits	270,133	243,700	400,000
001-000-322-10-05-00	Shoreline Development Permits	8,395	5,500	8,000
001-000-322-10-06-00	Demolition Permits	28,089	1,400	12,000
001-000-322-40-00-00	Right of Way Permits	262,925	230,500	230,000
001-000-322-90-01-00	Miscellaneous Permits & Fees	22,856	58,300	20,000
	TOTAL LICENSES & PERMITS	\$ 4,145,952	\$ 4,594,800	\$ 5,106,000
001-000-333-20-60-00	US DOT - Speeding	\$ 3,613	\$ -	\$ -
001-000-333-20-60-10	US DOT - DUI	1,925	3,000	3,000
001-000-333-20-60-20	US DOT-NHTSA	1,433	-	-
001-000-333-66-12-00	Puget Sound Watershed Mgmt	15,000	-	-
001-000-334-00-70-00	WA Dept of Enterprise Services	874	-	-
001-000-334-03-10-00	Dept of Ecology Grant	131,436	96,000	97,200
001-000-334-03-51-00	WA Traffic Safety Commission	6,340	-	-
001-000-336-06-21-00	Criminal Justice-Population	23,775	26,850	38,000
001-000-336-06-25-00	Criminal Justice - Contr Svcs	151,869	147,050	165,800
001-000-336-06-26-00	Criminal Justice - Spec Prog	88,238	95,550	127,400
001-000-336-06-51-00	DUI-Cities	17,269	10,000	15,000
001-000-336-06-94-00	Liquor Excise	122,075	198,800	572,000
001-000-336-06-95-00	Liquor Profits/I-1183 License Fees	702,071	766,650	825,600
001-000-336-06-95-01	Liquor License Fees-Public Safety	151,218	168,000	209,400
001-000-337-07-00-00	KC Recycling Grant	131,637	133,000	133,000
001-000-337-07-02-00	KC Community Arts Program	6,500	13,000	15,000
	TOTAL INTERGOVERNMENTAL	\$ 1,555,272	\$ 1,657,900	\$ 2,201,400
001-000-341-33-00-00	Warrant Fee	\$ 98	\$ -	\$ -
001-000-341-70-00-00	City Maps	10	-	-
001-000-341-81-01-00	Copies	3,247	6,000	6,000
001-000-341-99-00-00	Passport Services	52,300	40,000	50,000
001-000-342-20-01-00	EFR Review Fee	-	-	50,000
001-000-342-40-01-00	EFR Inspection Fee	-	-	30,000
001-000-342-40-02-00	Electrical Inspection Fee	-	-	402,000
001-000-342-10-01-00	Vehicle Impound Fees	11,100	10,000	10,000
001-000-342-10-02-00	School Resource Officer	248,941	250,000	250,000
001-000-343-10-00-00	Drainage Svcs-Pmt from SWM (1)	178,000	78,000	93,000
001-000-343-93-00-00	Animal Licenses (2)	237,687	235,400	308,800
001-000-345-11-00-00	Beaver Lake Assessment	94,855	110,000	128,600
001-000-345-81-01-00	Subdivision Preliminary Review	304,006	189,600	240,000
001-000-345-83-01-00	Building Plan Check Fees	1,501,974	1,359,000	1,800,000
001-000-345-83-03-00	Energy Plan Check Fees	49,849	40,600	70,000
001-000-345-83-04-00	Sprinkler Plans Check	-	6,800	6,000

Exhibit 4

001-000-345-83-09-00	Plan Check Fee	(415)	-	-
001-000-345-85-01-00	Admin Fee for Impact/Mitigation	11,798	13,700	40,000
001-000-345-85-02-06	Administrative Service Fee	-	-	124,000
001-000-345-89-01-00	SEPA Review Fee	26,507	26,300	24,000
001-000-345-89-02-00	Site Plan Review	948,648	575,200	800,000
001-000-345-89-03-00	Notice of Appeal	5,500	-	3,000
001-000-345-89-04-00	Counter Service Fee	497,675	338,500	400,000
001-000-345-89-05-00	Boundary Line Adjustments	24,180	-	10,000
001-000-345-89-06-00	Shoreline Exemption	3,304	600	2,000
001-000-345-89-07-00	Short Plat Fee	(2,265)	9,500	8,000
001-000-345-89-08-00	DPW Plan Review	26,364	-	-
001-000-345-89-09-00	Preapplication Conference.	3,766	27,200	5,000
001-000-345-89-11-00	Code Enforce Investigation Fee	-	2,500	-
001-000-345-89-12-00	Outside Services Plan Review	-	600	600
001-000-345-89-14-00	Public Notice Fee	12,186	12,200	12,000
001-000-347-30-01-00	Park Use Fees	69,163	55,000	90,000
001-000-347-30-02-00	Field Use Fees	749,620	695,000	730,000
001-000-347-40-01-00	Admission Fees	615	-	-
001-000-347-60-01-00	Recreational Class Fees	14,993	200	-
001-000-347-90-20-00	Vendor Display Fees	11,997	11,000	12,000
CHARGES FOR GOODS & SVCS		\$ 5,085,703	\$ 4,092,900	\$ 5,705,000
001-000-350-00-00-00	Municipal Court Fines (3)	\$ 146	\$ 527,000	\$ 546,600
001-000-352-30-00-00	Mand Insurance/Admn	2,040	-	-
001-000-353-10-00-00	Traffic Infraction Penalties	224,264	-	-
001-000-353-70-00-00	Non-Traffic Infraction Penalty	324	-	-
001-000-354-00-00-00	Civil Parking Infraction Pnlty	17,068	-	-
001-000-355-20-00-00	DUI Fines	15,278	-	-
001-000-355-80-00-00	Other Criminal Traffic Misd	25,465	-	-
001-000-356-90-00-00	Other Criminal Non-Traffic	9,977	-	-
001-000-357-39-00-00	Court Costs Recoupments	37,501	-	-
001-000-359-90-01-00	Development Fines	-	4,000	6,000
001-000-359-90-02-00	False Alarm Fines	3,570	4,000	4,000
001-000-359-90-03-00	Code Violations	19,000	2,000	2,000
001-000-359-90-04-00	Field Use Fine	2,286	300	300
TOTAL FINES & FORFEITS		\$ 356,919	\$ 537,300	\$ 558,900
001-000-361-11-00-00	Interest Income	\$ 42,858	\$ 110,000	\$ 140,000
001-000-361-40-00-00	Sales Interest	1,649	1,350	3,000
001-000-362-40-00-00	Space and Facilities Leases ST	680	-	-
001-000-362-40-01-00	Beaver Lake Lodge Rental Fees	136,453	115,000	120,000
001-000-362-40-02-00	Sammamish Commons Rental Fees	13,891	13,000	15,000
001-000-362-50-00-00	Space and Facilities Leases LT	349,318	295,000	313,500
001-000-362-51-00-00	City Hall 2nd floor lease-KC Sheriff	241,401	222,000	228,400
001-000-362-51-00-00	City Hall 2nd floor utilities-KC Sheriff	-	31,500	35,800
001-000-367-11-00-00	Donation-Memorial Bench Program	2,501	-	-
001-000-367-11-00-01	Donations	2,270	-	-
001-000-367-11-01-00	Fireworks Donation	40,935	45,000	50,000
001-000-367-11-01-01	Donations-Park Events	53,479	35,000	40,000
001-000-367-19-00-00	Contributions Fire District 10	178,880	178,880	178,880
001-000-369-30-01-00	Confiscated/Forfeited Property	5,457	-	-
001-000-369-90-01-00	Miscellaneous	23,777	2,000	2,000
001-000-369-90-00-03	Over/Short	4	-	-
TOTAL MISCELLANEOUS		\$ 1,093,551	\$ 1,048,730	\$ 1,126,580
001-000-386-83-00-00	JIS - Trauma Care	\$ 23,954	\$ -	\$ -
001-000-386-97-00-00	Local JIS Account	59	-	-
001-000-386-99-00-00	School Zone	17,740	-	-
001-000-397-00-03-01	Transfer from GG CIP-Jail Proceeds	-	50,000	50,000
001-000-398-00-00-00	Compensation from Ins Recovery	10,000	-	-

Exhibit 4

TOTAL NON-REVENUES	\$ 51,753	\$ 50,000	\$ 50,000
TOTAL REVENUES	\$ 65,535,670	\$ 72,269,364	\$ 83,597,880
TOTAL FUND	\$ 83,876,567	\$ 94,513,662	\$ 95,426,385

- (1) Reimbursement from the Surface Water Management Fund for facilities maintenance expenditures paid by the General Fund.
- (2) Revenue to offset the estimated \$154,400 annual cost of Animal Control services provided by King County.
- (3) Revenue to offset the estimated \$300,000 annual cost of Court services provided by King County.

Exhibit 4

**City of Sammamish
Summary of General Fund Expenditures by Department
Budget to Expenditure Comparison
2017/2018 Budget Process**

Department	Section	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
City Council		\$ 476,824	\$ 589,800	\$ 705,900
City Manager		\$ 1,209,277	\$ 1,275,460	\$ 1,354,900
Finance		\$ 1,760,903	\$ 2,014,900	\$ 2,104,250
Legal Services		\$ 1,577,822	\$ 2,113,000	\$ 3,340,040
Administrative Services	City Clerk	\$ 525,655	\$ 628,700	\$ 952,950
	Administration	633,233	1,074,800	1,312,650
	Total	\$ 1,158,888	\$ 1,703,500	\$ 2,265,600
Facilities		\$ 1,337,040	\$ 1,627,450	\$ 2,233,950
Police Services		\$ 9,824,212	\$ 12,109,318	\$ 14,456,240
Fire Services		\$ 12,364,217	\$ 13,563,773	\$ 15,267,511
Emergency Management		\$ -	\$ -	\$ 530,200
Public Works	Administration	\$ 204,472	\$ 324,900	\$ 584,200
	Engineering	1,112,586	1,831,006	2,713,800
	Total	\$ 1,317,058	\$ 2,155,906	\$ 3,298,000
Social & Human Services		\$ 346,224	\$ 513,000	\$ 935,000
Community Development	Planning	\$ 3,005,757	\$ 3,206,261	\$ 3,772,900
	Building	1,556,949	1,989,400	2,985,800
	Permit Center	801,889	959,004	1,235,900
	Total	\$ 5,364,594	\$ 6,154,665	\$ 7,994,600
Parks & Recreation	Arts/Culture/Wellness	\$ 110,836	\$ 153,400	\$ 193,100
	Volunteer Services	202,700	294,200	342,690
	Administration	874,484	970,500	965,400
	Planning & Dev'l	546,802	888,100	1,538,500
	Recreation Prgms	940,797	1,111,490	1,217,280
	Park Resource Mgt	3,557,485	4,704,199	5,703,650
	Total	\$ 6,233,105	\$ 8,121,889	\$ 9,960,620
Non-Departmental	Voter Registration	\$ 336,375	\$ 285,000	\$ 340,000
	Economic Development	94,769	40,200	300,200
	Other Gen Gov't Svcs	2,652,615	9,917,286	10,289,518
	Pollution Control	62,244	88,200	114,600
	Public Health	16,102	26,800	32,000
	Operating Trnfs Out	15,500,000	25,220,900	14,210,000
	Total	\$ 18,662,105	\$ 35,578,386	\$ 25,286,318
TOTAL GENERAL FUND EXPENDITURES		\$ 61,632,269	\$ 87,521,047	\$ 89,733,129
Ending Fund Balance		\$ 22,244,298	\$ 6,992,615	\$ 5,693,256
GRAND TOTAL GENERAL FUND		\$ 83,876,567	\$ 94,513,662	\$ 95,426,385

Exhibit 4

City of Sammamish
General Fund

City Council Department Expenditures
2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
001-011-511-60-11-00	Salaries	\$ 145,200	\$ 145,200	\$ 145,200
001-011-511-60-21-00	Benefits	35,741	35,800	40,300
TOTAL PERSONNEL		\$ 180,941	\$ 181,000	\$ 185,500
001-011-511-60-31-00	Office & Operating Supplies	\$ 2,467	\$ 5,000	\$ 5,000
001-011-511-60-31-01	Meeting Expense	6,708	12,000	4,000
001-011-511-60-31-05	Meeting Meal Expense (1)	8,674	9,000	9,000
001-011-511-60-35-00	Small Tools & Minor Equipment	1,770	-	-
TOTAL SUPPLIES		\$ 19,618	\$ 26,000	\$ 18,000
001-011-511-60-41-00	Professional Services (2)	\$ 23,385	\$ 29,000	\$ 83,000
001-011-511-60-41-05	Newsletter	92,133	145,000	170,000
001-011-511-60-41-06	Social Media (3)	-	-	82,600
001-011-511-60-42-00	Communications	35,728	40,000	-
001-011-511-60-42-01	Postage (4)	72,700	103,000	103,000
001-011-511-60-43-00	Travel (5)	29,400	30,000	38,000
001-011-511-60-49-01	Memberships (6)	2,156	2,800	2,800
001-011-511-60-49-03	Training-Seminars/Conference (7)	10,762	8,000	8,000
001-011-511-60-49-12	Special Celebrations (8)	10,000	15,000	15,000
001-011-511-60-49-13	Sister City Program	-	10,000	-
TOTAL SERVICES & CHARGES		\$ 276,264	\$ 382,800	\$ 502,400
TOTAL DEPARTMENT		\$ 476,824	\$ 589,800	\$ 705,900

- (1) Light refreshments at Council mtgs: \$100/mo x 11. Dinners @ \$850 each (Issq CC, Redmd CC, ISD/LWSD boards)
- (2) Retreat moderator \$5,000, miscellaneous video/photography \$2,000, Iron Mtn. \$7,000/yr, audio/video Council & Planning Commission meetings \$20,000/yr, citizen survey \$15,000 in 2018.
- (3) Social media storage \$4,800, contractor to manage social media sites \$2,000/mo. 2017-\$25,000 to develop a communications strategy.
- (4) Bulk newsletter and other postage.
- (5) \$10,000 for NLC, AWC, AWC Legislative, local travel and \$9,000 for retreat.
- (6) Rotary - \$1,200; Eastside Transportation Partnership - \$200.
- (7) AWC conferences, NLC conferences, local trainings.
- (8) Sammi Awards increased from \$5,000/year to \$7,500/year in 2015 at Council direction.

Exhibit 4

City of Sammamish
General Fund

City Manager's Department Expenditures
2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
001-013-513-10-11-00	Salaries	\$ 866,839	\$ 896,400	\$ 929,500
001-013-513-10-21-00	Benefits	304,066	326,000	368,800
	TOTAL PERSONNEL	\$ 1,170,905	\$ 1,222,400	\$ 1,298,300
001-013-513-10-31-00	Office & Operating Supplies	\$ 7,968	\$ 10,000	\$ 10,000
001-013-513-10-31-01	Meeting Expense	45	-	-
001-013-513-10-31-02	Books	1,447	1,000	1,000
001-013-513-10-31-05	Meeting Meal Expense (1)	3,259	3,300	6,600
001-013-513-10-35-00	Small Tools & Minor Equipment	406	5,000	5,000
	TOTAL SUPPLIES	\$ 13,125	\$ 19,300	\$ 22,600
001-013-513-10-41-00	Professional Services	\$ 288	\$ -	\$ -
001-013-513-10-41-04	Copying	-	2,000	2,000
001-013-513-10-42-00	Communications	1,624	4,000	4,000
001-013-513-10-42-02	Postage	-	1,000	1,000
001-013-513-10-43-00	Travel	11,008	14,000	14,000
001-013-513-10-49-00	Miscellaneous	37	-	-
001-013-513-10-49-01	Memberships (2)	6,813	7,280	7,400
001-013-513-10-49-03	Training (3)	5,477	5,480	5,600
	TOTAL SERVICES & CHARGES	\$ 25,247	\$ 33,760	\$ 34,000
	TOTAL DEPARTMENT	\$ 1,209,277	\$ 1,275,460	\$ 1,354,900

(1) Mayor/Deputy Mayor agenda mtg for 5 to 8 attendees - \$100 (33 per year).

(2) International County/City Managers Association (ICMA), WA City/County Managers Association (WCMA)

(3) ICMA conference, AWC conference, National League of Cities conference, Chamber lunches, computer system training, miscellaneous legislative/financial.

Exhibit 4

City of Sammamish
General Fund

Finance Department Expenditures

2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
001-014-514-20-11-00	Salaries	\$ 1,136,186	\$ 1,249,800	\$ 1,300,700
001-014-514-20-21-00	Benefits	422,101	482,900	508,350
	TOTAL PERSONNEL	\$ 1,558,287	\$ 1,732,700	\$ 1,809,050
001-014-514-20-31-00	Office & Operating Supplies	\$ 5,736	\$ 7,000	\$ 7,000
001-014-514-20-31-01	Meeting Expense	251	1,000	-
001-014-514-20-31-02	Books	966	1,500	1,500
001-014-514-20-32-00	Fuel	303	600	600
001-014-514-20-34-00	Maps and publications	65	-	-
001-014-514-20-35-00	Small Tools & Minor Equipment	188	2,000	2,000
	TOTAL SUPPLIES	\$ 7,509	\$ 12,100	\$ 11,100
001-014-514-20-41-00	Professional Services (1)	\$ 26,988	\$ 50,000	\$ 50,000
001-014-514-20-41-04	Copying (2)	10,325	12,000	12,000
001-014-514-20-43-00	Travel Meals & Lodging	2,247	11,000	11,000
001-014-514-20-44-00	Personnel Advertising	25	-	-
001-014-514-20-48-00	Software Maintenance (3)	70,918	76,000	80,000
001-014-514-20-49-00	Award Programs Application Fees (4)	3,870	1,700	1,700
001-014-514-20-49-01	Memberships (5)	3,825	9,400	9,400
001-014-514-20-49-03	Training (6)	4,962	10,000	10,000
	TOTAL SERVICES & CHARGES	\$ 123,160	\$ 170,100	\$ 174,100
001-014-514-20-51-00	State Auditor - Intergov't Svc (7)	\$ 71,947	\$ 100,000	\$ 110,000
	TOTAL INTERGOVERNMENTAL	\$ 71,947	\$ 100,000	\$ 110,000
	TOTAL DEPARTMENT	\$ 1,760,903	\$ 2,014,900	\$ 2,104,250

(1) Flex Plan Administrators, US Bank, Microflex, Wells Fargo Bank, miscellaneous finance.

(2) Printing budget document and Comprehensive Annual Financial Report.

(3) Springbrook & Sympro (financial and investment software) maintenance/licenses.

(4) Application fees to GFOA for annual financial reporting (CAFR) and biennial Distinguished Budget Award programs.

(5) American Institute of Certified Public Accountants (AICPA), Government Finance Officers Association (GFOA), National Institute for Government Purchasing (NIGP), Puget Sound Finance Officers Association (PSFOA), Springbrook National Users Group, WA Finance Officers Association (WFOA), WA State Purchasing Co-op, Pacific Northwest Public Purchasing Association, International City Manager's Association (ICMA).

(6) GFOA Conference (2), WFOA Conference (3), other courses.

(7) Fees paid to State Auditor to audit city annual financial statements. Potential for federal single audit.

Exhibit 4

City of Sammamish
General Fund

Legal Services and Public Safety Expenditures
2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
001-015-515-91-41-92	Public Defender	\$ 87,077	\$ 120,500	\$ 159,500
001-015-515-30-41-04	Copying	15,733	2,000	2,000
001-015-515-30-41-90	City Attorney-Base	339,617	381,000	456,240
001-015-515-30-41-91	Prosecuting Attorney (1)	180,360	269,000	302,100
001-015-515-30-41-93	City Attorney- Litigation (2)	339,520	614,000	1,670,400
001-015-515-30-41-94	Domestic Violence Advocate	23,252	6,000	15,300
001-015-558-60-41-00	Hearing Examiner	52,582	78,000	130,300
TOTAL SERVICES & CHARGES		\$ 1,038,141	\$ 1,470,500	\$ 2,735,840
001-015-512-50-51-00	Municipal Court Costs (3)	\$ 539,681	\$ 642,500	\$ 604,200
TOTAL INTERGOVERNMENTAL		\$ 539,681	\$ 642,500	\$ 604,200
TOTAL DEPARTMENT		\$ 1,577,822	\$ 2,113,000	\$ 3,340,040

(1) Contract for representation of City in lawsuits & contested administrative proceedings commenced by or against the City.

(2) Increase in 2017 based on forecast of actual 2016 costs. Some costs may be offset by settlement funds.

(3) Offset by revenues estimated at \$300,000 per year.

Exhibit 4

City of Sammamish
General Fund

Administrative Services Department Expenditures
2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
City Clerk				
001-018-514-30-11-00	Salaries	\$ 299,237	\$ 322,900	\$ 559,500
001-018-514-30-12-00	Overtime	1,015	-	-
001-018-514-30-21-00	Benefits	134,339	147,800	235,450
	TOTAL PERSONNEL	\$ 434,590	\$ 470,700	\$ 794,950
001-018-514-30-31-00	Office & Operating Supplies	\$ 3,795	\$ 6,000	\$ 6,000
001-018-514-30-31-01	Meeting Expense	126	-	-
001-018-514-30-35-00	Small Tools & Minor Equipment	1,192	-	-
	TOTAL SUPPLIES	\$ 5,113	\$ 6,000	\$ 6,000
001-018-514-30-41-00	Professional Services (1)	\$ 28,486	\$ 42,000	\$ 42,000
001-018-514-30-41-04	Copying	168	2,000	2,000
001-018-514-30-42-00	Communication	199	2,000	2,000
001-018-514-30-43-00	Travel	323	2,000	2,000
001-018-514-30-44-00	Advertising (2)	54,564	100,000	100,000
001-018-514-30-49-00	Miscellaneous	15	-	-
001-018-514-30-49-01	Memberships (5)	743	2,000	2,000
001-018-514-30-49-03	Training	1,455	2,000	2,000
	TOTAL SERVICES & CHARGES	\$ 85,952	\$ 152,000	\$ 152,000
	TOTAL CITY CLERK SVCS	\$ 525,655	\$ 628,700	\$ 952,950
Administrative				
001-018-518-10-11-00	Salaries	\$ 260,488	\$ 432,700	\$ 556,600
001-018-518-10-21-11	Tuition Reimbursement	4,808	50,000	50,000
001-018-518-10-21-00	Benefits	71,127	158,300	248,850
	TOTAL PERSONNEL	\$ 336,423	\$ 641,000	\$ 855,450
001-018-518-10-31-00	Supplies	\$ 4,678	\$ 10,000	\$ 10,000
001-018-518-10-31-01	Meeting Expense	416	1,000	1,000
001-018-518-10-31-02	Maps and publications	-	1,000	1,000
001-018-518-10-35-00	Small Tools & Minor Equipment	178	2,400	2,000
	TOTAL SUPPLIES	\$ 5,272	\$ 14,400	\$ 14,000
001-018-518-10-41-00	Professional Services (3)	\$ 9,227	\$ 174,000	\$ 120,000
001-018-518-10-41-99	P.S. Fire Svc Study-Contingency	44,218	-	-
001-018-518-10-42-00	Communications	-	3,000	3,000
001-018-518-10-43-00	Travel	787	3,000	3,000
001-018-518-10-44-00	Advertising	605	1,000	1,000
001-018-518-10-48-00	Repair & Maintenance	-	2,000	2,000
001-018-518-10-49-01	Memberships (5)	1,028	1,400	1,400
001-018-518-10-49-03	Training	199	4,000	4,000
001-018-554-30-41-00	Prof Svcs: Animal Control (4)	235,473	231,000	308,800
	TOTAL SERVICES & CHARGES	\$ 291,537	\$ 419,400	\$ 443,200
	TOTAL ADMINISTRATIVE SVCS	\$ 633,233	\$ 1,074,800	\$ 1,312,650
	TOTAL DEPARTMENT	\$ 1,158,888	\$ 1,703,500	\$ 2,265,600

Exhibit 4

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
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(1) Municipal Code updates and records storage.

(2) State mandated public notices for meetings, hearings, ordinances, etc.

(3) \$10,000 for recruiting/citywide training programs. \$100,000 in 2017 for compensation study.

(4) KC contract for animal control services. Contract amount is offset by pet licensing revenue.

(5) International Institute of Municipal Clerks, WA Municipal Clerks Association, King County Municipal Clerks Association, WA City/County Managers Association; National Public Employers Labor Relations Association.

Exhibit 4

City of Sammamish
General Fund

Facilities Department Expenditures

2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
Facilities Section				
001-019-518-30-11-00	Salaries	\$ 197,084	\$ 265,100	\$ 483,500
001-019-518-30-13-01	Salaries 9 month	26,672	26,600	-
001-019-518-30-21-00	Benefits	58,216	100,200	241,000
001-019-518-30-21-00	Benefits 9 month	-	6,900	-
	TOTAL PERSONNEL	\$ 281,972	\$ 398,800	\$ 724,500
001-019-518-30-31-00	Office & Operating Supplies	\$ 56,954	\$ 76,000	\$ 77,000
001-019-518-30-31-03	Fuel	-	-	2,440
001-019-518-30-35-00	Small Tools/Minor Equip	27,551	20,000	20,000
001-019-518-30-35-01	Minor equipment	6,688	750	-
	TOTAL SUPPLIES	\$ 91,193	\$ 96,750	\$ 99,440
001-019-518-30-41-00	Professional Services (1)	\$ 243,317	\$ 277,900	\$ 462,270
001-019-518-30-42-00	Communications	113,674	92,000	114,000
001-019-518-30-43-00	Travel	-	1,000	1,000
001-019-518-30-45-00	Rentals & Leases	5,385	10,000	14,000
001-019-518-30-47-00	Utilities	323,234	384,000	412,200
001-019-518-30-48-00	Repair & Maintenance	278,221	324,800	369,540
001-019-518-30-49-03	Training	46	1,000	2,000
	TOTAL SERVICES & CHARGES	\$ 963,876	\$ 1,090,700	\$ 1,375,010
001-019-594-30-64-00	Machinery & Equipment (2)	\$ -	\$ -	\$ 35,000
	TOTAL CAPITAL	\$ -	\$ -	\$ 35,000
	TOTAL FACILITIES	\$ 1,337,040	\$ 1,586,250	\$ 2,233,950
Capital Facilities Maintenance Section				
001-019-518-30-48-01	Repair & Maintenance	\$ -	\$ 41,200	\$ -
	TOTAL CAPITAL MAINTENANCE	\$ -	\$ 41,200	\$ -
	TOTAL CAPITAL FACILITIES	\$ -	\$ 41,200	\$ -
	TOTAL DEPARTMENT	\$ 1,337,040	\$ 1,627,450	\$ 2,233,950

(1) Custodial, fire system inspections, security monitoring, pressure washing.

(2) Mid-size pickup truck.

Exhibit 4

City of Sammamish
General Fund

Police Services Department Expenditures
2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
001-021-521-10-11-00	Salaries	\$ 132,307	\$ 137,600	\$ 143,500
001-021-521-10-12-00	Overtime	1,100	-	-
001-021-521-10-21-00	Benefits	32,169	36,800	41,900
	TOTAL PERSONNEL	\$ 165,576	\$ 174,400	\$ 185,400
001-021-521-10-31-00	Office & Operating Supplies	\$ 3,150	\$ 6,400	\$ 6,400
001-021-521-10-31-01	Supplies-Reserve Officer Program	-	60,000	60,000
001-021-521-10-31-05	Meeting Meal Expense	421	500	500
001-021-521-10-32-00	Fuel	909	-	2,000
001-021-521-10-35-00	Small Tools & Minor Equipment	28,480	6,500	10,000
	TOTAL SUPPLIES	\$ 32,960	\$ 73,400	\$ 78,900
001-021-521-10-41-00	Professional Services (1)	\$ 11,489	\$ 16,000	\$ 16,000
001-021-521-10-42-00	Communications	8,471	-	-
001-021-521-10-42-02	Postage	10	-	-
001-021-521-10-43-00	Travel	4,293	15,000	15,000
001-021-521-10-45-00	Operating Rentals	300	-	-
001-021-521-10-48-00	Repair & Maintenance	173	4,000	4,000
001-021-521-10-49-01	Memberships (2)	860	1,940	1,940
001-021-521-10-49-03	Training	13,068	18,000	18,000
	TOTAL SERVICES & CHARGES	\$ 38,664	\$ 54,940	\$ 54,940
001-021-521-20-51-01	Police Service Contract	\$ 9,387,590	\$ 11,486,578	\$ 13,800,000
001-021-523-60-51-01	Jail Contract	199,422	320,000	337,000
	TOTAL INTERGOVERNMENTAL	\$ 9,587,012	\$ 11,806,578	\$ 14,137,000
	TOTAL DEPARTMENT	\$ 9,824,212	\$ 12,109,318	\$ 14,456,240

(1) Towing, background checks, equipment calibration.

(2) International Association of Chiefs of Police, WA Association of Sheriffs and Police Chiefs.

Exhibit 4

City of Sammamish
General Fund

Fire Services Department Expenditures
2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
001-022-522-50-47-00	Utilities (1)	\$ 7,286	\$ 8,100	\$ 12,000
001-022-522-20-51-00	Eastside Fire & Rescue (2)	12,356,932	13,555,673	15,255,511
TOTAL SERVICES & CHARGES		\$ 12,364,217	\$ 13,563,773	\$ 15,267,511
TOTAL DEPARTMENT		\$ 12,364,217	\$ 13,563,773	\$ 15,267,511

(1) Surface Water fees on 3 City owned fire stations.

(2) Includes equipment replacement and maintenance reserve contributions.

Exhibit 4

City of Sammamish
General Fund

Emergency Management Department Expenditures

2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
001-025-525-60-11-00	Salaries	\$ -	\$ -	\$ 183,500
001-025-525-60-21-00	Benefits	-	-	96,100
	TOTAL PERSONNEL	\$ -	\$ -	\$ 279,600
001-025-525-60-31-00	Office & Operating Supplies	\$ -	\$ -	\$ 13,000
001-025-525-60-35-00	Small Tools & Minor Equipment	-	-	11,600
	SUPPLIES	\$ -	\$ -	\$ 24,600
001-025-525-60-41-00	Professional Services (1)	\$ -	\$ -	\$ 200,000
001-025-525-60-43-00	Travel	-	-	1,000
001-025-525-60-48-00	Repair & Maintenance	-	-	4,000
001-025-525-60-49-01	Memberships (2)	-	-	1,000
001-025-525-60-49-03	Training-Seminars/Conferences	-	-	20,000
	TOTAL SERVICES & CHARGES	\$ -	\$ -	\$ 226,000
	TOTAL DEPARTMENT	\$ -	\$ -	\$ 530,200

(1) Supplemental services contract \$25,000/year. Sammamish Citizens Corp. \$10,000/year. Emergency management coordination contract \$65,000.

(2) Emergency Manager professional memberships

Exhibit 4

City of Sammamish
General Fund

Public Works Department Expenditures

2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
Administration Section				
001-040-543-10-11-00	Salaries	\$ 152,813	\$ 228,600	\$ 388,900
001-040-543-10-21-00	Benefits	48,320	87,500	183,700
	TOTAL PERSONNEL	\$ 201,133	\$ 316,100	\$ 572,600
001-040-543-10-31-00	Office & Operating Supplies	\$ 741	\$ 1,400	\$ 2,400
001-040-543-10-31-01	Meetings	47	-	-
001-040-543-10-31-05	Meeting Meals Expense	242	-	800
001-040-543-10-34-00	Maps and publications	-	400	400
001-040-543-10-35-00	Small Tools & Minor Equipment	62	200	2,300
	TOTAL SUPPLIES	\$ 1,091	\$ 2,000	\$ 5,900
001-040-543-10-41-00	Professional Services	\$ 374	\$ -	\$ -
001-040-543-10-43-00	Travel	494	500	500
001-040-543-10-48-00	Repair & Maintenance	147	-	-
001-040-543-10-49-01	Memberships (1)	558	3,300	3,500
001-040-543-10-49-03	Training	674	3,000	1,700
	TOTAL SERVICES & CHARGES	\$ 2,248	\$ 6,800	\$ 5,700
	TOTAL ADMINISTRATION	\$ 204,472	\$ 324,900	\$ 584,200
Engineering Section				
001-040-542-10-11-00	Salaries	\$ 557,981	\$ 932,500	\$ 1,397,100
001-040-542-10-11-00	Salaries/Benefits-Interns	-	-	48,000
001-040-542-10-12-00	Overtime	33	-	-
001-040-542-10-21-00	Benefits	226,458	436,600	665,300
	TOTAL PERSONNEL	\$ 784,472	\$ 1,369,100	\$ 2,110,400
001-040-542-10-31-00	Office & Operating Supplies	\$ 5,014	\$ 4,000	\$ 5,000
001-040-542-10-31-01	Meeting Expense	45	-	-
001-040-542-10-31-04	Safety Clothing	558	600	800
001-040-542-10-32-00	Fuel	6,118	3,000	5,000
001-040-542-10-34-00	Maps and publications	4,327	400	400
001-040-542-10-35-00	Small Tools & Minor Equipment	2,396	-	8,800
	TOTAL SUPPLIES	\$ 18,458	\$ 8,000	\$ 20,000
001-040-542-10-41-00	Professional Services (2)	\$ 9,000	\$ 100,656	\$ 160,000
001-040-542-10-41-02	Engineering Services (3)	169,458	200,000	250,000
001-040-542-10-42-00	Communications	6,058	3,000	10,800
001-040-542-10-42-02	Postage	7	-	-
001-040-542-10-43-00	Travel	1,341	1,000	2,000
001-040-542-10-48-00	Repair & Maintenance	842	-	800
001-040-542-10-49-00	Miscellaneous	77	-	-
001-040-542-10-49-01	Memberships (1)	774	850	2,300
001-040-542-10-49-03	Training	3,396	2,400	2,900
	TOTAL SERVICES & CHARGES	\$ 190,953	\$ 307,906	\$ 428,800
001-040-533-10-51-00	Intergovernmental-BLMD (4)	\$ 116,259	\$ 110,000	\$ 128,600
	TOTAL INTERGOVERNMENTAL	\$ 116,259	\$ 110,000	\$ 128,600

Exhibit 4

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
001-040-594-43-64-00	Machinery & Equipment (5)	\$ 2,444	\$ 36,000	\$ 26,000
	TOTAL CAPITAL	\$ 2,444	\$ 36,000	\$ 26,000
	TOTAL ENGINEERING	\$ 1,112,586	\$ 1,831,006	\$ 2,713,800
	TOTAL DEPARTMENT	\$ 1,317,058	\$ 2,155,906	\$ 3,298,000

(1) Memberships include: Public Works Dept. ICMA dues, professional engineer license renewals, water certifications, American Public Works Association, Urban and Regional Information Systems Association. (Some memberships split 3 ways-Parks, Streets, SWM).

(2) 2017 GIS web access, data & interface. 2017 & 2018-ongoing GIS support, project, geotech, database management, and survey support services.

(3) Engineering Services support development review activities (recoverable through permit fees), grant application support, project investigation, survey work, geotechnical assistance, GIS mapping/database management support.

(4) Beaver Lake Management District-paid for by an assessment on the property owners within the BLMD. Covers monitoring, data collection, and administration. Expenditures are offset by revenues.

(5) Ford Escape for new inspector position.

City of Sammamish
General Fund

Social & Human Services Department Expenditures

2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
Community Services Section				
001-050-557-20-11-00	Salaries	\$ -	\$ -	\$ 107,600
001-050-557-20-21-00	Benefits	-	-	33,900
	TOTAL PERSONNEL	\$ -	\$ -	\$ 141,500
001-050-557-20-31-00	Office & Operating Supplies	\$ -	\$ -	\$ 3,000
	TOTAL SUPPLIES	\$ -	\$ -	\$ 3,000
001-050-557-20-41-00	Professional Services (1)	\$ 346,224	\$ 403,000	\$ 586,000
001-050-557-20-43-00	Travel	-	-	1,000
001-050-557-20-44-00	Advertising	-	-	1,000
001-050-557-20-45-00	Operating Rentals & Leases	-	-	1,000
001-050-557-20-49-00	Memberships	-	-	500
001-050-557-20-49-03	Training-Seminars/conferences	-	-	1,000
	TOTAL SERVICES & CHARGES	\$ 346,224	\$ 403,000	\$ 590,500
	TOTAL COMMUNITY SERVICES	\$ 346,224	\$ 403,000	\$ 735,000
Housing Section				
001-050-559-20-41-00	Affordable Housing (2)	\$ -	\$ 110,000	\$ 200,000
	TOTAL SERVICES & CHARGES	\$ -	\$ 110,000	\$ 200,000
	TOTAL HOUSING	\$ -	\$ 110,000	\$ 200,000
	TOTAL DEPARTMENT	\$ 346,224	\$ 513,000	\$ 935,000

(1) Human services grants-\$240,000, Bellevue administrative fee-\$3,000. \$100,000 in 2017 for human services needs assessment consultant, statistically valid survey/data collection & staff support.

(2) City contribution to the A Regional Coalition for Housing (ARCH) trust fund. Additional affordable housing contributions include an estimated \$83,000 per year reduction in impact fees for affordable housing units from 2017 through 2026.

City of Sammamish
General Fund

Community Development Department Expenditures

2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
Planning Section				
001-058-558-60-11-00	Salaries	\$ 1,891,939	\$ 2,051,561	\$ 2,212,800
001-058-558-60-12-00	Overtime	8,528	10,000	10,000
001-058-558-60-21-00	Benefits	695,576	830,200	921,600
	TOTAL PERSONNEL	\$ 2,596,042	\$ 2,891,761	\$ 3,144,400
001-058-558-60-31-00	Office & Operating Supplies	\$ 9,093	\$ 8,000	\$ 9,000
001-058-558-60-31-01	Meeting Expense	1,907	2,600	2,600
001-058-558-60-31-02	Books	40	200	200
001-058-558-60-32-00	Fuel	41	500	500
001-058-558-60-34-00	Maps and publications	94	1,000	1,000
001-058-558-60-35-00	Small Tools & Minor Equipment	1,975	4,000	6,000
	TOTAL SUPPLIES	\$ 13,150	\$ 16,300	\$ 19,300
001-058-558-60-41-00	Professional Services (1)	\$ 369,377	\$ 112,500	\$ 145,000
001-058-558-60-41-02	Prof Svcs-Contracted (2)	79	120,000	280,000
001-058-558-60-41-04	Copying	4,988	12,000	4,000
001-058-558-60-42-02	Postage	8	9,000	6,000
001-058-558-60-43-00	Travel	4,855	10,000	10,000
001-058-558-60-44-00	Advertising/Public Notices	290	1,500	1,000
001-058-558-60-45-00	Operating Rentals	300	-	-
001-058-558-60-48-00	Repair & Maintenance	935	-	-
001-058-558-60-49-01	Memberships (4)	7,546	11,200	11,200
001-058-558-60-49-03	Training	8,187	12,000	12,000
001-058-559-20-49-08	ARCH Membership (4)	-	-	130,000
	TOTAL SERVICES & CHARGES	\$ 396,565	\$ 288,200	\$ 599,200
001-058-558-60-51-00	Intergovernmental Services	\$ -	\$ 10,000	\$ 10,000
	TOTAL INTERGOVERNMENTAL	\$ -	\$ 10,000	\$ 10,000
	TOTAL PLANNING	\$ 3,005,757	\$ 3,206,261	\$ 3,772,900
Building Section				
001-058-524-20-11-00	Salaries	\$ 926,366	\$ 1,213,000	\$ 1,615,800
001-058-524-20-12-00	Overtime	12,825	20,000	20,000
001-058-524-20-21-00	Benefits	408,839	571,100	813,600
	TOTAL PERSONNEL	\$ 1,348,030	\$ 1,804,100	\$ 2,449,400
001-058-524-20-31-00	Office & Operating Supplies	\$ 4,634	\$ 6,000	\$ 7,500
001-058-524-20-31-01	Meeting Expense	178	400	400
001-058-524-20-31-02	Books	6,039	10,000	8,000
001-058-524-20-31-04	Safety Clothing & Equipment	987	2,000	2,000
001-058-524-20-32-00	Fuel	3,769	6,000	8,000
001-058-524-20-35-00	Small Tools & Minor Equipment	2,735	2,000	7,500
	TOTAL SUPPLIES	\$ 18,342	\$ 26,400	\$ 33,400
001-058-524-20-41-02	Prof Svcs-Contracted	\$ 165,885	\$ 120,000	\$ 400,000
001-058-524-20-41-04	Copying	416	2,000	2,000
001-058-524-20-42-00	Communications	9,080	15,000	15,000
001-058-524-20-42-02	Postage	10	200	-
001-058-524-20-43-00	Travel	5,501	6,000	8,000

Exhibit 4

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
001-058-524-20-44-00	Advertising	100	200	-
001-058-524-20-45-00	Operating Rentals	-	-	9,000
001-058-524-20-48-00	Repair & Maintenance	594	1,500	-
001-058-524-20-49-01	Memberships (4)	851	2,000	2,000
001-058-524-20-49-03	Training	8,141	12,000	15,000
TOTAL SERVICES & CHARGES		\$ 190,577	\$ 158,900	\$ 451,000
001-058-594-24-64-00	Capital (5)	\$ -	\$ -	\$ 52,000
TOTAL CAPITAL		\$ -	\$ -	\$ 52,000
TOTAL BUILDING		\$ 1,556,949	\$ 1,989,400	\$ 2,985,800
Permit Center Section				
001-058-558-50-11-00	Salaries	\$ 508,510	\$ 579,442	\$ 764,600
001-058-558-50-12-00	Overtime	-	2,000	2,000
001-058-558-50-21-00	Benefits	203,360	288,962	415,950
TOTAL PERSONNEL		\$ 711,870	\$ 870,404	\$ 1,182,550
001-058-558-50-31-00	Office & Operating Supplies	\$ 6,356	\$ 6,000	\$ 6,750
001-058-558-50-31-02	Books	695	1,000	2,000
001-058-558-50-35-00	Small Tools & Minor Equipment	1,034	2,000	4,500
TOTAL SUPPLIES		\$ 8,085	\$ 9,000	\$ 13,250
001-058-558-50-41-02	Prof Svcs-Contracted (3)	\$ 32,398	\$ 12,000	\$ 30,000
001-058-558-50-41-04	Copying	26	1,000	1,000
001-058-558-50-43-00	Travel	748	2,000	3,000
001-058-558-50-45-00	Operating Rentals	858	-	-
001-058-558-50-48-00	Repair & Maintenance	1,246	-	-
001-058-558-50-49-00	Miscellaneous	44,057	60,000	-
001-058-558-50-49-01	Memberships (4)	599	600	600
001-058-558-50-49-03	Training	2,002	4,000	5,500
TOTAL SERVICES & CHARGES		\$ 81,934	\$ 79,600	\$ 40,100
TOTAL PERMIT CENTER		\$ 801,889	\$ 959,004	\$ 1,235,900
TOTAL DEPARTMENT		\$ 5,364,594	\$ 6,154,665	\$ 7,994,600

(1) Urban Forestry Management Plan (\$115,000)-City Council request; \$15,000 -1 permit LEAN process improvement per year.

(2) Reimbursed Prof Services-environmental review \$90,000/yr, arborist reviews-\$30,000/yr, general review-\$20,000/yr.

(3) Contract technical assistance - Piedmont Signs.

(4) Memberships include: American and Washington Associations of Code Enforcement, American Planning Association, International Code Council, King County Cities Climate Change Coalition, Society of Wetland Scientists, WA Association of Building Officials, WA Association of Permit Technicians. ARCH membership moved from Non-departmental in 2017,

(5) 2 Ford Escapes for new code compliance and inspector positions.

Exhibit 4

City of Sammamish
General Fund

Parks & Recreation Department Expenditures
2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
Arts Section				
001-076-573-20-31-00	Office & Operating Supplies	\$ 5,906	\$ 8,000	\$ 8,000
001-076-573-20-35-00	Small Tools & Minor Equipment	-	4,000	4,000
	TOTAL SUPPLIES	\$ 5,906	\$ 12,000	\$ 12,000
001-076-573-20-41-00	Professional Svs-Arts Commission	\$ 35,129	\$ 66,900	\$ 106,600
001-076-573-20-41-04	Copying-Arts Commission	2,129	600	600
001-076-573-20-42-02	Postage	-	200	200
001-076-573-20-44-00	Advertising	2,451	1,000	1,000
001-076-573-20-45-00	Operating Rentals & Leases	7,450	1,500	1,500
001-076-573-20-48-00	Repair & Maintenance	-	2,000	2,000
001-076-573-20-49-01	Memberships (8)	320	200	200
001-076-573-20-49-03	Training-Seminars/Conferences	-	500	500
	TOTAL SERVICES & CHARGES	\$ 47,478	\$ 72,900	\$ 112,600
	TOTAL ARTS	\$ 53,384	\$ 84,900	\$ 124,600
Culture Section				
001-076-573-20-41-01	Professional Svcs-Sam. Symphony	\$ 20,000	\$ 30,000	\$ 30,000
001-076-573-20-41-02	Prof. Svc - Master Chorus Eastside	2,000	2,000	2,000
001-076-573-90-41-01	Prof Services-Farmer's Market	20,000	20,000	20,000
001-076-573-90-41-02	Prof Svcs - Heritage Society	10,000	10,000	10,000
	TOTAL SERVICES & CHARGES	\$ 52,000	\$ 62,000	\$ 62,000
	TOTAL CULTURE	\$ 52,000	\$ 62,000	\$ 62,000
Wellness Section				
001-076-517-90-31-00	Supplies - Wellness Prog	\$ 1,867	\$ 2,500	\$ 2,500
001-076-517-90-35-00	Small Tools - Wellness Prog	2,104	1,000	1,000
	TOTAL SUPPLIES	\$ 3,971	\$ 3,500	\$ 3,500
001-076-517-90-41-00	Professional Svcs - Wellness	\$ 1,370	\$ 1,500	\$ 1,500
001-076-517-90-43-00	Travel - Wellness Prog	61	500	500
001-076-517-90-49-00	Miscellaneous - Wellness Prog	-	-	1,000
001-076-517-90-49-03	Training/Conf - Wellness	50	1,000	-
	TOTAL SERVICES & CHARGES	\$ 1,481	\$ 3,000	\$ 3,000
	TOTAL WELLNESS	\$ 5,452	\$ 6,500	\$ 6,500
Volunteer Services				
001-076-518-90-11-00	Salary	\$ 120,025	\$ 107,100	\$ 119,700
001-076-518-90-11-00	Salary-intern	-	-	37,440
001-076-518-90-21-08	Volunteer L&I	507	400	400
001-076-518-90-21-00	Benefits	57,990	36,900	42,650
	TOTAL PERSONNEL	\$ 178,522	\$ 144,400	\$ 200,190
001-076-518-90-31-00	Office & Operating Supplies (1)	\$ 16,682	\$ 136,000	\$ 120,000
001-076-518-90-31-04	Safety Clothing	-	-	1,900
001-076-518-90-35-00	Small Tools & Minor Equipment	1,889	3,400	3,000
	TOTAL SUPPLIES	\$ 18,572	\$ 139,400	\$ 124,900

Exhibit 4

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
001-076-518-90-41-00	Professional Services (2)	\$ 793	\$ 7,000	\$ 10,000
001-076-518-90-43-00	Travel	680	1,000	1,000
001-076-518-90-44-00	Advertising	50	1,000	400
001-076-518-90-45-00	Operating Rentals	3,121	-	4,200
001-076-518-90-49-01	Memberships (8)	345	400	400
001-076-518-90-49-03	Training	618	1,000	1,600
TOTAL SERVICES & CHARGES		\$ 5,607	\$ 10,400	\$ 17,600
TOTAL VOLUNTEER SERVICES		\$ 202,700	\$ 294,200	\$ 342,690
Administration Section				
001-076-571-10-11-00	Salaries	\$ 643,936	\$ 674,100	\$ 644,800
001-076-571-10-21-00	Benefits	207,199	260,800	283,000
TOTAL PERSONNEL		\$ 851,135	\$ 934,900	\$ 927,800
001-076-571-10-31-00	Office & Operating Supplies	\$ 11,400	\$ 8,000	\$ 8,000
001-076-571-10-32-00	Fuel	66	-	-
001-076-571-10-35-00	Small Tools & Minor Equipment	1,569	2,000	2,000
TOTAL SUPPLIES		\$ 13,035	\$ 10,000	\$ 10,000
001-076-571-10-41-00	Professional Services	\$ 371	\$ 8,000	\$ 10,000
001-076-571-10-41-04	Copying	527	-	-
001-076-571-10-42-00	Communications	111	400	400
001-076-571-10-42-02	Postage	60	2,000	2,000
001-076-571-10-43-00	Travel	1,814	6,000	6,000
001-076-571-10-44-00	Advertising	765	-	-
001-076-571-10-49-01	Memberships (8)	3,813	4,200	4,200
001-076-571-10-49-03	Training	2,853	5,000	5,000
TOTAL SERVICES & CHARGES		\$ 10,314	\$ 25,600	\$ 27,600
TOTAL ADMINISTRATION		\$ 874,484	\$ 970,500	\$ 965,400
Planning & Development				
001-076-576-95-11-00	Salaries	\$ 367,219	\$ 471,400	\$ 360,860
001-076-576-95-11-00	Project Employee Salaries	-	-	199,300
001-076-576-95-11-00	Intern Salaries	-	-	164,440
001-076-576-95-21-00	Benefits	119,058	163,100	157,050
001-076-576-95-21-00	Project Employee Benefits	-	-	66,100
001-076-576-95-21-00	Intern Benefits	-	-	47,650
TOTAL PERSONNEL		\$ 486,277	\$ 634,500	\$ 995,400
001-076-576-95-31-00	Office & Operating Supplies	\$ 4,487	\$ 4,000	\$ 5,000
001-076-576-95-32-00	Fuel	670	1,000	-
001-076-576-95-35-00	Small Tools & Minor Equipment	589	2,000	3,000
TOTAL SUPPLIES		\$ 5,746	\$ 7,000	\$ 8,000
001-076-576-95-41-00	Professional Services (3)	\$ 45,073	\$ 219,000	\$ 508,000
001-076-576-95-41-04	Copying	3,653	8,000	8,000
001-076-576-95-42-00	Communications	529	-	-
001-076-576-95-42-02	Postage	27	-	-
001-076-576-95-43-00	Travel	173	4,000	4,000
001-076-576-95-48-00	Software Maintenance	2,507	8,000	6,000
001-076-576-95-49-01	Memberships (8)	1,585	3,200	4,600
001-076-576-95-49-03	Training	1,232	4,400	4,500
TOTAL SERVICES & CHARGES		\$ 54,779	\$ 246,600	\$ 535,100

Exhibit 4

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
TOTAL PLANNING & DEVELOPMENT		\$ 546,802	\$ 888,100	\$ 1,538,500
Recreation Programs Section				
001-076-571-18-11-00	Salaries	\$ 268,059	\$ 300,780	\$ 364,900
001-076-571-18-12-00	Overtime	1,314	-	-
001-076-571-18-13-00	Part-Time (Lifeguards)	76,467	110,000	129,820
001-076-571-18-13-02	Part-Time (Facility Rental Staff)	48,367	54,000	56,840
001-076-571-18-13-03	Part-Time (Recreation)	8,401	12,000	13,720
001-076-571-18-21-00	Benefits	105,558	132,660	151,350
TOTAL PERSONNEL		\$ 508,165	\$ 609,440	\$ 716,630
001-076-571-18-31-00	Office & Operating Supplies	\$ 39,551	\$ 50,000	\$ 40,000
001-076-571-18-35-00	Small Tools & Minor Equipment	8,671	23,000	17,000
TOTAL SUPPLIES		\$ 48,223	\$ 73,000	\$ 57,000
001-076-571-18-41-00	Professional Services-Recreation (4)	\$ 253,007	\$ 244,200	\$ 274,800
001-076-571-18-41-04	Copying	37,549	76,000	39,000
001-076-571-18-42-02	Postage	2,569	2,000	7,000
001-076-571-18-43-00	Travel	1,248	3,000	3,000
001-076-571-18-44-00	Advertising	23,374	26,000	29,000
001-076-571-18-45-00	Operating Rentals & Leases	54,549	54,000	67,050
001-076-571-18-48-00	Software Maintenance	6,230	10,000	10,000
001-076-571-18-49-00	Miscellaneous	58	-	-
001-076-571-18-49-01	Memberships (8)	3,081	2,600	2,600
001-076-571-18-49-03	Training - Seminars/Conference	1,614	4,000	9,200
TOTAL SERVICES & CHARGES		\$ 383,279	\$ 421,800	\$ 441,650
001-076-571-18-51-00	Intergovernmental Services	\$ 1,130	\$ 2,000	\$ 2,000
TOTAL INTERGOVERNMENTAL		\$ 1,130	\$ 2,000	\$ 2,000
001-076-594-71-64-18	Machinery & Equipment	\$ -	\$ 5,250	\$ -
TOTAL CAPITAL		\$ -	\$ 5,250	\$ -
TOTAL RECREATION PROGRAMS		\$ 940,797	\$ 1,111,490	\$ 1,217,280
Park Resource Management				
001-076-576-80-11-00	Salaries	\$ 912,476	\$ 1,053,300	\$ 1,674,600
001-076-576-80-12-00	Overtime	31,401	50,000	65,000
001-076-576-80-13-00	Part-Time (Summer Help)	162,162	194,000	156,000
001-076-576-80-13-01	Part-Time (9 month)	393,437	491,000	29,000
001-076-576-80-14-00	On Call Pay	-	-	9,000
001-076-576-80-21-00	Benefits	562,334	584,100	1,121,050
001-076-576-80-21-00	Benefits (Seasonals)	-	335,900	49,600
TOTAL PERSONNEL		\$ 2,061,809	\$ 2,708,300	\$ 3,104,250
001-076-576-80-31-00	Office & Operating Supplies (5)	\$ 306,912	\$ 350,000	\$ 409,000
001-076-576-80-31-01	Meeting Expense	208	-	-
001-076-576-80-31-04	Safety Clothing & Equipment	13,329	17,100	26,200
001-076-576-80-32-00	Fuel	69,827	102,840	79,200
001-076-576-80-35-00	Small Tools & Equipment	83,363	136,700	129,800
TOTAL SUPPLIES		\$ 473,639	\$ 606,640	\$ 644,200
001-076-576-80-41-00	Professional Services (6)	\$ 611,994	\$ 737,200	\$ 1,058,450
001-076-576-80-42-00	Communications	15,175	23,450	36,600

Exhibit 4

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
001-076-576-80-43-00	Travel	141	2,000	2,000
001-076-576-80-45-00	Operating Rentals & Leases	73,437	108,500	147,600
001-076-576-80-47-00	Utilities	229,586	254,720	360,850
001-076-576-80-48-00	Repair & Maintenance	72,365	102,500	124,000
001-076-576-80-49-00	Miscellaneous	1,799	-	-
001-076-576-80-49-01	Memberships (8)	379	-	-
001-076-576-80-49-03	Training - Seminars/Conference	9,680	14,100	36,200
TOTAL SERVICES & CHARGES		\$ 1,014,555	\$ 1,242,470	\$ 1,765,700
001-076-576-80-51-00	Intergovernmental Services	\$ 7,482	\$ -	\$ -
TOTAL INTERGOVERNMENTAL		\$ 7,482	\$ -	\$ -
001-076-594-76-64-80	Machinery & Equipment (7)	\$ -	\$ 146,789	\$ 189,500
TOTAL CAPITAL		\$ -	\$ 146,789	\$ 189,500
TOTAL PARK RESOURCE MGMT		\$ 3,557,485	\$ 4,704,199	\$ 5,703,650
TOTAL DEPARTMENT		\$ 6,233,105	\$ 8,121,889	\$ 9,960,620

* Partial revenue offset of some rec. programs (i.e. 4th on the Plateau, Sammamish Days, Concert Series, Teen Fest, etc)

- (1) Plants for volunteer planting projects. Includes \$15,000 per year for tree planting at Council direction.
- (2) Includes volunteer dinner.
- (3) 2017 Pro Plan update, land acquisition study, landscape architect support.
- (4) Special events-4th on the Plateau, Sammamish Days, concerts, Teen-Fest, etc. Recreation Guide graphic design.
- (5) Fertilizer, grass seed, soil, playground surface chips, project supplies, custodial supplies, irrigation, safety, \$20,000/yr. FISH contribution.
- (6) Custodial services, maintenance contracts, park sweeping, turf maintenance contracts, tree service, maintenance and operations analysis including 2017 consultant.
- (7) Share of 4 maintenance trucks and 5-yard dump truck.
- (8) Memberships include: Volunteer Administrators NW, Volunteermatch.org., WA Recreation and Parks Association, National Recreation and Parks Association, American Society for Landscape Architects, WA Festivals and Events, WA State Arts Alliance.

Exhibit 4

City of Sammamish
General Fund

Non-Departmental Department Expenditures

2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
Voter Registration Section				
001-090-514-40-51-00	Election Costs	\$ 97,665	\$ 120,000	\$ 140,000
001-090-514-90-51-00	Voter Registration Costs	238,710	165,000	200,000
TOTAL INTERGOVERNMENTAL		\$ 336,375	\$ 285,000	\$ 340,000
TOTAL VOTER REGISTRATION		\$ 336,375	\$ 285,000	\$ 340,000
Economic Development Section				
001-090-558-70-41-00	Professional Services-Consulting (1)	\$ 84,237	\$ 40,000	\$ 300,000
001-090-558-70-49-01	Memberships (2)	10,533	200	200
TOTAL SERVICES & CHARGES		\$ 94,769	\$ 40,200	\$ 300,200
TOTAL ECONOMIC DEVELOPMENT		\$ 94,769	\$ 40,200	\$ 300,200
Other General Government Services Section				
001-090-517-90-11-01	Wellness Committee Chair Pay	\$ -	\$ 2,400	\$ 2,400
001-090-518-90-11-00	Salaries (3)	-	102,700	136,800
001-090-518-90-21-00	Benefits	-	29,800	49,700
TOTAL PERSONNEL		\$ -	\$ 134,900	\$ 188,900
001-090-518-50-31-00	Office & Operating Supplies	\$ 37,739	\$ 40,000	\$ 40,000
001-090-518-90-31-05	Meeting Meal Expense (4)	4,330	4,500	4,500
001-090-518-50-35-00	Small Tools & Minor Equipment	1,428	8,000	8,000
TOTAL SUPPLIES		\$ 43,497	\$ 52,500	\$ 52,500
001-090-511-10-49-06	Sound Cities Membership	\$ 53,450	\$ 54,000	\$ 76,350
001-090-511-10-49-07	AWC Membership	62,493	60,000	70,500
001-090-511-10-49-09	Puget Snd Regional Council Memb.	41,280	44,000	58,000
001-090-511-10-49-15	National League of Cities	11,439	8,000	8,000
001-090-514-20-41-05	Klahanie Census	-	70,000	-
001-090-518-30-48-00	Repairs & Maintenance	-	4,000	4,000
001-090-518-90-41-00	Prof. Services-ADA Transition Plan (5)	-	-	200,000
001-090-518-90-41-09	Operating Contingency	-	2,000,000	2,000,000
001-090-518-90-42-02	Postage	22,598	28,500	28,500
001-090-518-90-43-00	Travel-Good to Go Passes	30	-	-
001-090-518-90-45-00	Operating Rentals	130	-	-
001-090-518-90-46-00	Insurance	210	-	-
001-090-518-90-47-00	Surface Water Fees	32,685	38,000	24,500
001-090-518-90-49-00	Miscellaneous	788	-	-
001-090-518-90-49-02	Merchant Fees	-	-	300,000
001-090-518-90-49-15	Friends of Lake Sam. State Park (6)	-	20,000	20,000
001-090-525-60-49-12	Sammamish Citizen Corps	20,000	27,700	-
001-090-525-60-49-13	Ham Radio Maintenance	-	2,400	-
001-090-537-70-47-01	Recycling	209,473	190,000	230,200
001-090-557-20-41-00	Professional Services (7)	7	25,000	25,000
001-090-558-60-41-10	Revenue Related DCD Contingency	-	1,000,000	1,000,000
001-090-558-70-49-14	Samm. Chamber of Commerce	1,100	1,200	1,200
001-090-559-20-49-08	ARCH Membership (8)	122,587	120,000	-
TOTAL SERVICES & CHARGES		\$ 578,270	\$ 3,692,800	\$ 4,046,250
001-090-518-90-51-00	Intergovernmental Services	\$ 8,084	\$ 8,020	\$ 8,020

Exhibit 4

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
TOTAL INTERGOVERNMENTAL		\$ 8,088	\$ 8,020	\$ 8,020
001-090-594-18-67-01	Capital Contingency Reserve	\$ -	\$ 3,000,000	\$ 3,000,000
TOTAL CAPITAL		\$ -	\$ 3,000,000	\$ 3,000,000
001-091-518-90-49-00	Admin Dept. Fleet Repl	\$ 1,422	\$ 9,040	\$ 4,138
001-091-518-90-48-00	Admin Dept. Fleet R&M	884	2,010	2,446
001-091-518-30-49-00	Facilities Dept. Fleet Repl	-	-	6,020
001-091-518-30-48-00	Facilities Dept. Fleet R&M	-	-	1,576
001-091-558-60-49-00	Comm Dev Dept. Fleet Repl	23,212	33,384	36,684
001-091-558-60-48-00	Comm Dev Dept. Fleet R&M	678	782	2,288
001-091-571-10-49-00	Parks Dept. Fleet Repl	4,738	4,752	10,348
001-091-571-10-48-00	Parks Dept. Fleet R&M	1,270	200	2,990
001-091-542-10-49-00	PW Engr-Insp Fleet Repl	19,030	19,682	26,526
001-091-542-10-48-00	PW Engr-Insp Fleet R&M	1,504	3,874	2,146
001-091-576-80-49-00	Parks M&O Fleet Repl	106,704	151,686	172,218
001-091-576-80-48-00	Parks M&O Fleet R&M	90,222	93,006	91,568
001-090-518-80-41-52	Interfund - Technology	1,413,096	2,023,500	2,064,000
001-090-518-90-46-53	Interfund - Risk Management	360,000	687,150	570,900
TOTAL INTERFUND		\$ 2,022,760	\$ 3,029,066	\$ 2,993,848
TOTAL OTHER GENERAL GOVT SVCS		\$ 2,652,615	\$ 9,917,286	\$ 10,289,518
Pollution Control Section				
001-090-553-70-51-00	Intgovtl Svc's - Air Pollution	\$ 62,244	\$ 88,200	\$ 114,600
TOTAL INTERGOVERNMENTAL		\$ 62,244	\$ 88,200	\$ 114,600
TOTAL POLLUTION CONTROL		\$ 62,244	\$ 88,200	\$ 114,600
Public Health Section				
001-090-562-00-53-00	External Taxes - Alcoholism	\$ 16,102	\$ 26,800	\$ 32,000
TOTAL INTERGOVERNMENTAL		\$ 16,102	\$ 26,800	\$ 32,000
TOTAL PUBLIC HEALTH		\$ 16,102	\$ 26,800	\$ 32,000
Operating Transfers Out Section				
001-090-597-11-55-01	Oper Trnsfr - Street	\$ 8,960,000	\$ 9,980,900	\$ 11,810,000
001-090-597-11-55-31	Oper Trnsfr - Gen Gov CIP	-	6,200,000	-
001-090-597-11-55-32	Oper Trnsfr - Parks CIP	5,770,000	8,270,000	-
001-090-597-11-55-34	Oper Trnsfr - Transport CIP	770,000	770,000	2,400,000
TOTAL INTERFUND		\$ 15,500,000	\$ 25,220,900	\$ 14,210,000
TOTAL TRANSFERS		\$ 15,500,000	\$ 25,220,900	\$ 14,210,000
TOTAL DEPARTMENT		\$ 18,662,105	\$ 35,578,386	\$ 25,286,318

- (1) Town Center consultant.
- (2) International Council of Shopping Centers \$100/year.
- (3) Management Analyst -analysis work done for multiple departments.
- (4) 6 all city staff @\$75, 2 employee appreciation events \$500 BBQ, \$1,300 lunch and employee of year awards.
- (5) City-wide assessment of federal ADA requirements.
- (6) Support for Executive Director of Friends of Lake Sammamish State Park at Council direction.
- (7) 2 year ortho photography cycle.
- (8) ARCH membership moved to Community Development Department in 2017.

Exhibit 4

City of Sammamish
Street Fund Revenues
 2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
	Beginning Fund Balance	\$ 3,358,153	\$ 6,130,211	\$ 7,359,844
101-000-333-20-20-00	Federal Grant	\$ 209,378	\$ -	\$ -
101-000-336-00-71-00	Multi-Modal Distribution	-	-	128,000
101-000-336-00-87-00	Street Fuel Tax	1,971,650	2,254,000	2,684,300
101-000-338-95-01-00	Water/Sewer District Share	43,184	-	-
	TOTAL INTERGOVERNMENTAL	\$ 2,224,212	\$ 2,254,000	\$ 2,812,300
101-000-345-89-13-00	Concurrency Test Fees (1)	\$ 78,877	\$ 60,000	\$ 60,000
	TOTAL CHARGES FOR SERVICES	\$ 78,877	\$ 60,000	\$ 60,000
101-000-361-11-00-00	Interest Income	\$ 25,385	\$ 15,000	\$ 15,000
101-000-367-12-00-00	Contributions-Private Source	158,809	-	-
	TOTAL MISCELLANEOUS	\$ 184,194	\$ 15,000	\$ 15,000
101-000-395-20-00-00	Restitution	\$ 3,148	\$ -	\$ -
101-000-397-00-00-01	Operating Transfers - General	8,960,000	9,980,900	11,810,000
101-000-397-00-03-02	REET 1 Transfers - Parks CIP	770,000	770,000	-
101-000-397-00-03-40	REET 2 Transfers - Transp. CIP	770,000	770,000	-
101-000-398-00-00-00	Compensation from Ins Recovery	36,975	-	-
	TOTAL NONREVENUES	\$ 10,540,123	\$ 11,520,900	\$ 11,810,000
	TOTAL REVENUES	\$ 13,027,405	\$ 13,849,900	\$ 14,697,300
	TOTAL FUND	\$ 16,385,558	\$ 19,980,111	\$ 22,057,144

(1) Concurrency test fees cover the cost of concurrency management expenditures.

Exhibit 4

City of Sammamish
Street Fund Expenditures
2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
Maintenance Section				
101-000-542-30-11-00	Salaries	\$ 455,761	\$ 510,300	\$ 1,005,400
101-000-542-30-12-00	Overtime	65,468	60,000	60,000
101-000-542-30-13-00	Part-time (summer help)	36,933	82,800	-
101-000-542-30-13-01	Part-Time (9 month)	201,391	106,600	29,000
101-000-542-30-14-00	On-Call Pay	11,914	13,000	9,000
101-000-542-30-21-00	Benefits	314,947	290,200	638,900
101-000-542-30-21-00	Benefits (Seasonals)	-	90,000	28,550
TOTAL PERSONNEL		\$ 1,086,414	\$ 1,152,900	\$ 1,770,850
101-000-542-30-31-00	Office & Operating Supplies	\$ 211,152	\$ 261,300	\$ 383,700
101-000-542-30-31-01	Meeting Expense	105	500	-
101-000-542-30-31-04	Safety Clothing & Equipment	13,735	9,300	10,800
101-000-542-30-31-05	Meeting	77	-	-
101-000-542-30-32-00	Fuel	42,104	46,000	48,800
101-000-542-30-35-00	Small Tools & Minor Equipment	44,503	50,000	92,800
101-000-542-30-35-00	Communication Equipment	446	400	-
101-000-542-66-31-00	Snow & Ice Supplies (1)	86,915	200,000	144,400
TOTAL SUPPLIES		\$ 399,037	\$ 567,500	\$ 680,500
101-000-542-30-41-00	Professional Services (2)	\$ 127,120	\$ 306,000	\$ 284,600
101-000-542-30-41-01	Prof Svc: ROW landscape (3)	295,186	335,000	791,700
101-000-542-30-42-00	Communications	8,715	14,000	18,400
101-000-542-30-42-02	Postage	11	-	-
101-000-542-30-43-00	Travel	404	2,000	2,000
101-000-542-30-45-00	Operating Rentals & Leases	85,596	50,000	100,800
101-000-542-66-45-00	Operating Rentals & Leases	1,987	-	-
101-000-542-30-47-00	Utilities	411,323	340,000	468,950
101-000-542-66-47-00	Utilities	388	-	-
101-000-542-30-48-00	Repair & Maintenance	11,465	14,000	230,000
101-000-542-30-48-50	Roadway Maintenance	6,391	-	-
101-000-542-61-48-50	Sidewalks (4)	16,777	200,000	248,000
101-000-542-63-48-51	Street Lighting (5)	-	100,000	100,000
101-000-542-64-48-51	Traffic Control Devices (6)	-	90,000	200,000
101-000-542-64-48-52	Traffic Control Devices-Basic	332,781	-	-
101-000-542-66-48-50	Snow and Ice Control	1,249	-	-
101-000-542-67-48-01	Street Cleaning	2,208	-	-
101-000-542-67-48-50	Street Cleaning	146,357	242,400	192,000
101-000-542-30-48-51	Roadway - Overlay Program	5,971,248	6,750,000	7,000,000
101-000-542-30-49-00	Miscellaneous	2,736	-	-
101-000-542-30-49-03	Training	11,141	12,000	20,000
TOTAL SERVICES & CHARGES		\$ 7,433,085	\$ 8,455,400	\$ 9,656,450
101-000-542-30-51-00	Intergovernmental Services	\$ 215	\$ -	\$ -
101-000-542-30-51-01	Road Maintenance Contract	2,743	200,000	-
101-000-542-30-51-02	Traffic Contract	-	322,000	334,650
TOTAL INTERGOVERNMENTAL		\$ 2,958	\$ 522,000	\$ 334,650
101-000-594-42-64-30	Machinery & Equipment (12)	\$ -	\$ 102,600	109,500
TOTAL CAPITAL		\$ -	\$ 102,600	\$ 109,500
TOTAL MAINTENANCE		\$ 8,921,493	\$ 10,800,400	\$ 12,551,950

Exhibit 4

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
Administration Section				
101-000-543-10-11-00	Salaries	\$ 174,060	\$ 254,700	\$ 257,800
101-000-543-10-21-00	Benefits	55,430	98,200	102,900
TOTAL PERSONNEL		\$ 229,491	\$ 352,900	\$ 360,700
101-000-543-10-31-00	Office & Operating Supplies	\$ 86	\$ 1,400	\$ 1,400
101-000-543-10-31-05	Meeting Meals	68	400	400
TOTAL SUPPLIES		\$ 154	\$ 1,800	\$ 1,800
101-000-543-10-41-00	Professional Services	\$ 124	\$ -	\$ -
101-000-543-10-41-99	Street Operating Contingency (7)	-	100,000	100,000
101-000-543-10-43-00	Travel	-	700	700
101-000-543-10-49-01	Memberships (8)	51	250	500
101-000-543-10-49-03	Training	199	1,000	1,800
TOTAL SERVICES & CHARGES		\$ 374	\$ 101,950	\$ 103,000
TOTAL ADMINISTRATION		\$ 230,019	\$ 456,650	\$ 465,500
Engineering Section				
101-000-542-10-11-00	Salaries	\$ 497,018	\$ 539,900	\$ 864,600
101-000-542-10-12-00	Overtime	33	2,000	2,000
101-000-542-10-21-00	Benefits	166,650	231,000	406,600
TOTAL PERSONNEL		\$ 663,701	\$ 772,900	\$ 1,273,200
101-000-542-10-31-00	Office & Operating Supplies	\$ 2,936	\$ 4,000	\$ 4,000
101-000-542-10-31-01	Meetings	-	400	400
101-000-542-10-31-04	Safety Clothing & Equipment	507	600	600
101-000-542-10-34-00	Maps and publications	1,105	-	-
101-000-542-10-35-00	Small Tools & Minor Equipment	812	5,000	9,450
TOTAL SUPPLIES		\$ 5,360	\$ 10,000	\$ 14,450
101-000-542-10-41-00	Professional Services (9)	\$ 40,721	\$ 290,656	\$ 645,000
101-000-544-40-41-06	Transportation Computer Model	21,653	20,000	30,000
101-000-544-40-41-07	Level Of Service	26,678	-	-
101-000-544-40-41-08	Concurrency Mgmt System (10)	38,029	50,000	50,000
101-000-547-10-41-09	Transit Program	116,892	120,000	126,000
101-000-542-10-42-00	Communications	-	3,000	3,000
101-000-542-10-43-00	Travel	189	1,000	1,000
101-000-542-10-48-00	Repairs & Maintenance	1,035	1,000	1,000
101-000-542-10-49-01	Memberships (8)	1,090	1,385	2,300
101-000-542-10-49-03	Training	3,166	4,800	3,900
TOTAL SERVICES & CHARGES		\$ 249,454	\$ 491,841	\$ 862,200
101-000-594-42-64-10	Machinery & Equipment	\$ 2,444	\$ -	\$ -
101-000-594-42-64-30	Machinery & Equipment	19,797	-	-
101-000-594-42-64-33	Computer Software (11)	3,270	3,000	26,000
TOTAL CAPITAL		\$ 25,511	\$ 3,000	\$ 26,000
TOTAL ENGINEERING		\$ 944,025	\$ 1,277,741	\$ 2,175,850
101-000-542-90-49-00	Street - Fleet Repl	\$ 96,984	\$ 210,518	\$ 269,360
101-000-542-90-48-00	Street - Fleet R&M	62,826	85,582	139,054
TOTAL INTERFUND		\$ 159,810	\$ 296,100	\$ 408,414
TOTAL EXPENDITURES		\$ 10,255,347	\$ 12,830,891	\$ 15,601,714
Ending Fund Balance		\$ 6,130,211	\$ 7,149,220	\$ 6,455,430
TOTAL FUND		\$ 16,385,558	\$ 19,980,111	\$ 22,057,144

Exhibit 4

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
	(1) Purchase products that don't degrade the asphalt.			
	(2) Asphalt patching, fence repairs, and other miscellaneous work previously supported by King County contract. 2017 MOC consultant.			
	(3) Contract for medians, landscape strips, etc.			
	(4) Mandatory ADA sidewalk retrofits.			
	(5) Conversion of street lights to LED. Lifespan is more than double.			
	(6) Federally mandated sign replacement and repairs to guardrails and other traffic control devices.			
	(7) Contingency fund to be used only if needed.			
	(8) Memberships: 1/3 of PE license renewals, American Public Works Association membership fees, Urban and Regional Information Systems Association. Full cost of Institute of Transportation Engineers and NW Pavement Management Association.			
	(9) Transportation & non-motorized master plan \$400,000, master plan consultant \$150,000, operational assistance-signal adjustments, camera changeouts, etc.			
	(10) The concurrency management system is supported by development fees.			
	(11) GIS, Synchro for new staff.			

City of Sammamish
G.O. Debt Service Fund Revenues
 2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
	Beginning Fund Balance	\$ -	\$ -	\$ -
201-000-397-00-03-40	Operating Transfers - Tran CIP	\$ 1,112,000	\$ 1,101,333	\$ 1,090,666
	TOTAL NONREVENUES	\$ 1,112,000	\$ 1,101,333	\$ 1,090,666
	TOTAL REVENUES	\$ 1,112,000	\$ 1,101,333	\$ 1,090,666
	TOTAL FUND	\$ 1,112,000	\$ 1,101,333	\$ 1,090,666

City of Sammamish
G.O. Debt Service Fund Expenditures
 2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
201-000-591-95-71-01	PWTF Loan Principal	\$ 1,066,666	\$ 1,066,666	\$ 1,066,666
201-000-592-95-83-01	Interest on PWTF Debt	45,334	34,667	24,000
TOTAL DEBT SERVICE		\$ 1,112,000	\$ 1,101,333	\$ 1,090,666
TOTAL EXPENDITURES		\$ 1,112,000	\$ 1,101,333	\$ 1,090,666
Ending Fund Balance		\$ -	\$ -	\$ -
TOTAL FUND		\$ 1,112,000	\$ 1,101,333	\$ 1,090,666

Public Works Trust Fund loan balances: 12/31/2017 - \$2,133,134, 12/31/2018-\$1,600,000.

City of Sammamish
General Government Capital Improvement Fund Revenues
 2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
	Beginning Fund Balance	\$ 8,754,592	\$ 8,793,748	\$ 4,651,508
301-000-345-86-00-00	Mitigation Fees	\$ -	\$ 1,668,750	\$ -
	TOTAL CHARGES FOR SERVICES	\$ -	\$ 1,668,750	\$ -
301-000-361-11-00-00	Interest Income	\$ 39,156	\$ 30,000	\$ 10,000
	TOTAL MISCELLANEOUS	\$ 39,156	\$ 30,000	\$ 10,000
301-000-397-00-00-01	Oper Trnsfrs - General Govt.	\$ -	\$ 6,200,000	\$ -
	TOTAL NONREVENUES	\$ -	\$ 6,200,000	\$ -
	TOTAL REVENUES	\$ 39,156	\$ 7,898,750	\$ 10,000
	TOTAL FUND	\$ 8,793,748	\$ 16,692,498	\$ 4,661,508

Exhibit 4

City of Sammamish

General Government Capital Improvement Fund Expenditures

2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
301-000-594-19-62-00	Buildings (1)	\$ -	\$ 6,230,000	\$ 500,000
301-000-594-19-67-01	Capital Contingency Reserve	-	3,500,000	3,500,000
	TOTAL CAPITAL	\$ -	\$ 9,730,000	\$ 4,000,000
301-000-597-00-55-01	Operating Tfrs - General Fund (2)	\$ -	\$ 50,000	\$ 50,000
301-000-597-00-55-32	Operating Transfers Parks CIP	-	5,000,000	-
	TOTAL INTERFUND	\$ -	\$ 5,050,000	\$ 50,000
	TOTAL EXPENDITURES	\$ -	\$ 14,780,000	\$ 4,050,000
	Ending Fund Balance	\$ 8,793,748	\$ 1,912,498	\$ 611,508
	TOTAL FUND	\$ 8,793,748	\$ 16,692,498	\$ 4,661,508

(1) Reconfigure City Hall 2nd floor to add office space.

(2) Transfer proceeds from the sale of jail property to the General Fund to pay for contracted jail space.

Exhibit 4

City of Sammamish
Parks Capital Improvement Fund Revenues
 2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
	Beginning Fund Balance	\$ 12,188,626	\$ 13,950,775	\$ 8,900,000
302-000-311-10-00-00	Property Tax	\$ 116,812	\$ -	\$ -
302-000-311-10-00-14	Property Tax (1)	144,477	262,000	240,000
302-000-318-34-00-00	Real Estate Excise Tax #1	4,663,217	3,470,000	4,900,000
	TOTAL TAXES	\$ 4,924,506	\$ 3,732,000	\$ 5,140,000
302-000-337-07-04-00	KC-TDR Program	\$ 326,287	\$ -	\$ -
	TOTAL INTERGOVERNMENTAL	\$ 326,287	\$ -	\$ -
302-000-345-85-02-00	Parks Impact Fees	\$ 1,433,123	\$ 1,561,000	\$ 3,970,000
	CHARGES FOR SERVICES	\$ 1,433,123	\$ 1,561,000	\$ 3,970,000
302-000-361-11-00-00	Investment Interest	\$ 68,553	\$ 10,000	\$ 10,000
302-000-367-12-00-00	Contributions-Private Sources	1,632,106	2,418,000	-
302-000-369-90-00-00	Miscellaneous	2,368	-	-
	TOTAL MISCELLANEOUS	\$ 1,703,027	\$ 2,428,000	\$ 10,000
302-000-395-10-00-00	Sale of Capital Assets	\$ 655,000	\$ 800,000	\$ -
302-000-397-00-00-01	Operating Transfers - General	5,770,000	8,270,000	-
302-000-397-00-03-01	Operating Tfrs - Gen'l Gvt CIP	-	5,000,000	-
	TOTAL NONREVENUES	\$ 6,425,000	\$ 14,070,000	\$ -
	TOTAL REVENUES	\$ 14,811,942	\$ 21,791,000	\$ 9,120,000
	TOTAL FUND	\$ 27,000,568	\$ 35,741,775	\$ 18,020,000

(1) 6 year King County Parks property tax levy renewal approved by the voters in 2013.

City of Sammamish
Parks Capital Improvement Fund Expenditures
 2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
Non-Capital				
302-000-576-80-49-00	Miscellaneous-Property Sale Costs	\$ 42,787	\$ -	\$ -
TOTAL NON-CAPITAL		\$ 42,787	\$ -	\$ -
East Sammamish Park				
302-359-594-76-63-00	East Sam. Park Playground	\$ 92,012	\$ 100,000	\$ 1,100,000
302-366-594-76-63-00	East Sam. Park Parking	-	-	750,000
Sammamish Commons				
302-331-594-76-63-00	Sam. Commons Community Garden	156,271	-	100,000
302-354-594-76-63-00	Upper Samm Comm Playground Replace.	53,120	-	-
302-367-594-76-63-00	Lower Commons Permanent Restroom	-	-	550,000
Beaver Lake Park				
302-351-594-76-63-00	Beaver Lake Park Shoreline Impr.	-	-	1,450,000
302-357-594-76-31-00	Beaver Lake Trail Supplies	13,849	-	-
302-357-594-76-45-00	Beaver Lake Trail Rentals	1,335	-	-
302-357-594-76-47-00	Beaver Lake Trail Utilities	2,190	-	-
Beaver Lake Preserve				
302-333-594-76-41-00	Beaver Lake Preserve Prof Svcs	8,930	-	-
302-360-594-76-63-00	Beaver Lake Preserve Phase IIA	-	250,000	-
Evans Creek Preserve				
302-334-594-76-31-00	Evans Creek Pres. Supplies Phase I	162	-	-
302-334-594-76-63-00	Evans Creek Preserve Improv. Phase I	30,031	-	-
302-353-594-76-31-00	Evans Creek Pres.-Supplies Phase II	15,833	-	-
302-353-594-76-41-00	Evans Creek Pres.-Prof Svc Phase II	37,934	-	-
302-353-594-76-45-00	Evans Creek Pres.Rentals Phase II	1,651	-	-
302-353-594-76-61-00	Evans Creek Pres.-Land Phase II	226,287	-	-
302-353-594-76-63-00	Evans Creek Pres.-Improv Phase II	210,306	-	-
302-362-594-76-63-00	Evans Creek Pres.-Ongoing Trail Dev	21,713	25,000	-
302-368-594-76-63-00	Evans Creek Pres.- Hwy 202 access	-	-	130,000
School Parks / Sportsfields				
302-346-594-76-63-00	Eastlake HS Field 2 Renovation	43,491	-	-
302-356-594-76-63-00	Eastlake Field 1 Turf Replacement	-	1,000,000	-
302-369-594-76-63-00	Skyline Field Turf Replacement	-	-	1,400,000
Parks Capital Replacement Program				
302-336-594-76-63-00	Parks Capital Replacement Program	-	478,000	400,000
Capital Contingency Reserve				
302-337-594-76-67-01	Capital Contingency Reserve	-	291,500	571,500
Land Acquisition				
302-337-594-76-61-00	Land Acquisition	-	1,000,000	7,000,000
Sammamish Landing				
302-339-594-76-31-00	Samm Land Supplies	4,053	-	-
302-339-594-76-41-00	Samm Land Prof Svcs	246,535	-	-
302-366-594-76-63-00	Sammamish Landing ADA Improvements	1,404,306	-	1,000,000
302-358-594-76-63-00	Samm. Landing Restroom/Utilities	-	340,000	-
Reard/Freed Farmhouse				
302-341-594-76-63-00	Reard/Freed Farmhouse	12,785	-	-
Trails/Pathways				
302-352-594-76-63-00	Sam Commons Trail Connection-Phase I	6,112	300,000	-
302-361-594-76-63-00	Future Trail Connections	-	550,000	1,000,000
302-370-594-76-63-00	Mystic Lake Trail Extension	-	-	35,000
Community Center				
302-343-594-76-41-00	CC Demolition-Prof Svcs	83,431	-	-

Exhibit 4

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
302-343-594-76-45-00	CC Operating Rentals	1,419	-	-
302-343-594-76-63-00	Community Center	9,540,017	24,963,982	-
	Big Rock Park			
302-344-594-76-61-00	Big Rock Park Land	4,400	-	-
302-344-594-76-63-00	Big Rock Park Improvements	9,759	545,000	-
	Beaver Lake Lodge			
302-355-594-76-31-00	Beaver Lake Lodge Landscaping-Supplies	7,656	-	-
302-355-594-76-45-00	Beaver Lake Lodge Landscaping-Oper Rent	1,382	-	-
	Evans Pond Stair Replacement			
302-348-594-76-63-00	Evans Pond Stair Improvements	37	-	-
	Indoor Field House			
302-363-594-76-63-00	Indoor Field House Site Plan	-	100,000	-
	Klahanie Park			
302-371-594-76-63-00	Athletic Field Drainage/Turf Repairs	-	-	300,000
	Town Center Park Projects			
302-372-594-76-63-00	Future Town Center Park Projects	-	-	1,900,000
	TOTAL CAPITAL	\$ 12,237,007	\$ 29,943,482	\$ 17,686,500
302-000-597-00-55-10	REET 1 Transfer to Street Fund	\$ 770,000	\$ 770,000	\$ -
	TOTAL INTERFUND	\$ 770,000	\$ 770,000	\$ -
	TOTAL EXPENDITURES	\$ 13,049,794	\$ 30,713,482	\$ 17,686,500
	Ending Fund Balance	\$ 13,950,775	\$ 5,028,293	\$ 333,500
	TOTAL FUND	\$ 27,000,568	\$ 35,741,775	\$ 18,020,000

Exhibit 4

City of Sammamish
Transportation Capital Improvement Fund Revenues
 2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
	Beginning Fund Balance	\$ 13,877,117	\$ 21,262,384	\$ 23,612,026
340-000-318-35-00-00	Real Estate Excise Tax - #2	\$ 4,663,218	\$ 3,470,000	\$ 4,900,000
	TOTAL TAXES	\$ 4,663,218	\$ 3,470,000	\$ 4,900,000
340-000-333-20-20-00	Federal Grants (1)	\$ -	\$ 430,000	\$ 2,500,000
340-000-334-03-51-00	WA Traffic Safety Commission	22,500	-	-
340-000-334-03-80-00	Transprt Imprvemnt Board Grant	383,710	-	4,000,000
	TOTAL INTERGOVERNMENTAL	\$ 406,210	\$ 430,000	\$ 6,500,000
340-000-345-85-01-00	Traffic Impact Fees MPS	\$ 6,836,096	\$ 6,050,000	\$ 9,662,000
340-000-345-86-00-00	SEPA/Mitigation Fees	77,270	-	2,604,500
	CHARGES FOR GOODS & SVCS	\$ 6,913,366	\$ 6,050,000	\$ 12,266,500
340-000-361-11-00-00	Investment Interest	\$ 76,065	\$ 80,000	\$ 75,000
340-000-369-90-00-00	Miscellaneous	700	-	-
	TOTAL MISCELLANEOUS	\$ 76,765	\$ 80,000	\$ 75,000
340-000-397-00-00-01	Oper Trnsfrs - General Fund (2)	\$ 770,000	\$ 770,000	\$ 2,400,000
	TOTAL NONREVENUES	\$ 770,000	\$ 770,000	\$ 2,400,000
	TOTAL REVENUES	\$ 12,829,558	\$ 10,800,000	\$ 26,141,500
	TOTAL FUND	\$ 26,706,675	\$ 32,062,384	\$ 49,753,526

(1) Federal grant (PSRC) for Issaquah/Fall City Road.

(2) \$1,200,000 annual transfer of Klahanie annexation area revenues.

City of Sammamish

Transportation Capital Improvement Fund Expenditures

2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
	244th Ave Phase I			
340-112-595-10-63-00	244th Ave Phase 1- Improvements	\$ 32,360	\$ -	\$ -
	Intersection Improvements			
340-115-595-30-63-00	Intersection Improvements	319,487	400,000	400,000
	Neighborhood Projects			
340-117-595-30-63-00	Neighborhood Projects	193,281	600,000	200,000
	Sidewalk Program			
340-118-595-61-63-00	Sidewalk Program	507,119	300,000	320,000
	Flashing Yellow Turn Signals			
340-154-595-30-63-00	Flashing Yellow Turn Signals	-	-	450,000
	School Safety Zone Improvements			
340-160-595-61-63-00	School Safety Zone Improvements	-	50,000	100,000
	Issaquah Fall City Road			
340-150-595-61-63-00	Iss/Fall City Rd. SE 48th to Klahanie Blvd	-	1,200,000	-
340-163-595-61-63-00	Iss/Fall City Rd. 42nd Ave SE to Klahanie Dr SE	-	-	17,292,000
340-164-595-61-63-00	Klahanie Dr SE to Iss/Bvr Lk Rd	-	-	1,000,000
	Street Lighting Program			
340-132-595-63-63-00	Street Lighting Program	2,329	30,000	30,000
	Capital Contingency Reserve			
340-136-595-95-67-01	Capital Contingency Reserve	19,624	500,000	1,000,000
	212th Snake Hill Improvements			
340-136-595-95-67-02	212th Way SE/Snake Hill Improvements	136,349	9,000,000	5,692,383
	ELS Pkwy-Inglewood to NE 26th			
340-137-595-30-63-00	ELS Pkwy-Inglewood to NE 26th	28,634	-	-
	218th Ave SE			
340-152-595-30-63-00	218th Ave/216th Ave: SE 4th St to Inglewood	-	-	150,000
	Intelligent Transportation System			
340-153-595-30-63-00	ITS Phase 1-228th Ave	164,208	786,297	-
340-165-595-30-63-00	ITS Phase 2. 228th-NE 12th ST to SR 202	-	-	317,000
	228th Turn Lane Project			
340-151-595-30-63-00	228th Ave left turn storage	114,053	-	-
	Issaquah/Pine Lake Road Signal			
340-155-595-30-63-00	Issaquah Pine Lk Rd/SE 48th Signal	132,198	-	-
	14th Street			
340-156-595-30-63-00	14th Street Improvements	36,664	167,664	166,821
	SE 4th Street			
340-157-595-30-63-00	SE 4th Street	-	5,952,050	10,112,768
	SE 8th Street			
340-166-595-30-63-00	8th St/218 Ave: 212th Ave SE to SE 4th St	-	-	150,000
	228th Ave SE			
340-158-595-30-63-00	228th Ave SE-Added SB Lane @IPLR	-	800,000	-
340-167-595-30-63-00	228th & SE 8th Intersection	-	-	1,600,000
	Sahalee Way			
340-162-595-30-63-00	Sahalee Wy -NE 25th Way to City limits	-	2,700,000	6,000,000
	NON-MOTORIZED TRANSPORTATION			
	Non-motorized			
340-410-595-62-63-00	Projects to be determined by Council	-	850,000	1,500,000
	SE 20th Street			
340-404-595-62-63-00	SE 20th Street	12,314	-	-
	244th ave NE			
340-405-595-62-63-00	244th Ave NE Non-motorized Impvmt	1,812	-	-

Exhibit 4

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
Ingelwood Hill				
340-406-595-62-63-00	Inglewood Hill Road Imprvmt	205,862	-	-
244th Ave SE 24th to SE 32nd				
340-407-595-62-63-00	244th Ave SE 24th to SE 32nd St	1,620,188	-	-
212th Ave Gap Project				
340-409-595-30-63-00	212th Ave Gap Project	35,809	650,000	107,828
TOTAL CAPITAL		\$ 3,562,291	\$ 23,986,011	\$ 46,588,800
340-000-597-00-55-10	REET 2 Transfer to Street Fund	\$ 770,000	\$ 770,000	\$ -
340-000-597-00-55-21	Oper Trnsfr - Debt Svc PWTF	1,112,000	1,101,333	1,090,667
TOTAL INTERFUND		\$ 1,882,000	\$ 1,871,333	\$ 1,090,667
TOTAL EXPENDITURES		\$ 5,444,291	\$ 25,857,344	\$ 47,679,467
Ending Fund Balance		\$ 21,262,384	\$ 6,205,040	\$ 2,074,059
TOTAL FUND		\$ 26,706,675	\$ 32,062,384	\$ 49,753,526

Exhibit 4

City of Sammamish
Surface Water Management Fund Revenues
 2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
	Beginning Fund Balance	\$ 1,085,256	\$ 1,675,280	\$ 2,513,919
408-000-343-10-00-00	Surface Water Fees	\$ 6,707,582	\$ 8,019,897	\$ 10,020,000
	CHARGES FOR GOODS & SVCS	\$ 6,707,582	\$ 8,019,897	\$ 10,020,000
408-000-361-11-00-00	Interest Income	\$ 6,672	\$ 5,000	\$ 10,000
408-000-367-12-00-00	Contributions-HOA Monitoring (1)	-	-	64,000
408-000-369-90-01-00	Miscellaneous	256	-	-
	TOTAL MISCELLANEOUS	\$ 6,928	\$ 5,000	\$ 74,000
408-000-395-10-00-00	Gain (Loss) on disposition	\$ -	\$ -	\$ -
	TOTAL NONREVENUES	\$ -	\$ -	\$ -
	TOTAL REVENUES	\$ 6,714,510	\$ 8,024,897	\$ 10,094,000
	TOTAL FUND	\$ 7,799,766	\$ 9,700,177	\$ 12,607,919

(1) Contributions to Ebright Creek monitoring from the Crossings at Pine Lake and Chestnut Lane HOA groups as required by the plat approval.

Exhibit 4

City of Sammamish

Surface Water Management Fund Expenditures

2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
Administration				
408-000-531-31-21-00	Salaries	\$ 187,556	\$ 254,700	\$ 257,800
408-000-531-31-21-00	Benefits	56,696	98,200	102,900
TOTAL PERSONNEL		\$ 244,252	\$ 352,900	\$ 360,700
408-000-531-31-31-00	Office & Operating Supplies	\$ 57	\$ 1,400	\$ 1,400
408-000-531-31-31-01	Meetings Expense	-	400	1,000
408-000-531-31-31-05	Meeting Meals	68	-	-
408-000-531-31-32-00	Fuel	1,250	-	2,500
TOTAL SUPPLIES		\$ 1,375	\$ 1,800	\$ 4,900
408-000-531-31-41-00	Professional Services	\$ 77,043	\$ 9,300	\$ 84,000
408-000-531-31-41-01	Professional Services-Studies	-	-	75,000
408-000-531-31-41-99	Operating Contingency	-	20,000	20,000
408-000-531-31-42-00	Communications	244	-	-
408-000-531-31-43-00	Travel	115	700	700
408-000-531-31-49-01	Memberships	51	-	-
408-000-531-31-49-03	Training	598	1,000	4,900
TOTAL SERVICES & CHARGES		\$ 78,052	\$ 31,000	\$ 184,600
408-000-531-31-51-00	Intergovernmental Services (1)	\$ 97,743	\$ 40,000	\$ 176,600
408-000-531-31-51-01	Lake Sammamish Habitat Study	23,746	50,000	-
408-000-531-31-53-00	Intergovernmental Taxes	119,713	132,000	170,000
TOTAL INTERGOVERNMENTAL		\$ 241,202	\$ 222,000	\$ 346,600
TOTAL ADMINISTRATION		\$ 564,881	\$ 607,700	\$ 896,800
Engineering Section				
408-000-531-32-11-00	Salaries	\$ 989,974	\$ 989,700	\$ 1,235,800
408-000-531-32-12-00	Overtime	1,381	2,000	2,000
408-000-531-32-21-00	Benefits	388,274	445,200	613,600
TOTAL PERSONNEL		\$ 1,379,628	\$ 1,436,900	\$ 1,851,400
408-000-531-32-31-00	Office & Operating Supplies	\$ 3,477	\$ 4,000	\$ 4,000
408-000-531-32-31-01	Meetings	43	400	3,000
408-000-531-32-31-04	Safety Clothing & Equipment	585	600	1,200
408-000-531-32-32-00	Fuel	5,793	2,800	3,000
408-000-531-32-34-00	Maps and publications	263	400	400
408-000-531-32-35-00	Small Tools & Minor Equipment	851	3,000	3,700
TOTAL SUPPLIES		\$ 11,013	\$ 11,200	\$ 15,300
408-000-531-32-41-00	Professional Services (2)	\$ 336,799	\$ 260,656	\$ 559,000
408-000-531-32-41-02	Engineering Services (3)	20,963	40,000	70,000
408-000-531-32-42-00	Communications	3,007	3,000	3,000
408-000-531-32-43-00	Travel	898	1,000	1,800
408-000-531-32-48-00	Repairs & Maintenance	989	-	-
408-000-531-32-49-01	Memberships (4)	953	900	1,800
408-000-531-32-49-03	Training	2,452	4,800	6,100
TOTAL SERVICES & CHARGES		\$ 366,062	\$ 310,356	\$ 641,700
TOTAL ENGINEERING		\$ 1,756,703	\$ 1,758,456	\$ 2,508,400

Exhibit 4

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
Maintenance & Operations Section				
408-000-531-35-11-00	Salaries	\$ 502,936	\$ 543,900	\$ 904,700
408-000-531-35-12-00	Overtime	1,154	20,000	20,000
408-000-531-35-13-00	Part-time	43,080	82,800	-
408-000-531-35-13-01	Part-Time (9 month)	105,213	106,600	-
408-000-531-35-14-00	On-Call Pay	11,914	13,000	9,000
408-000-531-35-21-00	Benefits	264,899	285,200	580,800
408-000-531-35-21-00	Benefits (Seasonals)	-	90,000	-
TOTAL PERSONNEL		\$ 929,195	\$ 1,141,500	\$ 1,514,500
408-000-531-35-31-00	Office & Operating Supplies	\$ 145,317	\$ 332,700	\$ 268,900
408-000-531-35-31-01	Meeting Expense	77	-	-
408-000-531-35-31-04	Safety Clothing & Equipment	8,487	9,300	7,200
408-000-531-35-31-05	Meetings Meals	35	500	-
408-000-531-35-32-00	Fuel	49,668	44,000	41,500
408-000-531-35-35-00	Small Tools & Minor Equipment	52,178	50,000	72,800
TOTAL SUPPLIES		\$ 255,763	\$ 436,500	\$ 390,400
408-000-531-35-41-00	Professional Services (5)	\$ 856,575	\$ 1,486,700	\$ 1,836,800
408-000-531-35-41-01	Professional Services-General Fund (6)	178,000	78,000	93,000
408-000-531-35-42-00	Communications	6,617	14,000	12,300
408-000-531-35-43-00	Travel	48	2,000	2,000
408-000-531-35-45-00	Operating Rentals & Leases	52,783	16,000	38,800
408-000-531-35-47-00	Utility Services	33,370	20,000	81,800
408-000-531-35-48-00	Repair & Maintenance	3,244	12,000	60,000
408-000-531-35-49-00	Miscellaneous	385	-	-
408-000-531-35-49-03	Training	6,745	12,000	20,000
408-000-542-67-48-00	Street Cleaning	17,125	-	-
TOTAL SERVICES & CHARGES		\$ 1,154,892	\$ 1,640,700	\$ 2,144,700
408-000-531-35-51-00	Intergovernmental Services	\$ 246,710	\$ -	\$ -
TOTAL INTERGOVERNMENTAL		\$ 246,710	\$ -	\$ -
408-000-594-35-64-00	Machinery & Equipment (7)	\$ 15,324	\$ 86,800	\$ 182,500
TOTAL CAPITAL		\$ 15,324	\$ 86,800	\$ 182,500
TOTAL MAINTENANCE & OPERATIONS		\$ 2,601,885	\$ 3,305,500	\$ 4,232,100
Total Transfers Section				
408-000-597-00-55-48	Operating Transfers - CIP	\$ 1,000,000	\$ 1,600,000	\$ 3,865,000
408-000-531-35-49-51	SWM - Fleet Repl	50,460	77,646	66,498
408-000-531-35-48-51	SWM - Fleet R&M	50,854	49,504	57,932
408-000-531-39-41-52	Interfund - Technology	43,704	58,500	336,000
408-000-531-39-46-53	Interfund - Risk Management	56,000	108,650	89,100
TOTAL TRANSFERS		\$ 1,201,018	\$ 1,894,300	\$ 4,414,530
TOTAL EXPENSES		\$ 6,124,486	\$ 7,565,956	\$ 12,051,830
Ending Fund Balance		\$ 1,675,280	\$ 2,134,221	\$ 556,089
TOTAL FUND		\$ 7,799,766	\$ 9,700,177	\$ 12,607,919

(1) Annual National Pollutant Discharge System (NPDES) permit fees, water monitoring, WRIA 8 cost share.

Exhibit 4

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
	(2) Regional monitoring contribution required by NPDES permit. Local monitoring including: Pine Lake, Wetland 61, Chestnut Lane & Ebright Creek-partial reimbursement from homeowner's associations. Ongoing mapping requirements for NPDES permit. 2017 MOC operational analysis and strategic plan. Grant application support. Stormwater facility retrofit strategy, commercial properties enforcement policy, LID & revised stormwater standard education.			
	(3) Geotechnical and other expert support.			
	(4) 1/3 of membership costs for PE license renewals, American Public Works Association, Urban and Regional Information Systems Association.			
	(5) Street sweeping, storm system vactoring , storm vault filter replacements, ditch cleaning, and storm pond mowing services. Based on NPDES maintenance requirements. 2017 MOC consultant.			
	(6) \$46,500 per year reimbursement for facility R&M paid by the General Fund.			
	(7) Excavator, 1/3 share of 5-yard dump truck, and crew pickup truck.			

Exhibit 4

City of Sammamish
Surface Water Capital Projects Fund Revenues
 2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
	Beginning Fund Balance	\$ 2,113,973	\$ 2,783,783	\$ 1,951,000
438-000-337-07-04-00	KC Conservation Dist Sp Assess	\$ -	\$ -	\$ 300,000
438-000-337-07-05-00	KC Flood Reduction Grant	-	250,000	-
438-000-337-07-05-00	KC Water Quality Improvement	-	-	157,000
	TOTAL INTERGOVERNMENTAL	\$ -	\$ 250,000	\$ 457,000
438-000-361-11-00-00	Interest Income	\$ 11,219	\$ 4,000	\$ -
	TOTAL MISCELLANEOUS	\$ 11,219	\$ 4,000	\$ -
438-000-379-00-00-00	Developer Contribution Fees	\$ 1,097,758	\$ 1,150,000	\$ 1,397,500
438-000-379-00-00-02	Contributions-Tamarack (*)	-	-	-
438-000-397-48-04-08	Oper Trnsfrs - Storm Oper Fund	1,000,000	1,600,000	3,865,000
	TOTAL NONREVENUES	\$ 2,097,758	\$ 2,750,000	\$ 5,262,500
	TOTAL REVENUES	\$ 2,108,977	\$ 3,004,000	\$ 5,719,500
	TOTAL FUND	\$ 4,222,950	\$ 5,787,783	\$ 7,670,500

(*) By Council motion on 11/8/2016 the contribution was removed pending future project definition.

City of Sammamish
Surface Water Capital Projects Fund Expenditures
 2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
Sidewalk Program				
438-318-595-40-63-00	Sidewalk Program	\$ 50,000	\$ 50,000	\$ -
Drainage Resolutions				
438-413-595-40-12-00	Drainage Resolutions-Overtime	19,323	-	-
438-413-595-40-13-00	Drainage Res.-Summer Help	2,931	-	-
438-413-595-40-13-01	Drainage Res.-9 month	15,864	-	-
438-413-595-40-21-00	Drainage Res.-Benefits	15,449	-	-
438-413-595-40-31-00	Drainage Res.-Supplies	89,214	-	-
438-413-595-40-35-00	Drainage Res. Small Tools	91,032	-	-
438-413-595-40-41-00	Drainage Res.-Prof Svcs	72,273	-	-
438-413-595-40-45-00	Drainage Res.-Oper Rentals	43,857	-	-
438-413-595-40-47-00	Drainage Res.-Utilities	12,705	-	-
Zackuse Creek				
438-431-595-40-63-00	Fish Passage Culvert/Stream Restor.	-	-	1,200,000
438-432-531-32-41-00	Basin Plan	-	-	100,000
Tamarack Drainage				
438-433-595-40-63-00	Tamarack Drainage Retrofit	-	-	754,000
Louis Thompson Hill Road				
438-434-595-40-63-00	High Density Storm Pipe	-	-	218,000
Property Acquisition Fund				
438-441-595-40-61-00	Property Acquisition Fund	-	-	400,000
Sahalee Way Tightline				
438-435-595-40-63-00	Sahalee Way Tightline	-	-	387,000
Opportunity Fund				
438-442-595-40-63-00	Opportunity Fund-City Match	-	-	100,000
Laughing Jacobs Creek Basin Plan				
438-436-531-32-41-00	Laughing Jacobs Creek Basin Plan	-	-	75,000
Drainage Resolutions and Major Stormwater Repairs				
438-413-595-40-63-00	Drainage Capital Resolutions	129,114	333,238	400,000
438-455-531-32-41-00	Update Stormwater Comp Plan	142,454	38,247	-
438-456-531-32-41-00	Beaver Management Program	2,929	30,000	30,000
438-460-531-32-41-00	Inglewood Hill-210th Ave NE/Tamarack	13,260	-	-
438-461-595-40-63-00	Inglewood Neighborhood Drainage (1)	54,911	2,145,089	-
438-463-595-40-63-00	Towncenter Regional Stormwater	-	510,200	300,000
Stormwater Component of Transportation Projects				
438-465-595-40-63-00	244th Ave SE. SE 32nd to SE 24th	493,883	-	-
438-468-595-40-63-00	Snake Hill Roadway Improvements	-	200,000	2,170,017
438-469-595-40-63-00	Sahalee Way 25th Way to City limits	-	540,000	195,371
438-470-595-40-63-00	SE 4th St. Improvements	-	769,800	408,740
438-471-595-40-63-00	228th. SE 32nd to Pine Lake Road	-	120,000	-
438-437-595-40-63-00	Iss/Fall City Rd. 42nd Ave to Klahanie Dr	-	-	167,504
438-438-595-40-63-00	212th Gap: SE 24th to Crossings	-	-	76,000
438-439-595-40-63-00	SE 14th St. Extension: Lawson Pk-248th	-	-	40,865
438-466-595-40-63-00	Future non-motorized	-	100,000	-
TOTAL CAPITAL		\$ 1,249,199	\$ 4,836,574	\$ 7,022,497
438-000-582-38-79-96	KC Contract 1996 Principal	\$ 111,469	\$ 144,277	\$ -
438-000-582-38-79-99	KC Contract 1999 Principal	42,781	55,200	69,336
438-000-582-38-79-01	KC Contract 2001 Principal	-	7,647	16,475
438-000-592-38-89-01	KC Contract 2001 Interest	-	2,608	4,037
438-000-592-38-89-96	KC Contract 1996 Interest	18,921	7,126	-
438-000-592-38-89-99	KC Contract 1999 Interest	16,797	13,968	9,423
TOTAL DEBT PMTS		\$ 189,968	\$ 230,826	\$ 99,271

Exhibit 4

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
TOTAL EXPENSES		\$ 1,439,167	\$ 5,067,400	\$ 7,121,768
Ending Fund Balance		\$ 2,783,783	\$ 720,383	\$ 548,732
TOTAL FUND		\$ 4,222,950	\$ 5,787,783	\$ 7,670,500

Exhibit 4

City of Sammamish
Equipment Rental & Replacement Fund Revenues
 2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
	Beginning Fund Balance	\$ 871,179	\$ 761,778	\$ 1,091,706
501-000-349-30-00-00	Fleet R&M Charge	\$ 208,238	\$ 234,958	\$ 300,000
	TOTAL CHARGES FOR SVCS	\$ 208,238	\$ 234,958	\$ 300,000
501-000-361-11-00-00	Investment Interest	\$ 3,110	\$ 4,000	\$ 4,000
501-000-362-20-00-00	Fleet Replacement Charge	302,550	506,708	591,792
	TOTAL MISCELLANEOUS	\$ 305,660	\$ 510,708	\$ 595,792
501-000-395-10-00-00	Sale of Capital Assets	\$ 77,475	\$ -	\$ -
	TOTAL NON REVENUES	\$ 77,475	\$ -	\$ -
	TOTAL REVENUES	\$ 591,373	\$ 745,666	\$ 895,792
	TOTAL FUND	\$ 1,462,552	\$ 1,507,444	\$ 1,987,498

Exhibit 4

City of Sammamish

Equipment Rental & Replacement Fund Expenditures

2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
501-000-548-65-31-00	Vehicle/Equipment Supplies	\$ 13,957	\$ -	\$ -
501-000-548-65-35-00	Small Tools & Equipment	4,527	-	-
501-000-548-65-41-00	Professional Services	14,184	-	-
501-000-548-65-48-01	Repairs and Maintenance-City Hall	6,500	6,866	9,000
501-000-548-65-48-02	Repairs and Maintenance-Parks	35,062	57,032	57,000
501-000-548-65-48-03	Repairs and Maintenance-PW	71,425	82,828	114,000
501-000-548-65-48-04	Repairs and Maintenance-Equipment	72,823	88,232	120,000
	TOTAL SERVICES & CHARGES	\$ 218,478	\$ 234,958	\$ 300,000
501-000-594-48-64-00	Machinery & Equipment (1)	\$ 482,296	\$ 171,800	\$ 792,070
	TOTAL MACHINERY & EQUIPMENT	\$ 482,296	\$ 171,800	\$ 792,070
	TOTAL EXPENSES	\$ 700,774	\$ 406,758	\$ 1,092,070
	Ending Fund Balance*	\$ 761,778	\$ 1,100,686	\$ 895,428
	TOTAL FUND	\$ 1,462,552	\$ 1,507,444	\$ 1,987,498

(1) Replacement of vehicles and equipment listed below.

2017

\$8,240	*E011-2003 Tilt trailer
\$14,420	*E022-2004 John Deere bunker/field rake
\$100,940	*V004-2001 Ford F550
\$46,350	*V006-2002 Dodge Ram 3/4 ton pickup
\$100,940	*V025-2007 Ford F550

2018

\$61,800	*E003-2002 John Deere 1600 WAM
\$242,050	*E008-2003 Backhoe/loader
\$18,540	*E018-2004 Aeravator
\$165,830	*V007-2003 International truck
\$32,960	*V023-2005 Ford Ranger

Exhibit 4

City of Sammamish
Technology Replacement Fund Revenues
 2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
	Beginning Fund Balance	\$ 666,501	\$ 339,113	\$ 368,660
502-000-349-80-00-01	Interfund - General Fund	\$ 1,413,096	\$ 2,023,500	\$ 2,064,000
502-000-349-80-04-08	Interfund Services - Storm	43,704	58,500	336,000
	CHARGES FOR GOODS & SVCS	\$ 1,456,800	\$ 2,082,000	\$ 2,400,000
502-000-361-11-00-00	Interest Income	\$ 2,600	\$ 2,000	\$ 3,000
	TOTAL MISCELLANEOUS	\$ 2,600	\$ 2,000	\$ 3,000
	TOTAL REVENUES	\$ 1,459,400	\$ 2,084,000	\$ 2,403,000
	TOTAL FUND	\$ 2,125,901	\$ 2,423,113	\$ 2,771,660

Exhibit 4

City of Sammamish
Technology Replacement Fund Expenditures
 2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
502-000-518-81-11-00	Salaries	\$ 488,742	\$ 687,700	\$ 726,600
502-000-518-81-12-00	Overtime	2,396	-	-
502-000-518-81-21-00	Benefits	204,586	311,000	336,750
	TOTAL PERSONNEL	\$ 695,724	\$ 998,700	\$ 1,063,350
502-000-518-81-31-00	Office & Operating Supplies	\$ 4,080	\$ 9,000	\$ 9,000
502-000-518-81-35-00	Small Tools & Minor Equipment	127,500	110,000	108,000
	TOTAL SUPPLIES	\$ 131,580	\$ 119,000	\$ 117,000
502-000-518-81-41-00	Prof Svcs. contracted support (1)	\$ 122,435	\$ 273,000	\$ 204,000
502-000-518-81-42-00	Communications	1,029	-	3,900
502-000-518-81-43-00	Travel	-	2,000	2,000
502-000-518-81-45-00	Operating Rentals (2)	356	-	52,000
502-000-518-81-48-00	Repair & Maintenance (3)	333,747	368,000	528,000
502-000-518-81-49-03	Training - Seminars/Conference	3,249	11,000	13,000
	TOTAL SERVICES & CHARGES	\$ 460,816	\$ 654,000	\$ 802,900
502-000-518-81-51-00	Intergovernmental Services (4)	\$ 190,993	\$ 240,000	\$ 168,000
	INTERGOVERNMENTAL SERVICES	\$ 190,993	\$ 240,000	\$ 168,000
502-000-594-18-64-00	Machinery & Equipment (5)	\$ 307,675	\$ 196,465	\$ 303,000
	TOTAL CAPITAL	\$ 307,675	\$ 196,465	\$ 303,000
	TOTAL EXPENSES	\$ 1,786,788	\$ 2,208,165	\$ 2,454,250
	Ending Fund Balance	\$ 339,113	\$ 214,948	\$ 317,410
	TOTAL FUND	\$ 2,125,901	\$ 2,423,113	\$ 2,771,660

(1) Annual costs = \$12,000 I-net, \$7,000 PCI scans, \$67,500 GIS database administration, \$15,000 miscellaneous.

(2) Copier/printer leases.

(3) Annual costs = Cisco \$5,000, Microsoft Enterprise agreement \$70,000/\$75,000, CRW System \$49,500/\$50,500, firewall/antivirus, email \$31,000/\$32,000, ESRI \$46,000, asset management \$22,000, storage support \$30,000 (2018), Springbrook HR module \$1,600, repair/service \$20,000.

(4) E-Gov Alliance \$19,000 2017 and 2018, \$64,000 My Building Permit (mbp.com) in 2017 and \$65,000 in 2018.

(5) Equipment purchases-storage, server replacement, back up HVAC server, Springbrook HR module, room 129 AV upgrade, City Works configuration.

Exhibit 4

City of Sammamish
Risk Management Fund Revenues
 2017/2018 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
	Beginning Fund Balance	\$ 397,827	\$ 203,304	\$ 239,800
503-000-349-91-00-01	Interfund - General Fund	\$ 360,000	\$ 687,150	\$ 570,900
503-000-349-91-04-08	Interfund - Storm Oper Fund	56,000	108,650	89,100
	TOTAL CHARGES FOR SERVICES	\$ 416,000	\$ 795,800	\$ 660,000
503-000-361-11-00-00	Interest Income	\$ 644	\$ 1,000	\$ 1,000
	TOTAL MISCELLANEOUS	\$ 644	\$ 1,000	\$ 1,000
	TOTAL REVENUES	\$ 416,644	\$ 796,800	\$ 661,000
	TOTAL FUND	\$ 814,471	\$ 1,000,104	\$ 900,800

Exhibit 4

City of Sammamish
Risk Management Fund Expenditures
 2015/2016 Budget Process

Account Number	Description	2013-2014 Actuals	2015-2016 Budget	2017-2018 Budget
503-000-517-70-22-00	Unemployment Benefits	\$ 52,977	\$ 60,000	\$ 91,700
	TOTAL PERSONNEL	\$ 52,977	\$ 60,000	\$ 91,700
503-000-518-90-41-00	Professional Services	\$ 799	\$ -	\$ -
503-000-518-90-46-00	Insurance	555,522	770,325	634,300
503-000-518-90-49-00	Program Preventative Actions (1)	1,869	6,000	6,000
	TOTAL SERVICES & CHARGES	\$ 558,190	\$ 776,325	\$ 640,300
	TOTAL EXPENSES	\$ 611,167	\$ 836,325	\$ 732,000
	Ending Fund Balance	\$ 203,304	\$ 163,779	\$ 168,800
	TOTAL FUND	\$ 814,471	\$ 1,000,104	\$ 900,800

(1) Flu shot coverage for immediate families of employees and City Council.

ORGANIZATION CHART

Full Time Employees = 114.75

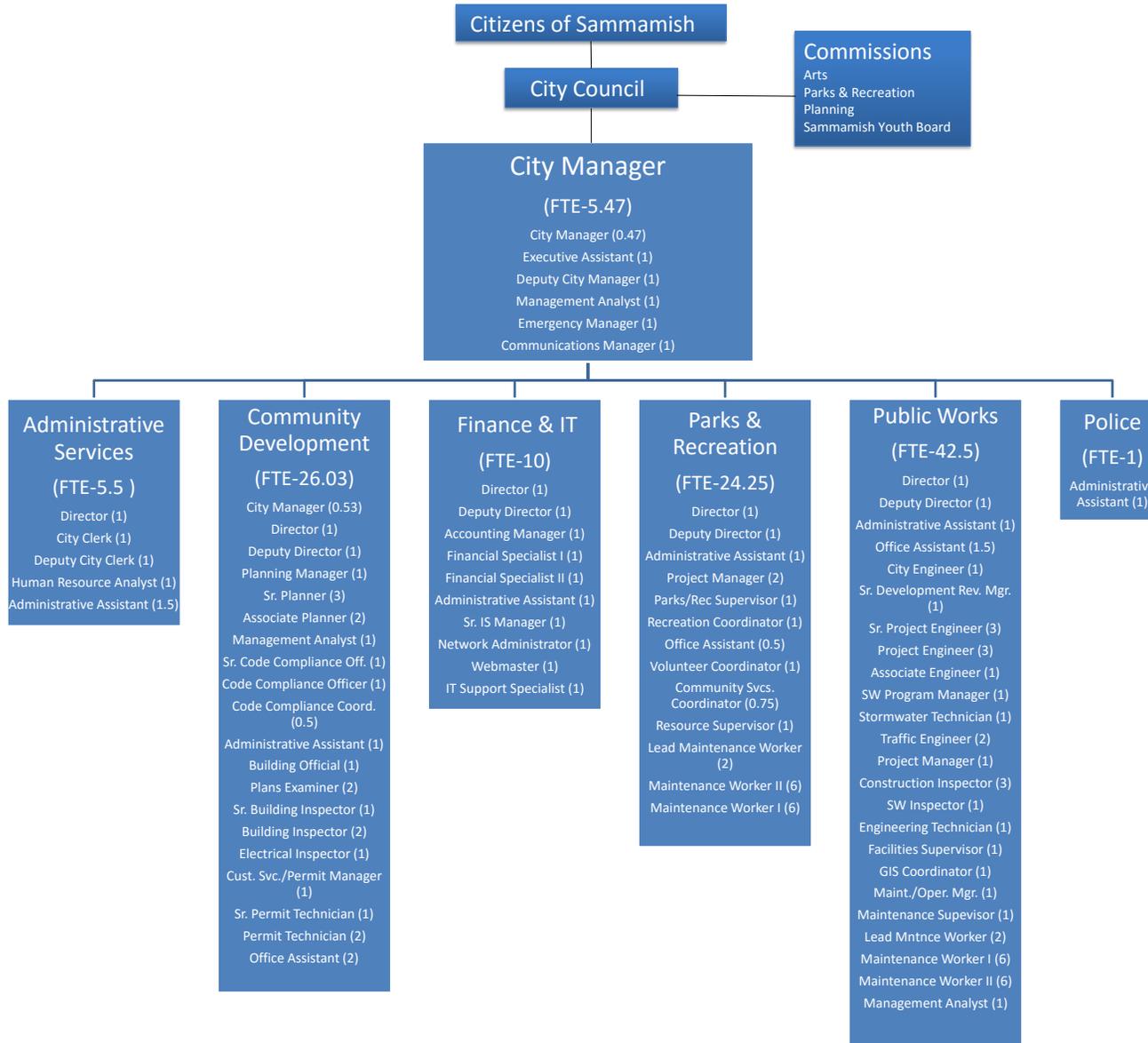


Exhibit 4

2017-2018 AUTHORIZED POSITIONS

FUND Department	2015	2016	2017	2018	Grade	2017 - Annual Salary Range	
	Actual	Actual	Budget	Budget		Minimum	Maximum
GENERAL FUND							
Mayor (Part-time)	1	1	1	1			
Councilmember (Part-time)	6	6	6	6			
City Manager	0.4711	0.4711	0.4711	0.4711		*per contract	
Executive Assistant	1	1	1	1	K	\$59,203	\$81,023
Deputy City Manager	1	1	1	1	V-X	\$122,075	\$190,562
Communications Manager	1	1	1	1	O	\$77,024	\$105,413
Finance							
Finance & IT Director	1	1	1	1	U-W	\$114,302	\$178,428
Deputy Finance Director	1	1	1	1	S	\$100,210	\$137,145
Accounting Manager	1	1	1	1	Q	\$87,856	\$120,237
Finance Specialist I	1	1	1	1	I	\$51,904	\$71,034
Finance Specialist II	1	1	1	1	K	\$59,203	\$81,023
Administrative Assistant	1	1	1	1	I	\$51,904	\$71,034
Administrative Services							
City Clerk	1	1	1	1	N	\$72,120	\$98,701
Deputy City Clerk	1	1	1	1	K	\$59,203	\$81,023
Sr. Human Resource Analyst	0	0	1	1	M	\$67,528	\$92,417
Admin. Svcs. Director	1	1	1	1	U-W	\$114,302	\$178,428
Administrative Assistant	0.5	0.5	1.5	1.5	I	\$51,904	\$71,034
Human Services Coordinator	0.5	0.5	0	0	I	\$51,904	\$71,034
Facilities							
Project Manager	1	1	1	1	O	\$77,024	\$105,413
Facilities Supervisor	0	0	1	1	L	\$63,229	\$86,533
Maintenance Worker II	0	1	1	1	I	\$51,904	\$71,034
Public Works							
Public Works Director	0.3	0.3	0.3	0.3	U-W	\$114,302	\$178,428
Deputy Public Works Director	0.3	0.3	0.3	0.3	S	\$100,210	\$137,145
Administrative Assistant	0.3	0.3	0.3	0.3	I	\$51,904	\$71,034
City Engineer	0.3	0.3	0.3	0.3	R	\$93,830	\$128,413
Management Analyst	0	0	1	1	L	\$63,229	\$86,533
Sr. Development Review Manager	0	0	0.34	0.34	Q	\$87,856	\$120,237
Stormwater Program Manager	0.1	0.1	0.1	0.1	Q	\$87,856	\$120,237
Sr. Project Engineer	0.6	1.6	1.6	1.6	P	\$82,262	\$112,581
Project Eng - Dev. Review	0.3	1.3	1.3	1.3	N	\$72,120	\$98,701
Project Engineer	0.3	0.3	0.3	0.3	N	\$72,120	\$98,701
Traffic Engineer	0.5	0.5	0.5	0.5	P	\$82,262	\$112,581
Construction Inspector	2	2	3	3	K	\$59,203	\$81,023
GIS Coordinator	0.3	0.3	0.3	0.3	K	\$59,203	\$81,023
Office Assistant	0.17	0.17	0.17	0.17	E	\$39,895	\$54,599
Human Services							
Community Services Coordinator	0	0	0.75	0.75	I	\$51,904	\$71,034
Community Development							
City Manager	0.5289	0.5289	0.5289	0.5289		*per contract	
Community Dev Director	1	1	1	1	U-W	\$114,302	\$178,428
Deputy Community Dev Dir	1	1	1	1	S	\$100,210	\$137,145
Planning Manager	0	0	1	1	Q	\$87,856	\$120,237
Sr. Planner/Wetland Biologist	1	1	0	0	M	\$67,528	\$92,417
Senior Planner	4	4	3	3	M	\$67,528	\$92,417
Management Analyst	0	0	1	1	L	\$63,229	\$86,533
Associate Planner	1	2	2	2	L	\$63,229	\$86,533
Sr. Planner/Code Compliance	0	0	1	1	M	\$67,528	\$92,417
Code Compliance Officer	1	1	1	1	K	\$59,203	\$81,023
Code Compliance Coordinator	0.5	0.5	0.5	0.5	J	\$55,433	\$75,864
Administrative Assistant	1	1	1	1	I	\$51,904	\$71,034
Office Assistant	1.5	1.5	2	2	E	\$39,895	\$54,599

Exhibit 4

Building Official	1	1	1	1	Q	\$87,856	\$120,237
Plans Examiner	2	2	2	2	M	\$67,528	\$92,417
Sr. Building Inspector	1	1	1	1	L	\$63,229	\$86,533
Building Inspector	2	2	2	2	K	\$59,203	\$81,023
Electrical Inspector	0	0	1	1	L	\$63,229	\$86,533
Permit Technician	2	2	2	2	I	\$51,904	\$71,034
Sr. Permit Technician	0	0	1	1	J	\$55,433	\$75,864
Permit Manager	1	1	1	1	M	\$67,528	\$92,417
Police							
Administrative Assistant	1	1	1	1	I	\$51,904	\$71,034
Emergency Management							
Emergency Manager	0	0	1	1	O	\$77,024	\$105,413
Parks							
Parks Director	1	1	1	1	U-W	\$114,302	\$178,428
Deputy Parks Director	1	1	1	1	S	\$100,210	\$137,145
Parks/Rec Supervisor	1	1	1	1	L	\$63,229	\$86,533
Parks Resource Supervisor	1	1	1	1	L	\$63,229	\$86,533
Parks Project Manager	2	2	2	2	N	\$72,120	\$98,701
Recreation Coordinator	1	1	1	1	I	\$51,904	\$71,034
Lead Maintenance Worker	1	1	2	2	J	\$55,433	\$75,864
Parks Maintenance Worker II	5	7	6	6	I	\$51,904	\$71,034
Parks Maintenance Worker I	0	0	6	6	F	\$42,608	\$58,311
Administrative Assistant	1	1	1	1	I	\$51,904	\$71,034
Office Assistant	0	0.5	0.5	0.5	E	\$39,895	\$54,599
Volunteer Coordinator	1	1	1	1	I	\$51,904	\$71,034
Non-Departmental							
Management Analyst	0	1	1	1	L	\$63,229	\$86,533
General Fund Totals (less Council)	57.47	64.97	81.06	81.06			
STREET FUND							
Infrastructure Op & Maint Mgr	0.5	0.5	0.5	0.5	O	\$77,024	\$105,413
Street Maintenance Supervisor	0	0	0.5	0.5	L	\$63,229	\$86,533
Lead Maintenance Worker	0.5	0.5	1	1	J	\$55,433	\$75,864
Maintenance Worker II	1.5	2	3	3	I	\$51,904	\$71,034
Streets Maintenance Worker I	1	2	3	3	F	\$42,608	\$58,311
Public Works Director	0.35	0.35	0.35	0.35	U-W	\$114,302	\$178,429
Deputy Public Works Director	0.35	0.35	0.35	0.35	S	\$100,210	\$137,145
Administrative Assistant	0.35	0.35	0.35	0.35	I	\$51,904	\$71,034
City Engineer	0.35	0.35	0.35	0.35	R	\$93,830	\$128,413
Sr. Project Engineer	0.7	0.7	0.7	0.7	P	\$82,262	\$112,581
Stormwater Program Manager	0.1	0.1	0.1	0.1	Q	\$87,856	\$120,237
Sr. Development Review Manager	0	0	0.33	0.33	Q	\$87,856	\$120,237
Project Eng - Dev. Review	0.35	0.35	0.35	0.35	N	\$72,120	\$98,701
Project Engineer	0.35	0.35	0.35	0.35	N	\$72,120	\$98,701
Engineering Technician	0	0.5	0.5	0.5	K	\$59,203	\$81,023
Traffic Engineer	0.5	0.5	1.5	1.5	P	\$82,262	\$112,581
GIS Coordinator	0.35	0.35	0.35	0.35	K	\$59,203	\$81,023
Office Assistant	0.66	0.66	0.66	0.66	E	\$39,895	\$54,599
Total Street Fund	7.91	9.91	14.24	14.24			
SURFACE WATER MANAGEMENT							
Public Works Director	0.35	0.35	0.35	0.35	U-W	\$114,302	\$178,429
Deputy Public Works Director	0.35	0.35	0.35	0.35	S	\$100,210	\$137,145
Administrative Assistant	0.35	0.35	0.35	0.35	I	\$51,904	\$71,034
City Engineer	0.35	0.35	0.35	0.35	R	\$93,830	\$128,413
Sr. Project Engineer	0.7	0.7	0.7	0.7	P	\$82,262	\$112,581
Sr. Development Review Manager	0	0	0.33	0.33	Q	\$87,856	\$120,237
Project Eng - Dev. Review	0.35	0.35	0.35	0.35	N	\$72,120	\$98,701
Associate Engineer	0	0	1	1	O	\$69,531	\$95,159
Stormwater Program Manager	0.8	0.8	0.8	0.8	Q	\$87,856	\$120,237
Project Engineer	0.35	0.35	0.35	0.35	N	\$72,120	\$98,701

Exhibit 4

Stormwater Technician	1	1	1	1	J	\$55,433	\$75,864
Engineering Technician	0	0.5	0.5	0.5	K	\$59,203	\$81,023
Inspector	1	1	1	1	K	\$59,203	\$81,023
GIS Coordinator	0.35	0.35	0.35	0.35	K	\$59,203	\$81,023
Office Assistant	0.67	0.67	0.67	0.67	E	\$39,895	\$54,599
Infrastructure Op & Maint Mgr	0.5	0.5	0.5	0.5	O	\$77,024	\$105,413
Stormwater Supervisor	0	0	0.5	0.5	L	\$63,229	\$86,533
Lead Maintenance Worker	1.5	1.5	1	1	J	\$55,433	\$75,864
Maintenance Worker I	0	0	3	3	F	\$42,608	\$58,311
Maintenance Worker II	2	2	2	2	I	\$51,904	\$71,034
Total Surface Water Mgmt	10.62	11.12	15.45	15.45			
TECHNOLOGY REPLACEMENT							
Sr. IS Manager	1	1	1	1	Q	\$87,856	\$120,237
IT Support Specialist	1	1	1	1	M	\$67,528	\$92,417
Network Administrator	1	1	1	1	O	\$77,024	\$105,413
Web Master	1	1	1	1	M	\$67,528	\$92,417
Total Technology Replacement	4	4	4	4			
Total FTE for City	80.00	90.00	114.75	114.75			



Meeting Date: November 15, 2016

Date Submitted: 11/10/2016

Originating Department: Public Works

Clearances:

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

Subject: 2016 Storm and Surface Water Management Comprehensive Plan

Action Required: Continue and Close Public Hearing

Exhibits: None (No change from the November 8, 2016 packet)

Budget: N/A

Summary

The last Stormwater Management Comprehensive Plan was adopted in 2001. The plan was renamed to the Storm and Surface Water Management Comprehensive Plan, which the Planning Commission transmitted to the City Council on September 6, 2016, and unanimously recommended its adoption. The Council opened the Public Hearing on November 1, 2016, with the first reading of the ordinance.

Background

The proposed amendment updates and expands the adopted 2001 Stormwater Management Comprehensive Plan, which described the historical stormwater infrastructure and conditions inherited by the City of Sammamish following incorporation. The draft 2016 plan explains the current natural resources and stormwater infrastructure conditions, programs and projects, and describes the city's stormwater management and financial rate structure, and work elements.

The Planning Commission discussed the draft Plan with City staff and the public during its meetings on April 7, May 5, May 19, and June 2, 2016. An Open House was held on July 27, 2016, at which approximately 30 members of the public attended. The Planning Commission opened a Public Hearing on May 19, 2016, and closed it on June 2, 2016.

Staff held a work session with the City Council on September 13, 2016 where responses to all questions and comments from the public and Council received to date were addressed. Council raised a number of questions and concerns about storm and surface water quality monitoring so staff returned on October 18, 2016 to give a presentation on the City's current monitoring efforts. Staff made

recommendations to include development of a water quality monitoring plan action item in the 2016 Plan which the Council accepted.

Financial Impact

N/A

Recommended Action

Continue then close the Public Hearing at the second reading of the ordinance on November 15, 2016, with the intent to approve it on December 6, 2016.



Meeting Date: November 15, 2016

Date Submitted: 11/9/2016

Originating Department: Public Works

Clearances:

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

Subject: Public Hearing for Ordinance for adoption of 2016 Public Works Standards

Action Required: Continue and Close Public Hearing and adopt Ordinance that adopts the 2016 Public Works Standards.

- Exhibits:**
1. Proposed Ordinance
 2. Ordinance Exhibit showing changes to SMC 14.01
 3. Final Draft Public Works Standards Dated 11-09-16
 4. Draft Standard Drawings Dated 11/9/16
 5. Standard Drawing List
 6. Summary of Proposed Changes for Final PWS
 7. Deviation Review Form for Council Discussion Reference
 8. Master Builders Association Roadway Section Exhibit for Council Discussion

Budget: No Budget Impact

Summary Statement:

The Department of Public Works has completed the formatting and edits to the 2016 Public Works Standards (PWS). Staff is ready for discussion regarding the final edits in preparation for adoption by the City Council. Staff has met with members of the Master Builders Association to review comments and discuss proposed changes.

Background:

The current Interim PWS were adopted on April 19, 2000, by Ordinance No. O2000-60. Significant growth in development, density and population since adoption has made it difficult for staff and the public to adhere to them. As a result, substantial time and resources are spent requesting and granting variances to the Standards. Staff has updated the PWS and present them to the public and City Council for consideration.

Financial Impact: There is no financial impact directly associated with adoption of this ordinance.

Recommended Motion: Continue and close the Public Hearing. Address comments from Council and the public, and move to adopt the ordinance.

**CITY OF SAMMAMISH
WASHINGTON
ORDINANCE NO. O2016-_____**

**AN ORDINANCE OF THE CITY OF SAMMAMISH,
WASHINGTON, AMENDING CHAPTER 14.01 OF THE
SAMMAMISH MUNICIPAL CODE, PUBLIC WORKS
STANDARDS, PROVIDING FOR SEVERABILITY, AND
ESTABLISHING AN EFFECTIVE DATE**

WHEREAS, the City Council earlier this year completed its deliberations and adopted revisions to the City’s Comprehensive Plan; and

WHEREAS, the City has also undertaken a review of its Public Works Standards, including referral of the Standards to the Planning Commission for a public hearing and recommendation to the City Council; and

WHEREAS, the 2016 Public Works Standards are intended to become effective on January 1, 2017; and

WHEREAS, the City has conducted an environmental review of the Public Works Standards in accordance with the State Environmental Policy Act, Chapter 43.21C RCW; and;

WHEREAS, the City Council conducted a public hearing to receive comments on the proposed public works standards;

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

Section 1. Public Works Standards, Amended. Chapter 14.01 of the Sammamish Municipal Code is hereby amended to read in its entirety in the form set forth on Attachment A.

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 take effect five days after passage and publication in the official newspaper of the City. The “City of Sammamish Public Works Standards” adopted under SMC 14.01.010 on Attachment A shall take effect and be in full force January 1, 2017.

**ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON
THE _____ DAY OF NOVEMBER, 2016.**

CITY OF SAMMAMISH

Mayor Donald J. Gerend

ATTEST/AUTHENTICATED:

Melonie Anderson, City Clerk

Approved as to form:

Michael R. Kenyon, City Attorney

Filed with the City Clerk:	October 12, 2016
Public Hearing:	October 18, 2016
First Reading:	October 18, 2016
Public Hearing:	November 1, 2016
Second Reading:	November 1, 2016
Public Hearing:	November 15, 2016
Passed by the City Council:	
Date of Publication:	
Effective Date:	January 1, 2016

Chapter 14.01 PUBLIC WORKS STANDARDS **ADOPTED**

Sections:

[14.01.010](#) Public works standards adopted.

[14.01.020](#) Resolution of conflicts.

[14.01.030](#) Appeals.

14.01.010 Public Works Standards Adopted

(1) The City hereby adopts by reference the design standards and specifications set forth in the document entitled "City of Sammamish ~~2016-Interim~~ Public Works Standards" ~~-dated April 19, 2000~~ as now or hereafter amended as the **Public Works** Standards for the City, which includes but is not limited to transportation standards and street standards. Pursuant to RCW 35A.13.180, a copy of the City of Sammamish Public Works Standards is available from the office of the City Clerk.

(2) The ~~director of~~ Public Works **Director** is hereby authorized to administratively **interpret and apply** the standards in a manner consistent with their terms in order to better implement the standards or allow for changes in street design and construction technology and methods.

14.01.020 Resolution of Conflicts

In case of inconsistency or conflict between **other provisions of** the Sammamish Municipal Code and the City of Sammamish ~~Ppublic Wworks Sstandards~~ **adopted in this chapter**, the most restrictive provision shall apply.

14.01.030 Appeals

Any person or agency aggrieved by an act or decision of the City pursuant to the ~~Ppublic Wworks Sstandards~~ may appeal said act or decision to the City of Sammamish pursuant to the appeal provisions for the underlying development permit application as contained in Chapter 20.05 SMC.

2016

PUBLIC WORKS STANDARDS

~~October 27~~ November 9, 2016

Public Works Department

City of Sammamish

801 228th Ave SE

Sammamish, WA 98075

Exhibit 3

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FOREWORD

The Public Works Standards contained in this document provide information to the development community to help with the processes, administration, engineering, and inspection that apply to private development within Sammamish. Land Use codes related to development can be found in Titles 21A and 21B of the Sammamish Municipal Code (SMC).

This manual has four divisions:

Division 1: Administration

Contains information related to permits.

Division 2: Right-of-Way

Presents standards and other information related to development within the right-of-way.

Division 3: Surface Water

Contains surface, storm water, as well as design standards.

Division 4: Construction and Inspection

Provides the basics regarding construction and inspection in the City right-of-way.

The appendices contain information that supplements the four referenced divisions.

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Exhibit 3

DIVISION 1 – ADMINISTRATION

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Chapter 1. Introduction

1.1. General Authority

Sammamish Municipal Code Chapter 14.01 authorizes the creation of Public Works Standards (PWS).

This manual addresses permitting and engineering requirements for site and right-of-way work related to development within the City of Sammamish. While this manual is directed toward the developer and the design/development engineer, it is intended to provide information to a wide group of users, including the development of Capital Projects by the City.

The manual sets forth minimum engineering criteria and specifications, and supplements the Sammamish Municipal Code. It does not replace the Code. These standards do not substitute for engineering design, nor are these standards intended to limit innovative design where equal performance in value, safety, and maintenance can be demonstrated. These Standards cannot provide for all situations. They are intended to assist but not to substitute for competent work by design professionals. It is expected that land surveyors, engineers, and architects will bring to each project the best of skills from their respective disciplines. These Standards are also not intended to limit unreasonably any innovative or creative effort that could result in better quality, better cost savings, or both. Any proposed departure from the Standards will be judged, however, on the likelihood that such deviation will produce a compensating or comparable result, in every way adequate for the City and its residents.

The Public Works Director may substitute more stringent design standards and specifications where special conditions warrant pursuant to SMC 21A. The Public Works Director may also authorize deviations pursuant to SMC 14. From time to time, changes may be needed to add, delete, or modify the provisions of these Standards. These Standards may be changed and, upon approval of the City Engineer, shall become effective and shall be incorporated into the existing provisions.

The City's website provides access to the PWS, the Sammamish Municipal Code (SMC), informational handouts, permit applications, and other guidance documents. The Development Code is contained in SMC 21A and 21B.

Exhibit 3

City of Sammamish website: <http://www.sammamish.us/>

Public Works Standards: <http://www.sammamish.us/xxxxxxxxx>

Sammamish Municipal Code: <http://www.codepublishing.com/wa/sammamish/>

Development Handouts and Permit Applications: <http://www.sammamish.us/permits/Default.aspx>

1.2. Vesting

- A. A project is vested when the permit application is determined to be complete by the City. The vesting date is determined by state law. Refer to Submittal Checklists for guidance on complete applications.
1. The City periodically reviews and revises the PWS. In the case that a code or standard has been revised more recently than the update cycle for this manual, the most current code or standard supersedes the information provided in this manual.
 2. A permit that has been canceled is no longer vested. If the Applicant wishes to continue with the project, a new application must be submitted and the project will be subject to the regulations in place at the time the new complete application is received by the City.
 3. The edition of this manual that applies to a particular project is the edition in effect when the proposed project is vested. If a newer version of the PWS is published after a project is vested, either the newer version of the PWS in its entirety or the older version in its entirety may be used.

1.3. Copy of the PWS

The Public Works Standards are available online at <http://www.sammamish.us/xxxxxx>

The PWS is also available digitally. Please contact the Public Works Department for a copy.

1.4. Contact Information

The contact information in Table 1.1 is provided for assistance during project planning and development and is not a comprehensive list of contacts. Also, refer to the directory available through the City of Sammamish website: <http://www.sammamish.us/about/ContactUs.aspx>.

Table 1.1 Contact Information

<p>Community Development 801 228th Ave SE Sammamish, WA 98075 http://www.sammamish.us/departments/communitydevelopment/Default.aspx (425) 295-0500</p>	<p>Public Works Department 801 228th Ave SE Sammamish, WA 98075 http://www.sammamish.us/departments/publicworks/Default.aspx (425) 295-0500</p>
<p>Eastside Fire & Rescue 175 Newport Way NW Issaquah, WA 98027 http://eastsidefire-rescue.org/ (425) 313-3200</p>	<p>Sammamish Police Department 801 228th Ave SE Sammamish, WA 98075 http://www.sammamish.us/departments/lawenforcement/Default.aspx (425) 295-0770</p>
<p>Sammamish Plateau Water & Sewer District 1510 228th Ave SE Sammamish, WA 98075 http://spwsd.org/ (425) 392-6256</p>	<p>Northeast Sammamish Sewer & Water District 3600 Sahalee Way NE Sammamish, WA 98074 http://www.nesswd.org/ (425) 868-1144</p>
<p>Electrical Permits and Boilers in Excess of 200k Btu/hr.: State of Washington Department of Labor and Industries http://www.lni.wa.gov/TradesLicensing/Electrical/default.asp (425) 996-1496</p>	<p>Waste Management of Washington, Inc. PO Box 541008, PO Box 541065 Los Angeles, CA 90054 http://www.wmnorthwest.com/sammamish/index.html (800) 592-9995</p>
<p>Electric Purveyor: Puget Sound Energy 10885 NE 4th Street, P.O. Box 97034 Bellevue, WA 98009-9734 http://www.pse.com/Pages/default.aspx (888) 225-5773</p>	<p>Natural Gas Purveyor: Puget Sound Energy 10885 NE 4th Street, P.O. Box 97034 Bellevue, WA 98009-9734 http://www.pse.com/Pages/default.aspx (888) 225-5773</p>

Exhibit 3

Septic and Wells: Seattle/King County Public Health 14350 SE Eastgate Way Bellevue, WA 98007 http://directory.kingcounty.gov/ServiceDetail.asp?ServiceID=6768 (206) 296-4932	Republic Services of Bellevue 1600 127th Avenue NE Bellevue, WA 98005 http://site.republicservices.com/site/bellevue/en/pages/home.aspx (425) 452-4762
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Chapter 2. Permits

The information in this chapter summarizes the requirements in the City of Sammamish Municipal Code (SMC). If there are any conflicts, the SMC shall prevail. Prior to beginning a residential, commercial, or industrial development, or a project requiring construction of public infrastructure within the City, the proponent must prepare and submit a complete application, including permit application, plans, and specifications to the Department of Community Development (DCD) for review and approval.

2.1. Public Utilities

Public utilities owned by the city, are exempt from right-of-way permits.

2.2. Other Agencies

- A. Utility and similar districts within the City are separate entities that are not owned or operated by the City (water and sewer district, fire district, and other utility providers). It is the Applicant's responsibility to obtain permits from other agencies. Prior to issuing City of Sammamish permit(s), verification that the Applicant has obtained other required permits may be required.
- B. Sammamish Plateau Water, Northeast Sammamish Sewer and Water District, Eastside Fire and Rescue, and Puget Sound Energy are examples of entities that are separate from the City of Sammamish. In order to ensure coordination between these utilities, the proposed locations of water, sewer, gas, telephone, cable television, and power in the right-of-way must be approved by each provider as part of the permit review process.
- C. The permit plans must show the right-of-way installation locations as approved by each provider. Each utility only needs to approve the proposed locations. Approval shall consist of signature/initials with phone number and date from a representative of each provider on a civil plan showing the proposed utility location.
- D. Permits from other agencies (see Chapter 1 for contact information) may include, but are not limited to:
 - 1. Electrical Permits: City of Sammamish.

2. Electrical Service Permit: Puget Sound Energy.
3. Propane Tanks: Eastside Fire and Rescue.
4. Sewer connection services and related information: Sammamish Plateau Water and Sewer District or Northeast Sammamish Sewer and Water District.
5. Water connection services and related information: Sammamish Plateau Water and Sewer District or Northeast Sammamish Sewer and Water District.
6. Natural gas connection services and related information: PSE
7. Washington Department of Fish and Wildlife
 - i. Any work below the Ordinary High Water Mark (OHWM) of waters of the state including intermittent streams (work that uses, diverts, obstructs or changes natural flow or bed of State waters);
 - ii. Any work that uses, diverts, obstructs, or changes the natural flow or bed of any of the salt or fresh waters of the state requires a Hydraulic Project Approval (HPA) permit. Download the application for an individual permit, called a Joint Aquatic Resource Permit Application (JARPA), from the Department of Fish and Wildlife website.
8. Department of Ecology
 - i. An NPDES (National Pollutant Discharge Elimination System) Construction Permit Notice of Intent is required from the Washington State Department of Ecology for all soil disturbing activities (including clearing, grading, and/or excavation) where one or more acres will be disturbed, and stormwater will be directly discharged to a receiving water (e.g., wetlands, creeks, unnamed creeks, rivers, marine waters, ditches, estuaries) or to storm drains that discharge to a receiving water. If all stormwater is retained on-site and cannot enter surface waters of the state under any condition, the project may not trigger a permit.
 - ii. Water Quality Certification (401) ensures that limits placed in a permit on the quantity and concentration of pollutants discharged are not exceeded.

9. U.S Army Corps of Engineers

- i. Activities that may affect endangered species shall be reviewed for permits under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act. The Army Corps of Engineers coordinates with the NOAA Fisheries and U.S. Department of Fish and Wildlife to ensure Endangered Species Act consistency.

10. Others

- i. Federal Emergency Management Agency (FEMA) administers programs related to flood protection.

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Chapter 3. Permit Process

This chapter describes how the Applicant and the City work together during the permit process. Each permit application submitted to the Department of Community Development (DCD) is assigned a project manager. The project manager or permit center can provide process information related to a specific permit. Contact DCD for more information.

3.1. Permit Issuance

Before a permit is issued, all requirements as stated by the Sammamish Municipal Code (SMC) and DCD for issuance must be met. These may include proof of required local, state, and federal permit approvals, liability insurance, financial guarantees, recorded covenants, easements, or dedications, and/or payment of any outstanding fees. When all conditions for issuance are met, and the permit is ready to issue, a representative from DCD will notify the Applicant that the permit is ready, and what fees are must be paid prior to issuance of the permit.

3.2. Pre-construction Meeting

Projects may require a pre-construction meeting. Depending on the project scope, more than one meeting may be required. Construction may begin only **after** the required pre-construction meeting(s) have been held. The Permittee is responsible for scheduling the pre-construction meeting(s) with the City. Directions for scheduling a pre-construction meeting(s) are found on the issued permit(s).

3.3. Permit Inspections

- A. Refer to Chapter 20, Inspection, of the PWS for more information on inspections.
- B. Inspections are performed by representatives of the City and shall be coordinated by the Permittee with the assigned inspector.
- C. Inspections are usually performed Monday through Friday, from 8:00 a.m. to 4:00 p.m. Any requested inspections beyond the weekday work hours of the City must be requested at a minimum of 48 hours in advance.
- D. Some projects may require special inspections performed by pre-approved third parties. Costs are the responsibility of the applicant.

3.4. Final Project Approval

Contact the project manager or DCD for specific information related to final project approval.

- A. **Fees.** If, during construction, the number of estimated inspections is exceeded, or if revisions to approved plans have been submitted for review, additional fees may apply. All inspection, plan revision review, and other fees due to the City must be paid prior to final project approval.
- B. **Permanent Stabilization.** All disturbed areas must have permanent stabilization in place and functioning before final project approval.
- C. **Financial Guarantee.** Refer to the DCD for more information on Financial Guarantees.
- D. **Declaration of Covenant.** Prior to the final project approval, executed covenants that have been recorded at the time of permitting must be verified to be in conformance with the constructed items.
- E. **Record Drawings.** Record drawings (as-builts) must be provided for all public and private stormwater facilities, site grading, for right-of-way work, and for landscaping, recreation, required environmentally critical area mitigation or restoration. Refer to Appendix G, Record Drawing Criteria, of the PWS for more information.
- F. **Inspections.** All inspections must be completed. Upon completion of all site or right-of-way work and associated conditions approved under a permit, the Permittee shall request a final inspection.
- G. **Work Completion.** The permit process is complete upon final inspection approval by the City.
- H. **Maintenance/ Defect Bonds.** Refer to SMC 27A for information on required maintenance and defect bonds.

3.5. Permit Timing and Expiration

Contact the project manager or DCD for specific information.

3.6. Right-of-Way Use Notification

- A. When required, at the time of application for a right-of-way permit, the Applicant shall notify all public and private utility entities known to be using or proposing to use the same right-of-way of the proposed timing of such construction. Within seven days of receiving this notification, any such entity notified may request a delay of the proposed construction to coordinate other right-of-way construction with the Applicant.
- B. **Notification is required** for any project that has the potential to disturb encroachments into the right-of-way. The permit applicant will notify and work with the abutting property owner(s) when there are encroachments that adversely affect installation of right-of-way improvements. For City Projects Public Works will be responsible for notification of the abutting property owners.
- C. For closures and extended impacts to the public within the right-of-way, the applicant will be responsible for any additional notifications and advance warnings to the public as conditioned in the appropriate permit.

3.7. Franchises, Electric and Communication Facilities

In addition to a specific franchise agreement and the standards contained herein, requirements for the construction in and use of the right-of-way by utility providers can be found in SMC 14.

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Chapter 4. Permit Submittals

Depending on particular project elements, the City may request submittals in addition to those described herein. To be considered for continued processing and review, all applications must be deemed complete by the project manager. Not all projects are required to submit all of the information listed below. Additional information is available on permits and development on the City's website:

<http://www.sammamish.us/departments/communitydevelopment/DCDPermitCenter.aspx>.

4.1. Design Professionals

The following is a summary of the requirements for design professionals:

A. Engineering:

1. State law requires that certain work, including engineering and land surveying, be performed by or under the direction of a professional licensed to practice in Washington State.

B. Right-of-Way:

1. Nearly all right-of-way design, except simple activities, such as installation of a driveway apron, require design by a Washington State licensed civil engineer.

C. Stormwater:

1. Design of treatment facilities, flow control facilities (detention ponds or infiltration basins), structural source control Best Management Practices (BMPs), or drainage conveyance systems shall be prepared by or under the direction of a licensed civil engineer. Construction Stormwater Pollution Prevention Plans (SWPPPs) that involve engineering calculations must also be prepared by or under the direction of a licensed civil engineer.

D. Surveying:

1. Activities requiring a licensed surveyor pursuant to RCW 18.43 include:
 - i. Determining and establishing legal boundary lines and survey reference points.

- ii. Construction of treatment or flow control facilities (detention ponds or infiltration basins), structural source control BMPs, or drainage conveyance systems to set locations and elevations.
- iii. Cuts on slopes steeper than 15 percent require a professional surveyor to set the slope stakes to confirm top and toe of cuts.
- iv. Setting of survey marks such as property corners, right-of-way lines, subgrade elevations, and slope stakes.
- v. Placement, protection, and replacement of survey monuments. When no profile has been established for the streets abutting and leading to a development site, the City may require a survey of the street area by a licensed surveyor for the purpose of establishing the proposed centerline profile and the transition between the right-of-way and on-site.
- vi. Flood Zone Elevation Certificates require surveyed finished floor elevations to confirm that structures meet the elevations set by the City.
- vii. Information must be provided for private infrastructure that connects to the City's infrastructure, public facilities, and right-of-way work, that verifies that all improvements lie within the right-of-way and public easements.

E. Landscaping:

- 1. For site landscaping and environmental critical area design, a licensed landscape architect is required. Refer to SMC Title 21A for additional requirements.

4.2. Plans and Specifications

The plans must clearly indicate the location, nature, and extent of the proposed work and must provide sufficient detail to show that all provisions of the standards and codes are met.

Specifications must accompany the plans whenever the plans and general notes do not adequately describe the proposed work and materials.

4.3. Survey

A. Survey Reference.

1. Horizontal Datum: All survey work, including but not limited to mapping, platting, planning, design, right-of-way surveys, and construction surveys, shall be in the Washington State Plane Coordinate System, North Zone, using NAD 83(1991) datum.
2. The plans shall show the horizontal control used to establish ties to the datum, with type, size and location, date visited, and the State Plane coordinates for each monument used. The project shall reference at least two King County survey horizontal control monuments. The basis of bearing shall be shown.
3. Vertical Datum: All survey work, including but not limited to mapping, platting, planning, design, right-of-way surveys, and construction surveys, shall be in the North America Vertical Datum of 1998 (NAVD 1988). Vertical datum shall also include the reference/ conversion to NGVD 29.
4. The plans shall show the benchmarks used to establish ties to the datum, with reference number, description, location and elevation of each benchmark used, and any project site benchmarks. The project shall be tied to at least two King County survey control benchmarks.
5. Flood Elevation certificates shall provide a conversion from 1988 NAVD to 1929 NAVD.

B. All real properties, including parcels, rights-of-way, and easements must be located and staked on the ground, starting from a monument.

C. Legal descriptions of the horizontal and vertical locations require the location of a monument as their beginning point of reference.

D. Refer to Appendix B – Survey Criteria.

4.4. Surface Water Report

The City of Sammamish has adopted the King County Surface Water Design Manual (KCSWDM) in order to comply with its NPDES II Municipal Stormwater Permit. The current version will be as

adopted by Ordinance. In addition, the City has developed an addendum to this manual, "City of Sammamish Surface Water Design Manual Addendum Attachment "B". Which is found at this website.

<http://www.sammamish.us/departments/publicworks/StormWaterManagement.aspx?page=developers>

The City encourages the use of emerging technologies. Examples of emerging technologies include media filters, catch basin inserts, engineered erosion control products, and low impact development techniques. Proposed emerging technologies must be listed on either the Washington State Department of Ecology's Technology Assessment Protocol (TAPE) or Chemical Technology Assessment Protocol (CTAPE). The Public Works Director must approve the emerging technology for use.

4.5. Geotechnical Report

- A. A geotechnical report helps determine if the proposal for a site is appropriate. In addition to geotechnical reports required to support building designs, a geotechnical report is required for: 1) work on sites containing or adjacent to slopes that are 15 percent or steeper and 2) for some storm drainage design. Refer to SMC Chapter 21A.50 and 21A.15 for critical area information.
- B. Refer to Appendix D – Geotechnical Report Guidelines of the PWS for the approved report format.
- C. For site development on a site with no steep slopes, erosion hazards, or critical areas, a report previously prepared for that site may be accepted if:
 - 1. The report is less than five years old and no significant changes have occurred.
 - 2. The geotechnical engineer/engineering geologist who signed the report provides a letter stating the report is still applicable to the site and to the currently proposed project.

4.6. Traffic Impact Analysis (TIA)

Refer to Chapter 8, Traffic Impact Analysis, and Appendix E, Traffic Impact Analysis Report Guidelines, of the PWS for guidance in preparing a required TIA.

4.7. Traffic Control Plan

Prior to beginning any activity which might affect City right-of-way, the Applicant shall provide the City, for review and approval as part of any permit, a traffic control plan that meets either Manual of Uniform Traffic Control Devices (MUTCD) standards or WSDOT Standard Plans.

The traffic control plan must accurately reflect existing right-of-way conditions including accesses, channelization, sidewalks, bike/pedestrian paths, bus stops, hydrants, trees, poles, pavement edge, etc. The traffic control plan must allow for continued emergency services access through the work zone. The plan shall contain adequate connections and clear signage for pedestrian and business disruption within and through the work zone.

4.8. Declaration of Covenant

The City requires a Declaration of Covenant for all permanent surface water BMPs on all projects, both private and public. The City will supply the Covenant paperwork for completion with the exception of any exhibits, which shall be prepared by the Applicant and approved by the City. The Applicant will do final signature and recording with the King County Recorder's Office. After recording, the Applicant shall return a copy to the City.

4.9. Easements

Easements must be provided when facilities on private property will be used by more than one lot or will benefit the public.

- A. **Utilities.** Each utility (water, sewer, power, drainage, etc.) determines the minimum width for an easement. See Chapter 18, Surface Water Standards, of the PWS for more information on drainage easements.

- B. **Non-motorized.** Non-motorized easements facilitate public trail circulation between neighborhoods, schools, shopping centers, and other activity centers. A non-motorized easement shall be wide enough to include the trail plus at least two feet on each side.
- C. **Temporary Construction Access.** Access easements are required when more than one lot shares a portion of land to provide access when construction activities cross onto neighboring properties or parcels, a temporary construction easement is needed. A temporary construction easement shall be wide enough to include all areas of construction activities.

4.10. Tracts

Tracts shall be used for facilities that serve a broader group of individuals, have some degree of access by the public, and typically require regular maintenance activities. Examples of facilities that may be located in tracts include private streets or drainage facilities serving more than one lot, recreational facilities, open spaces, etc. Tracts are not subject to minimum lot size standards for the zone, although they must be large enough to accommodate the facilities and activities located within them, including any setbacks. For additional information on types of tracts that may be created through the land division process, refer to SMC Title 19A.

A publicly maintained stormwater facility shall be located in the roadway right-of-way or in a tract dedicated to the City. At a minimum, the tract shall include the entire facility, site access area, and at least 10 feet of landscaping around the visible portion of the stormwater facility.

4.11. Dedication

- A. Dedication shall occur at the time of recording for subdivision, or prior to permit issuance for construction projects.
- B. The City may require right-of-way dedication to incorporate necessary transportation improvements. Refer to SMC Chapter 19A.08.100 for more information.
- C. The Public Works Director may grant a deviation from the minimum right-of-way requirement where it is demonstrated that all conditions of the deviation process are met. Refer to Chapter 6, Section 6.2, Deviation from Engineering Standards, of the PWS.

D. Dedications may be required in the following situations:

1. Accommodation of motorized and non-motorized transportation, landscaping, utility, street lighting, traffic control devices, and buffer requirements;
2. The development project abuts an existing substandard public street and the additional right-of-way is necessary to incorporate future frontage improvements for public safety;
3. Right-of-way is needed for the extension of existing public street improvements necessary for public safety.
4. Right-of-way is needed in order to incorporate improvements that are reasonably necessary to mitigate the direct impacts of a development.

4.12. Dewatering Plan

Dewatering is defined as the removal and appropriate discharge and release of surface water and subsurface water. Temporary dewatering that occurs during construction must have a Temporary Dewatering Plan reviewed and approved by the City before dewatering begins.

4.13. Maintenance Plan

Improvements on private property, such as access, utilities, or surface water improvements, require the Permittee to prepare and submit an Operations and Maintenance Plan for City review before recording the plan with the King County Recorder's Office. The maintenance plan must spell out agreements regarding maintenance responsibility and costs.

4.14. Financial Guarantee

The City determines the performance, restoration, and maintenance financial guarantee amounts. The performance guarantee must be submitted before permit issuance. The maintenance guarantee must be provided before final approval. Refer to SMC Title 27A for more information. The maintenance/ defect period begins with the acceptance of the installation of the required improvements and approval of the as-built. Please contact the project manager or [Department of Community Development \(DCD\)](#) for more information.

4.15. Insurance

As a condition of the City permitting work within the public right-of-way, it is required that a certificate of liability insurance is provided indicating that the Permittee and/or contractor are covered by a Commercial General Liability insurance policy.

Additionally, when the City determines that the nature of any work on public or private property is such that it may create a hazard to human life, endanger adjoining property, street, street improvement or any other public property; the City may require the Permittee to provide a Certificate of Liability Insurance. In this case, the City shall determine the amount of insurance based on the nature of the risks involved.

The required liability insurance must be maintained for the duration of construction activities.

The City must be named as an additional insured under the Commercial General Liability insurance policy using ISO Additional Insured-State or Political Subdivisions-Permits CG 20 12 or a substitute that provides an equivalent endorsement.

Chapter 5. Permit Fees

The Department of Community Development (DCD) establishes and collects fees as set forth in the fee schedule adopted by the City Council.

Plan review and submittal fees are collected when the application is submitted. Additional fees, due and payable when the permit is issued, include but are not limited to independent review costs, additional inspection or review time, and transportation impact fees.

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DIVISION 2 – RIGHT-OF-WAY

Division 2 – Right-of-Way sets forth minimum engineering design criteria to support public safety and welfare within the right-of-way. Every effort has been made to ensure that these standards are in line with AASHTO, FHWA, ITE, and WSDOT standards.

The Public Works Director shall have the authority to administer the provisions of these technical standards, to determine applicability, to interpret unclear provisions, to determine the level of detail and methodologies for required analysis, and to promulgate procedures and rules for unique circumstances not anticipated within the standards and procedures contained within these Public Works Standards (PWS).

These standards do not substitute for engineering design, nor are these standards intended to limit innovative design where equal performance in value, safety, and maintenance can be demonstrated. More stringent design standards or specifications may be required where special conditions warrant.

All facilities in the right-of-way, unless specifically excluded, shall be designed by or under the direct supervision of a professional engineer licensed in Washington State. All right-of-way drawings, designs, sections, details, standard plans, and supporting data submitted to the City of Sammamish for approval, unless specifically excluded, must be stamped, signed, and dated by the engineer of record.

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Chapter 6. Standards

Design detail, construction workmanship, and materials shall be in accordance with these technical standards and the latest edition of the companion documents listed herein. Design and construction shall meet the applicable standards and codes, and the recommendations in specific reports, such as the geotechnical report, the traffic impact analysis, and the surface water report.

The following publications provide the basis for design and construction requirements for public and private development within the City:

- A. City of Sammamish Comprehensive Plan
- B. City of Sammamish [Stormwater Management Comprehensive Plan](#) [Storm and Surface Water Management Comprehensive Plan](#)
- C. City of Sammamish Municipal Code (SMC)
- D. City of Sammamish Non-Motorized Plan

6.1. Companion Documents

When standards or other design criteria are not specifically addressed in the Public Works Standards (PWS), then the latest editions of the following shall govern the design.

A. Transportation Design Standards:

- 1. A Policy on Geometric Design of Highways and Streets, AASHTO
- 1-2. [Guidelines for Geometric Design of Very Low-Volume Local Roads, AASHTO](#)
- 2-3. Guidelines for Urban Arterial Program, WSDOT
- 3-4. *Urban Street Geometric Design Handbook*, Institute of Transportation Engineers (ITE)
- 4-5. Guide for Development of Bicycle Facilities, AASHTO
- 5-6. ADA Standards for Accessible Design
- 6-7. Design Manual, WSDOT

B. Public Right-of-Way Accessibility Guidelines (PROWAG), U.S. Access Board **Surface Water Design Standards:**

1. *The City of Sammamish has adopted the King County Surface Water Design Manual (KCSWDM) in order to comply with its NPDES II Municipal Stormwater Permit. The version will be as adopted by Ordinance. In addition, the City has developed an addendum to this manual, "City of Sammamish Surface Water Design Manual Addendum Attachment "B". Which is found at this website:*

<http://www.sammamish.us/departments/publicworks/StormWaterManagement.aspx?page=developers>

C. Traffic Control Design Standards: *Manual on Uniform Traffic Control Devices*, Federal Highway Administration; available online at: <http://mutcd.fhwa.dot.gov/>

D. State Highway Guidelines: *Local Agency Guidelines*, WSDOT

E. Construction Specifications: *Standard Specifications for Road, Bridge, and Municipal Construction M 41-10*, WSDOT; WSDOT Manuals are available online at: <http://www.wsdot.wa.gov/Publications/Manuals/>

F. The following shall be applicable when pertinent, when specifically cited in these standards or when required by state or federal funding authority:

1. *Highway Capacity Manual*, Transportation Research Board
2. Standard Rock Wall Construction Guidelines, Associated Rockery Contractors
3. National Electrical Installation Standards (NEIS)
4. American Society for Testing and Materials (ASTM)
5. Design criteria of federal agencies including the Federal Housing Administration, Department of Housing and Urban Development, and the Federal Highway Administration, Department of Transportation.

6.2. Deviation from Engineering Standards

Deviation from the engineering standards contained in the PWS is a mechanism to allow the City to grant an adjustment in the application of the standards where there are unique circumstances relating to the proposal.

Deviations are submitted through a permit application and reviewed to determine that all requirements are met. All deviations must be approved by the Public Works Director in writing prior to the start of construction.

- A. Requirements: The Director of Public Works shall grant a deviation from the Public Works Standards only if the applicant demonstrates all of the following;
1. The granting of such deviation will not be materially detrimental to the public welfare or injurious or create adverse impacts to the property or other property(s) and improvements in the vicinity in which the subject property is located.
 2. The authorization of such deviation will not adversely affect the implementation of the Comprehensive Plan adopted in accordance with State Law.
 3. The deviation shall not conflict with the standards of the critical areas regulations SMC 21A.50.
 4. The deviation from the Public Works Standards shall only be granted if the proposal meets the following:
 - i. Conform to the intent and purpose of the Sammamish Municipal Code;
 - ii. Produce a compensating or comparable result which is in the public interest;
 - iii. Meets the objectives of safety, function and maintainability based upon sound engineering judgement.
 5. A deviation from roadway design standards must meet the objectives for fire protection. Any deviation that does not meet the International Fire Code shall also require approval by the Fire Marshall.

The procedure for deviations from the Engineering Standards is included in Appendix H

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Chapter 7. General Requirements

This chapter provides general requirements related to transportation improvements.

7.1. Americans with Disabilities Act

All designs shall meet the current Americans with Disabilities Act (ADA) requirements and standards. In the event field conditions prohibit meeting ADA requirements, the design engineer must submit documentation that the design meets ADA to the maximum extent feasible.

7.2. Low Impact Development

The 2013 National Pollutant Discharge Elimination Phase II Permit applies to onsite improvements as well as improvements in the right-of-way. Stormwater requirements shall meet the Surface Water Design Manual for work constructed in the right-of-way; see Chapter 18 Surface Water Standards.

7.3. Maintenance

The City of Sammamish maintains and repairs all streets and sidewalks within the public right-of-way except for instances where maintenance is a condition of the Plat. The City is responsible for vegetation removal in the right-of-way during emergencies, in order to remove hazards and protect public safety.

In areas where the City is responsible for maintenance of landscaping, the City will utilize low maintenance vegetation and practices. It shall be the responsibility of the abutting landowners or HOAs to maintain decorative landscaping

7.4. Tree Removal/Pruning

Tree removal and pruning in the right-of-way is regulated by SMC 21A.37, Development Standards – Trees.

- A. All tree removals and/or pruning within the right –of-way require a right-of-way permit.

7.5. Connectivity

In order to provide connectivity, street layouts shall continue streets, street layouts and pedestrian connections to existing adjoining development(s) or their anticipated locations where adjoining property is not yet developed.

- A. Where existing adjoining properties have planned road and trail systems, connections shall be required.
- B. Connection to existing roadway ends by new development shall be required when alignment between the roadways exist.
 - 1. Aesthetic and environmental character between existing and new development shall be maintained.
 - 2. Pedestrian facilities shall connect or have an approved transition where there is none in the existing development.
 - 3. Traffic mitigation shall be reviewed as part of the traffic study for the new development when connecting to an existing adjacent neighborhood. Vehicle and pedestrian safety shall be included in the review.
- C. When a connecting road serves 100 residential units or more, a secondary access point shall be required.

7.6. Connectivity to Substandard Roadways

The following applies when a proposed improved roadway designed to current standards connects to an existing roadway that does not meet the current standard.

- A. Transition lengths for connections to roadways shall be determined by the multiplication of the posted speed limit times the required change of width through the taper, ($\text{Length} = W \times S$), or continuation of the required width to the nearest intersection, whichever is shorter. In the event the nearest intersection is with a higher volume roadway, such as an arterial, the transition shall extend to the intersection. (See Figure 7.1.)
- B. When the connection is to an unimproved right-of-way consisting of a gravel or dirt surface, the new development shall construct a minimum of a half-street improvement within the

nonstandard section to the nearest intersection or where a transition to an existing asphalt or concrete road surface shall be achieved. A minimum of a 20' width of roadway asphalt or concrete road surface shall be required.

- C. If there is a gap of pedestrian facilities beyond a roadway transition to the nearest intersection or existing pedestrian facilities within a 1 block limit, the developer shall be required to install an approved pedestrian facility (i.e. sidewalk, pathway, or paved shoulder) to eliminate this gap. These locations must be shown on an adopted sidewalk and pathway plan, or along a roadway classification of neighborhood collector in conjunction with safe routes to school.

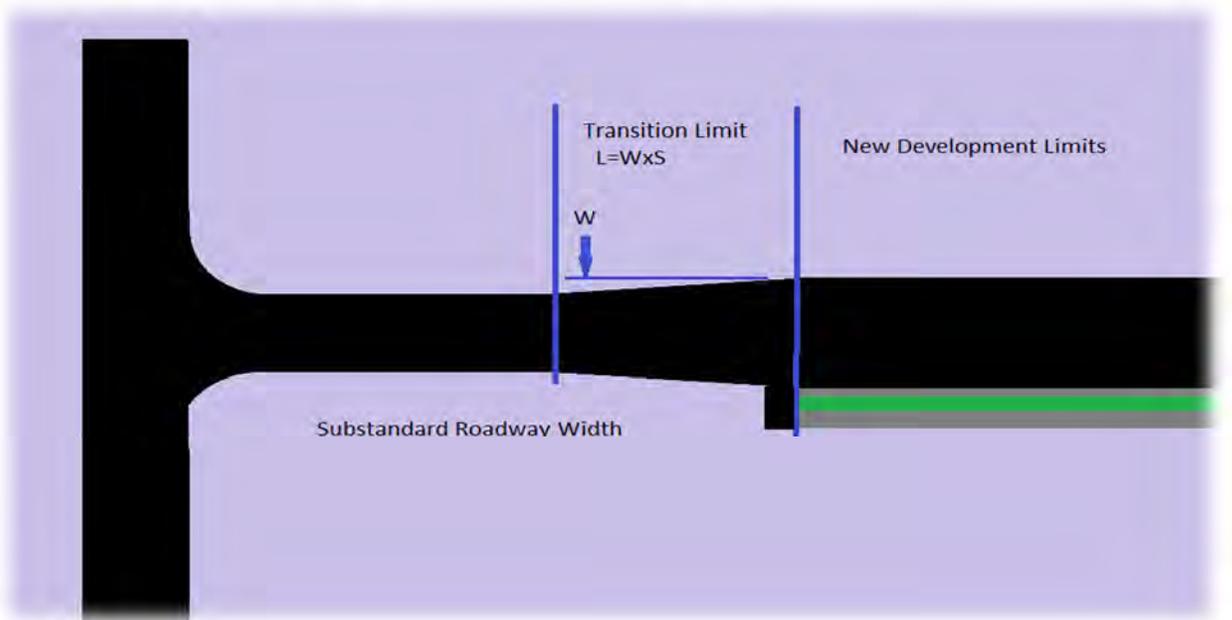


Figure 7.1 Transition Length to Substandard Roadway

7.7. Underground Utilities

- A. The following applies to the connection from the distribution lines in the right-of-way to the property it serves (service connection):
- B. If the existing service connection(s) in an area is/are underground, new service connections must be underground.

- C. Existing overhead facilities, including utility poles will be allowed to remain above ground until one of the following events:
 - 1. The City Council designates for undergrounding a capital improvement or public works project;
 - 2. An entity instigates a joint trenching project that could reasonably serve to replace existing overhead facilities;
 - 3. All services within the Town Center shall be placed underground.

7.8. Frontage Improvements

All new developments which obtain access from substandard public or private streets shall be required to construct all necessary street improvements to bring the portion of the roadway frontage to current City standards prior to approval. Such improvements shall run along the full frontage of the roadway the development is proposing access.

- A. Standard frontage improvements consist of right-of-way dedication, curb, gutter, sidewalk, amenity zone and landscaping, drainage improvements, and pavement overlay up to one-half of each right-of-way abutting a property.
- B. Additional offsite improvements beyond the development subject property shall be required, if determined through traffic mitigation outlined in an approved traffic study, or other standards such as safe routes to school. Improvements shall ensure safe movement of traffic, pedestrians, bicycles, transit, and non-motorized vehicles. The improvements can include widening, transit bus shelters, bus pullouts, utility undergrounding, street lighting, signage, and channelization.
- C. When a development proposal triggers frontage improvements, existing frontage improvements shall be upgraded to current standards.
- D. Design and installation of new or replaced frontage improvements may be adjusted during design or installation, with approval from the Public Works Director, to meet the existing conditions. Requests shall require a formal deviation.

- E. The frontage improvements shall run the full length of the property line/right-of-way line. Transitions to existing conditions will occur outside the development frontage.
- F. An amenity zone is required, except where an alternate street design deviation has been approved.
- G. Required frontage improvements must be installed, inspected and approved by the City prior to final approval of the related building/site development permits and before a Certificate of Occupancy is issued or a permit receives final approval.
- H. Exceptions
 - 1. When the Director of Public Works deems that the above such improvements cannot be accomplished at the time of building construction, a recorded agreement on forms provided by the City shall be completed which provide for these improvements to be installed at a later date by the applicant or by the applicants signing of a waiver of protest to a local improvement district (LID) in favor of, and on a form acceptable to the City. Provided further that no street frontage improvements shall be required in conjunction with the building or remodeling of a single family home on single residential lot unless the lot is part of a subdivision of land which required street frontage improvements as a condition of final plat approval.
 - 2. Requirements of this section shall not apply to the construction, remodeling or enlargement of any Group R, Division 3 (single family or duplex) or Group U occupancy (as defined in the International Building Code, IBC, to the construction of any accessory residential structure, to any sign, or to the structural addition, alteration or repair to any existing structure within any twelve month period which exceeds fifty percent of the value of the existing structure or increased the total floor space of the structure by more than ten percent.

7.9. Dedication of Right-of-Way

- A. Dedication shall occur at the time of recording for subdivisions, or prior to permit issuance for construction projects.
- B. The City may require right-of-way dedication to incorporate necessary transportation and frontage improvements if they are part of a current Capital Improvement project, and/or part of an overall master transportation plan.

7.10. Illumination

- A. Puget Sound Energy (PSE) designs, installs, and maintains street lighting within the City of Sammamish right-of-way. When new street lighting is required, the Developer works with the Public Works Department and PSE regarding design and installation. The Developer pays the costs associated with the design and installation of the lighting system. These costs may include new electrical service or a new pole.
- B. **General Location:** Luminaires shall be located near intersections, at street ends, at non-motorized crossings, and mid-block of streets over 300 feet in length. Luminaire locations shall be coordinated with the landscaping plans.
- C. **Lighting Fees** – All costs associated with design and installation are the responsibility of the Developer. Maintenance fees are described in the Table 7.1 below.

Table 7.1 Lighting Costs

STREET CLASSIFICATION	OWNERSHIP	DESIGN FEES	MAINTENANCE FEES
Principal, Minor, or Collector Arterial Streets	City	Developer	City
Neighborhood Collector Street	PSE	Developer	HOA
Local Street	PSE	Developer	HOA

D. Street lighting system design requirements are as follows

1. City-owned arterial systems shall be based on WSDOT/APWA Standard Plans and Specifications.
2. All lighting shall conform to NEIS standards and be based on the latest IES Roadway Lighting Guidelines.
3. Street lighting system designs shall be stamped by a licensed engineer experienced with lighting design and shall include the following: luminaire spacing, illumination level, uniformity ratio, line losses, power source, the electrical and physical layout, installation details, plans, and specifications. All designs must be approved by the Public Works Director.
4. When lighting is installed as part of a Half Street improvement, these requirements for illumination levels and uniformity ratios only apply to the associated improvement.
5. Luminaires shall be LED with full-cut off lenses. Luminaires mounted on poles with powder coat finish shall match the color of the poles.
6. Poles on local streets shall be concrete.
7. Poles to be owned and maintained by the City shall be per the WSDOT standard plans for davit arm and pole and shall have a black powder coat finish.
8. As-built street lighting plans for City-owned systems shall be provided to the City on CD-ROM in CAD and Portable Document Format (PDF) and on 22-inch by 34-inch mylars prior to final occupancy or final plat approval.
9. Street lighting systems shall be designed to be accessible by a wheeled vehicle.
10. Luminaires in residential areas shall be located near intersections, at street ends, at non-motorized crossings, and midblock of streets over 300 feet in length. Maximum spacing of luminaires in residential areas shall be 150 feet.
11. Controller cabinets equipped with electrical meters, time clocks, circuit breakers, and other required components are required on arterial installations of five or more streetlights or as required by the Public Works Director.

12. The exact location of the power source shall be indicated on the design plans together with the remaining capacity of that circuit. System continuity and extension shall be provided.

- E. Street lighting is encouraged but not required along private streets. Street lighting systems for private streets shall be designed and constructed on a separate power source from the public street lighting system. The property owner, homeowner, or homeowners' association shall pay all street light maintenance, installation, and power costs for private street light systems. A maintenance agreement is required.

7.11. Curbing

- A. Vertical curb and gutter shall be installed on all street classifications.; ~~however, vertical curb may be used for uniformity or replacement.~~
- B. Rolled curb is not allowed for new construction. It may be used in limited areas to replace or match existing curbing, and in all cases must be approved by the Public Works Director.
- C. Extruded curb is not allowed in public right-of-way, unless it is temporary and it is approved by the Public Works Director.
- D. All curb removal shall be to the nearest joint. No saw cutting between joints is allowed.

7.12. Traffic Calming Devices

In locations where vehicle and pedestrian traffic is significantly increased within the non-arterial roadways, traffic calming techniques shall be assessed with all new developments. All new developments are to include analysis of impacts to adjacent neighborhoods when a connection is proposed. All proposed designs shall be reviewed and approved by the City Engineer.

- A. Approved Traffic Control Devices that are currently allowed in the City include;
 - 1. Traffic Circles;
 - 2. Chicanes;
 - 3. Choker Islands and Curb Extensions;
 - 4. Raised Tables for Crosswalks (Speed Hump);

5. Roadway Narrowing;
6. Raised Intersections;
7. Medians.

- B. For all existing developments that are not directly impacted by a new development application, traffic calming shall be evaluated as part of the City of Sammamish Neighborhood Traffic Management Program. (Ord. 2000-61)

7.13. Pavement Cut Moratorium

The following applies to a utility doing work (such as system repair or expansion) within the right-of-way.

- A. Any street that has been constructed, reconstructed, resurfaced, overlaid or paved within the past five years cannot be cut for five years, unless the Director determines that:
1. Denying the permit would cause an undue hardship on the person applying for the permit; and
 2. The need for the excavation could not have been reasonably anticipated before expiration of the moratorium.
 3. Pavement shall be restored to the minimum requirements described in the standard details, the trench restoration map, and specific site requirements determined by the City Engineer.
- B. Emergencies are exempt from the five-year moratorium. A right-of-way permit shall be applied for within one working day following the emergency.

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Chapter 8. Traffic Impact Analysis

Any development proposal that generates 10 or more new vehicle trips during the PM peak hour is required to submit a Traffic Impact Analysis (TIA). A TIA may also be required for unique projects that may not generate 10 AM and/or PM peak hour trips.

The amount of detail to be included in the TIA depends on the complexity of the proposed project. The scope of the TIA must be confirmed with the City Traffic Engineer prior to submittal. Refer to Appendix E for TIA guidelines.

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Chapter 9. Street Classification

Federal and State guidelines require that streets be classified based on function. The City divides streets into three categories, they are arterial, non-arterial, and private Arterial Streets.

9.1. Arterial Streets

Arterial streets provide a high degree of vehicular mobility through effective street design and by limiting property access to the right-of-way. Most vehicle trips on arterials are through-traffic.

Arterials are divided into three classifications: Principal, Minor, and Collector Arterials. Minimum criteria for Arterial Streets are included in Table 9.1.

- A. **Principal Arterials:** Principal arterials provide service for major traffic movement within the City. They are designed to be primary accesses through the City and carry large portions of daily traffic over extended distances in minimal time. Principal arterials connect freeways, highways and minor arterials. They have minimal driveway connections and local street connections.

(Examples: 228th Ave NE/SE, Sahalee Way and Issaquah Pine Lake Road, Issaquah Fall City Road)

- B. **Minor Arterials:** Minor Arterials carry high volumes of traffic, but are typically designed with less regional mobility throughout the city than principal arterials. Their purpose is to connect primary arterials and various activity centers within the City, such as high schools and parks, with other principal arterials and collector arterials. Typically, they distribute to smaller geographical areas compared to principal arterials.

(Examples: E Lake Sammamish Pkwy, Inglewood Hill Road, 244th Ave SE-NE, NE 8th St., SE 8th St.)

- C. **Collector Arterials:** Collector arterials are designed to connect multiple neighborhoods with non-arterial streets to the closest principal and minor arterial roadways. Collector arterials differ from minor arterial roadways because they may run adjacent to or extend into residential neighborhoods.

(Examples: 205th PI NE, 248th Ave SE, and SE 24th St., Trossachs Blvd SE, 212th Ave SE)

Table 9.1 Street Classification Characteristics

	ARTERIAL STREETS		
	Principal	Minor	Collector
Function	- Connect cities and urban centers with minimum delay - Channel traffic to Interstate system - Accommodate long and through trips	- Connect activity centers within the City - Connect traffic to Principal Arterials and Interstate - Accommodate some long trips	- Access to community services and businesses - Connect non-arterial to Minor and Principal Arterial - Accommodate medium-length trips
Minimum Right of Way (1)(2)	94 feet	70 feet	70 feet
Travel Lane Width	11 feet	11 feet	11 feet
Auxiliary Lane Width	12 feet	12 feet	12 feet
Parking Lane/Width	None	Requires Public Works Director Approval/8 Feet	Requires Public Works Director Approval/8 Feet
Curb to Curb Width(3)	44 feet (3 Lane) 66 feet (5 Lane)	44 feet (3 lane)	44 feet (3 lane)
Sidewalk Width	Both Sides: 6 feet' wide (commercial areas may require up to 10 feet widths at discretion of the Public Works Director	Both Sides: 6 feet' wide (commercial areas may require up to 10 feet widths at discretion of the Public Works Director	Both Sides: 6 feet wide
Planter Strip Width(4)	Both sides 6 feet wide	Both sides 5 feet wide	Both sides 5 feet wide
Half Street Width(5)	28 feet	28 feet	28 feet
Design Speed (mph)	35-45	30-35	25-35
Daily Volumes (ADT)	>15,000	7,000-20,000	1,500- 10,000

	ARTERIAL STREETS		
	Principal	Minor	Collector
Lane	Two or more	Two or more	Two or more
Striping	Travel lanes delineated	Travel lanes delineated	Travel lanes shall be delineated
Buses/Transit Stops	Allowed	Allowed	Allowed
Bicycle Facilities	Lanes, shared lanes, or signage	Lanes, shared lanes, or signage	Lanes, shared lanes, or signage
Pedestrian Facilities	- Sidewalks both sides - Amenity strips	- Sidewalks both sides - Amenity strips	- Sidewalks both sides - Amenity strips

(1) Does not include easements for public and private utilities.

(2) ROW may be increased to accommodate Auxiliary Lanes, Parking, or Rain Gardens

(3) Minimum Width - Land use Density or Offsite Parking Provisions may require more for-street Parking

(4) Does not include curb

(5) Minimum width includes Eleven-foot lanes and Four-foot shoulders.

9.2. Non-Arterial Streets

Streets that are not designated as arterials, are non-arterial streets. Sammamish divides non-arterial streets into Neighborhood Collector Streets and Local Streets. Criteria for non-arterial streets are included in Table 9.2 below.

A. Neighborhood Collectors:

Neighborhood Collectors. Neighborhood collector streets are designed to connect local streets to arterials. Typically, neighborhood collector streets have limited driveway accesses and are built to accommodate localized populations in neighborhoods that are connected with the street.

B. Local Streets:

Local Streets. Local streets are the most common roadways and make up neighborhood roadways. Local streets typically contain a majority of driveway access points within an urban location and see minimal traffic from residents outside of the area.

Table 9.2 Non-Arterial Streets

	NON-ARTERIAL STREETS	
	Neighborhood Collector	Local
Function	- Connect Local to Arterials - Provide local access - Accommodate short trips to neighborhood destinations - Limited Driveway Access.	- Provide local access
Minimum Right of Way Width ⁽¹⁾⁽²⁾	60 feet	60 feet
Lane Width	10 feet (min)	10 feet (min)
Parking Lane Width	8 feet	8 feet
Curb to Curb Width ⁽³⁾	28 feet in R-1 through R-4 Zoning 36 Feet in zones greater than R-4	28 feet in R-1 through R-4 Zoning 36 feet in zones greater than R-4
Parking	One Side	One Side
Sidewalk Width	5 feet	5 feet
Planter Strip Width ⁽⁴⁾	5 feet (greater than R-4) 8 feet (R-1 through R-4)	5 feet (greater than R-4) 8 feet (R-1 through R-4)
Half Street Width ⁽⁵⁾	20 feet	20 feet
Design Speed (mph)	25	25
Daily Volumes (ADT)	< 1,500-5,000	< 1500
Striping	No centerline striping	No centerline striping
Buses/Transit Stops	Allowed for short segments None (School Only)	Not allowed
Bicycle Facilities	Shared lanes/signs	No specific bicycle facilities; may have signed route
Pedestrian Facilities	- Pedestrian access through use of sidewalks, trails, or other	- Pedestrian access through use of sidewalks, trails, or other

(1) Does not include easements for public and private utilities.

(2) ROW may be increased to accommodate additional Parking or Low Impact Storm Drainage facilities.

(3) Minimum Width - Land Use Density or Offsite Parking Provisions may require more on-street Parking.

(4) Does not include curb.

(5) Minimum width includes Ten-foot lanes and One-foot shoulders.

9.3. Alley

Alleys are considered private roads and are governed by the following criteria.

- A. Allowed for primary access only when lots served have full frontage on a public street.
- B. Serves a maximum of 30 lots, with a maximum length of 400 feet, no cul-de-sacs, and no dead ends if serving more than four lots.
- C. When an alley is to be provided with utilities, the alley shall be located within a utility easement.
- D. Minimum alley tract (easement if circumstances require) width of 20 feet with a pavement surface of 16 feet (including thickened edge), based on a ten-foot structure setback from property line or edge of tract (easement). For differing structure setback requirements, alley configuration shall be designated to provide for safe turning access to properties.
- E. Alleyways shall be provided with a paved surface, a thickened edge on one side and cross slope in one direction.
- F. Alleys will be allowed only when lots have frontage on a public street.
- G. Alley entry shall be provided by a driveway cut.
- H. Construction and inspection standards for public roads shall also apply to alleys unless otherwise noted within these standards.
- I. Alleys shall contain no intersections or any 90-degree bends. Any alignment other than straight shall be approved by the Public Works Director.

9.4. Woonerf

Woonerfs are considered private [streets](#) and are governed by the following criteria.

- A. Pedestrian friendly design.
- B. Clear distinct entrance.
- C. Required on-street parking. Parking can be parallel or perpendicular and grouped together. Parking is located off the access width of the Woonerf.
- D. Traffic calming measures are required.
- E. Must incorporate outdoor furnishings such as benches and landscaping.
- F. Serves a maximum of 30 lots, with a maximum length of 400 feet, no cul-de-sacs, and no dead ends if serving more than four lots.
- G. When an woonerf is to be provided with utilities, the alley shall be located within a utility easement.
- H. Minimum [alley](#) tract (easement if circumstances require) width of 20 feet with a pavement surface of 16 feet (including thickened edge), based on a ten-foot structure setback from property line or edge of tract (easement). For differing structure setback requirements, woonerf configuration shall be designated to provide for safe turning access to properties.
- I. Woonerf entry shall be provided by a driveway cut.
- J. Woonerfs shall contain no intersections or any 90-degree bends. Any alignment other than straight shall be approved by the Public Works Director
- K. Construction and inspection standards for public roads shall also apply to [alleys-woonerfs](#) unless otherwise noted within these standards.

9.5. Private Street

A private street is a privately owned and maintained street providing vehicular access within a property or properties. Refer to Chapter 12.8 Private Streets and Alleys for more information.

Exhibit 3

- A. Private Streets shall serve a maximum of 9 dwelling units.
- B. Private Streets shall be located within a private access tract.
- C. Where a private street connects to another public or private roadway, this shall be considered as an intersection and shall meet all requirements stated in these standards.
- D. Construction and inspection standards for public roads shall also apply to alleys unless otherwise noted within these standards.
- E. Private Streets shall not result in landlocking of present or future parcels, conflict with any transportation or street improvement plan, nor obstruct public street circulation.

Chapter 10. Access Management

Access management is a means to protect the safety, operations, and functional purpose of the street system while considering access needs. Access management aims to provide access to land development while simultaneously preserving traffic flow. Appropriate access management strikes a balance between the operation and function of a street with the demand for access to right-of-way. Safety, speed, and capacity are the main reasons to institute access management. Access management recognizes the interests of both landowners and roadway users in providing a transportation system that better meets the needs of all interests.

The City's street system provides mobility to the traveling public and direct access to properties. At times, these two purposes can conflict. For example, multiple accesses on a road segment may compromise safety, speed, and capacity.

The existing and future function of each street is critical in determining the number, location, and design of access points for access control. Access management extends beyond simply specifying the number and separation of driveways and access points. Access management includes roadway design elements, such as auxiliary lanes, medians, stopping sight distances, channelization, and land development issues such as sign standards, internal site layout, driveway/parking lot layout, and alternative travel modes.

10.1. General

- A. **Authority.** The Public Works Director approves the design, number, and location of access points to City Right-of-Way. When changes in land use result in changes to the type and operation of access, the access location and design will be reviewed with the development plans and shall be constructed or modified to meet current standards.
- B. **Shared Access.** Pedestrians and bicyclists are especially vulnerable to turning vehicles at right-of-way accesses. The consolidation of access points benefits pedestrians and bicyclists by reducing the number of conflict points along the right-of-way. Access design for pedestrian and bicycle facilities shall conform to Chapter 11, Access Design, and the City's Standard Plans.

- C. **Backing into the Right-of-Way.** Driveways, parking, or loading areas that require backing maneuvers in a public street shall not be approved except for single-family or duplex residential uses on non-arterial streets.
- D. **Maintenance.** Maintenance of driveway approaches and driveway culverts shall be the responsibility of the owner whose property they serve.
- E. **Restriction of Turning Movements.** Turning movements may be limited where necessary for the safe and efficient movement of traffic, both on-site and off-site. Traffic control devices controlling traffic from private property shall be installed and maintained by the property owner at no cost to the City.
- F. **Abandoned Access.** All abandoned driveway approaches on the same frontage shall be removed; and the curbing and sidewalk, or shoulder, and ditch section shall be restored to meet current standards.
- G. **Temporary Access.** The City may grant temporary access to accommodate phased development of a site. Temporary access shall be removed, relocated, redesigned, or reconstructed after permanent approved access is constructed.
- H. **New Development.** All new development shall be served by adequate vehicular access as follows;
 - 1. The circulation system of development shall intersect with existing and anticipated streets abutting the site at safe and convenient locations;
 - 2. The circulation system of development shall provide direct connections to adjacent developments (inter-parcel) where appropriate; and
 - 3. Every lot upon which one or more building(s) is proposed to be erected, or a traffic generating use is proposed, shall establish direct access from the street right-of-way. Direct access is needed to provide public services such as fire protection, emergency medical service, mail delivery or trash collection.

10.2. Access Requirements

- A. If a property has more than one frontage, for example a corner lot, the access shall be located on the street with lower functional classification.
- B. Properties deemed to be within a transition area shall follow the more stringent requirements unless otherwise approved by the Public Works Director. All vehicular access to proposed development in commercial zones shall be from arterial classified streets, unless determined by the Public Works Director to be technically not feasible or in conflict with state law addressing access to state highways. All developments in commercial zones shall conduct a Traffic Impact Analysis per the PWS. Developments that create additional traffic that is projected to use local streets may be required to install appropriate traffic-calming measures. These additional measures will be identified and approved by the City's Traffic Engineer.
- C. Direct access, including single-family, onto an arterial is allowed only when alternative access is not available, or when specifically allowed in the SMC.
- D. One access point per property ownership/tax parcel is allowed. The Public Works Director may approve more than one access for new access when approved through a deviation and;
 - 1. The project is for one single-family residence or one duplex:
 - 2. The second access will serve a second, separate dwelling unit, and site conditions prevent a shared access.
- E. If the project is for one single-family residence or one duplex, the Public Works Director may approve through deviation a circular driveway (two access and one-way ingress/egress) from one property/tax parcel under the following conditions:
 - 1. The accesses are onto a local access street;
 - 2. Each access width shall be 10 to 12 feet wide;
 - 3. Each access is offset from property lines by at least five feet; and
 - 4. The accesses have adequate sight distance.

- F. If the project is for other than one single-family residence or a duplex and:
1. A Traffic Impact Analysis shows that the additional access point(s) is/are required to adequately handle driveway volumes, and that the additional access point(s) will not be detrimental to safety, capacity, and traffic flow on adjacent streets, or
 2. The accesses have adequate sight distance.

Chapter 11. Access Design

All accesses shall be located, designed, and constructed to minimize traffic congestion and maximize public safety on the street system. This chapter provides location and design criteria for access at the right-of-way line, access approach in the right-of-way, and driveways internal to a property.

11.1. General

- A. **Access.** Access to the right of way shall be designed as an access approach.
- B. **Design.** The designers of proposed developments must consider the access and driveway profile to ensure that required grade transitions can be achieved while considering building setback, terrain, and grades.
- C. **Emergency Vehicles.** All accesses shall be located and designed to readily accommodate emergency vehicles that would ordinarily respond at the particular establishment. For driveways designated as fire lanes and/or fire apparatus access roads, the design standards delineated in the International Fire Code and by the Fire Marshal shall also apply.
- D. **Traffic Control Devices.** All on-site traffic control devices, including signs and pavement markings, shall meet the Manual on Uniform Traffic Control Devices (MUTCD) standards.

11.2. Access Width

The access width is measured at the right-of-way/property line. Table 11.1 provides maximum/minimum access widths. The Public Works Director may approve a wider access when warranted by a traffic study or the turning radius of the appropriate design vehicle. Minimum tract/easement widths shall be maintained onto the property a minimum of 20 feet from the right-of-way line or to the nearest property line of the most distant lot sharing the access.

Table 11.1 Access Widths

Access Types	NON-ARTERIAL STREETS		ARTERIAL STREETS	
	Width (FT)		Width (FT)	
	Min.	Max.	Min.	Max.
Residential	10	24	20	24
Commercial	15	26	20	36
Industrial	22	NA	25	35

11.3. Access Clearance

- A. The minimum distance for a residential driveway shall be 35 feet or the posted speed limit as measured in feet (i.e. 40 mph is 40 feet), whichever is greater, from a side street, intersection or adjacent driveway. The distance shall be measured from the road right-of-way line to the nearest edge of the driveway.
- B. Minimum driveway spacing along an arterial roadway shall be 75 feet. Accesses along an arterial shall be aligned across the street from other access.
- C. Whenever a potential access exists to any property from both a public road and a private easement, the City may refuse access to the public road.
- D. Accesses in non-arterial roadways shall be aligned across the street from each other where possible.
- D.E. Unless otherwise noted, all measurements shall be from center of driveway to center of driveway.

11.4. Access Approach

- A. A paved access approach shall be provided between the property line and the edge of pavement in the right-of-way.
- B. The maximum change in access approach profile grade, within the right-of-way, shall be six percent within any 10 feet of distance on a crest vertical curve and 12 percent within any 10 feet of distance in a sag vertical curve, per Standard Plan 2-~~03-01~~ Intersection Landing.

- C. No portion of an access approach shall be allowed within five feet of a side property line in residential areas, or within nine feet in commercial areas, measured perpendicular to the side property line that is projected into the right-of-way, except:
 - 1. On a cul-de-sac bulb as necessary for proposed residential access;
 - 2. For a shared driveway.
- D. An access approach, that crosses an open ditch section, will require installation of a culvert with a 12-inch minimum diameter and shall be adequately sized to carry anticipated stormwater flows.

11.5. Driveway

A. General

- 1. All driveway areas that are proposed to be abandoned or not used on the same frontage shall be removed and the curbing and sidewalk or shoulder and ditch section shall be properly restored in compliance with these PWS.
- 2. All driveway aprons shall be constructed of Portland cement concrete (PCC) or asphalt and shall be subject to the same testing and inspection requirements as curb, gutter, and sidewalk construction.
- 3. Joint use driveways serving two adjacent parcels are permitted upon formal written agreement by both property owners and approval of the Public Works Director. The agreement shall be a recorded easement for both parcels of land specifying joint usage. Joint use driveways shall be a minimum of 15 feet wide and paved along that portion which serves both parcels.
- 4. Grade breaks, including the tie to the roadway, shall be constructed as smooth vertical curves. The maximum change in driveway grade shall be eight percent within any 10 feet of distance on a crest and 12 percent within any 10 feet of distance in a sag vertical curve.
- 5. No commercial driveway shall be approved where backing onto the sidewalk or street will occur.
- 6. All driveway locations must be shown on the site development plans.

7. New driveway locations created by the development of property shall be combined whenever possible to create the fewest number of accesses onto a City street.
8. Combined driveways for adjoining properties are encouraged. In conjunction with the approval of a development, the City may require the applicant to provide an access and circulation easement to an abutting property, where joint access is reasonable, to serve future development
9. The maximum grade of a driveway within the right-of-way shall be 15%.

B. Arterial Streets.

1. No driveway may access an arterial within 75 feet (measured along the arterial) of an intersection of another.
2. No driveway access shall be allowed to an arterial street within 150 feet of the nearest right-of-way line of an intersecting street.
3. Within the limitations set forth above, access to arterial streets within the City shall be limited to one driveway for each tract of separately owned property. Properties contiguous to each other and owned by the same person are considered to be one tract.
4. Driveways giving direct access to arterials may be denied if alternate access is available.
5. Wherever a potential access exists to any property from both a public road and a private road or easement, the City may refuse access to the public road.
6. The Public Works Director and Metro Transit will determine the minimum separation that will be allowed between an existing bus stop and a proposed driveway.

C. Residential Driveways.

1. Residential driveways shall be constructed the maximum practical distance, but in no event less than 35 feet or the posted speed limit in feet, whichever is greater, from a side street or intersection. The distance is measured from the road right-of-way line to the nearest edge of the driveway.

~~2.~~—Wherever a potential access exists to any property from both a public road and a private road or easement, the City may refuse access to the public road.

D. **Width.**

1. Maximum driveway width is shown in Table 11.1 of this chapter.
2. Road approaches and/or ingress and egress tapers may be required in industrial and commercially zoned areas as directed by the Public Works Director. Tapers shall be designed per the Institute of Transportation Engineers publication “Transportation and Land Development” by V.G. Stover and F. Koepke.

11.6. Parking Lot Throat Lengths

- A. Traffic signage in a parking lot must meet the MUTCD.
- B. The required throat length at a parking lot access to public right-of-way is determined during the permit review process and is usually based on the Traffic Impact Analysis.
- C. The throat length vehicle storage in parking lots is based on a typical vehicle spacing of 20 feet, but may be increased where larger vehicles can be expected.
- D. The City may adjust the on-site throat lengths for accesses with two approach lanes, subject to the transportation analysis findings, roadway geometry, traffic volumes, and site layout.
- E. On-site storage is measured from the right-of-way line to the first parking stall or drive aisle in a parking lot.
- F. **Outbound:** The throat shall be of sufficient length to provide adequate storage of outbound vehicles without interference with on-site circulation. Outbound vehicle storage areas shall be provided to eliminate backup and delay of vehicles within the development.
- G. **Inbound.** The throat shall be of sufficient length to prevent vehicles from spilling onto the street system, and from obstructing the adjacent street, sidewalk, or circulation within the facility.

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Chapter 12. Street Design

This chapter sets the minimum standards for the geometric street section.

12.1. Reconstruction

- A. Reconstructed roadways shall be brought up to current standards to the maximum extent feasible. Any deviation must be approved per Appendix H, Engineering Deviation Criteria.
- B. Transitions or tapers necessary to connect with existing roadway of a different width shall meet AASHTO and MUTCD standards. The minimum taper rate shall be the shift width (feet) multiplied by the posted speed (mph). See Figure 7.1.

12.2. Widths

- A. Lane widths vary in range from 10 to 12 feet and are typically determined based on location, roadway type and desired characteristics. Lane widths for the City Streets by classification are listed in Chapter 9 Street Classification.

12.3. Vertical Alignment

- A. The minimum vertical profile is one half (0.5) percent. Maximum profile grades vary by road classification and are listed in Table 12.1.

Table 12.1 Maximum Profile Grade

MAXIMUM PROFILE GRADE				
Local	Neighborhood Collector	Arterial – Collector	Arterial – Minor	Arterial – Principal
15%	10%	10%	10%	9%

- (1) Maximum profile grades may be exceeded for 300 feet or less, upon approval of a deviation by the Public Works Director. Exceptions exceeding 15 percent will require approval by the Fire Department and the Public Works Director. Any road at 15% or greater shall be Portland Cement Concrete construction.
- (2) Maximum profile grade applies to either the road centerline or the edge of pavement line, whichever is steeper.

12.4. Vertical Curve Criteria

- A. Vertical curves shall be designed to meet the latest AASHTO guidelines for the appropriate design speed.
- B. The maximum rate of vertical curvature (K) may not exceed 167 feet per percent change in grade on streets with curb and gutter. The minimum curve length shall not be less than 50 feet.
- C. Stopping Sight Distance (SSD): SSD applies as shown in Table 12.2 Vertical Curve – Minimum Stopping Sight Distance.
 - 1. SSD is based on an eye height of three and one half feet and the height of an object at two feet.
 - 2. On downgrades exceeding three percent, the SSD shall be increased by the values shown in Table 12.2.
 - 3. The Public Works Director may approve sag vertical curves on local access streets with stopping sight distance less than that in Table 12.2, through deviation.

Table 12.2 Vertical Curve – Minimum Stopping Sight Distance (in feet)

DESIGN SPEED	FLAT		DOWNGRADE	
	0%	3%	6%	9%
25	165	165	175	185
30	200	210	220	230
35	250	265	280	305
40	325	345	365	400
45	400	425	455	505

12.5. Horizontal Curve Criteria

- A. Super elevation is not required in the design of horizontal curves on local streets, but may be needed to meet terrain and right-of-way conditions.
- B. Calculate super elevation according to AASHTO “Low Speed Urban Streets” design methodology.

Exhibit 3

C. See Table 12.3. Horizontal Curve Design.

Table 12.3 Horizontal Curve Design (in feet)

Design Speed (mph)	20 ¹ Grades >10%	25 ¹	30 ¹	35	40
Center line Radius ² Minimum (ft.)	100	150	300	470	See note ³
Horizontal Sight Distance Minimum (ft.)	150	200	200	250	325
Min. Reverse Curve Tangent – Minimum (ft.)	0	0	0	200	200
Approach Tangent at Intersections ^{3,4} Minimum (ft.)	50	75	100	200	300
Tangent between Curves Minimum (ft.)		50	50		
Minimum Run-Off Length (ft.)		80	90	100	115
Super elevation		Not Required AASHTO	Not Required AASHTO	8% Maximum Calculate run-off lengths: <u>AASHTO Geometric Design</u>	
6% Super elevation Horizontal Curvature Radius (ft.)		185	275	380	510
8% Super elevation, Horizontal Curvature for Radius (ft.)		170	250	350	465

Source: "Low Speed Urban Streets", AASHTO

- 1 Use these criteria without super elevation
- 2 Radii based on crown section with 2% slope on each side of crown
- 3 Where super elevation is used, calculate runoff lengths according the WSDOT Design Manual.
- 4 Where a curved road approaches an intersection, these tangent sections must be provided on the approach to the intersection to provide for adequate sight distance for traffic control devices at the intersection. The distance shall be measured from the flow line of the through street. Where super elevation is used, calculate runoff lengths according the WSDOT Design Manual intersection. The

distance shall be measured from the flow line of the through street. Where super elevation is used, calculate runoff lengths according the WSDOT Design Manual.

12.6. Street End

Streets end in a cul-de-sac, an eyebrow, or a hammerhead.

- A. Turnaround facilities shall be provided at street ends where the street length from the nearest intersection is more than 150 feet measured from the centerline of intersecting street to end of dead-end street pavement.
- B. Cul-de-sac street ends shall be constructed as follows:
 - 1. Minimum right-of-way diameter across bulb section: 1144 feet in a permanent cul-de-sac, 84 feet in a temporary cul-de-sac, with bulb area lying outside straight-street right-of-way provided as temporary easement pending forward extension of the street.
 - i. Right-of-way may be reduced, through deviation, provided that utilities and necessary drainage are accommodated on permanent easements within the development.
 - 2. Minimum diameter of surfacing across bulb: 90 feet of paving in curb type road without parking. The diameter shall be increased a minimum of 8' for on street parking within the cul-de-sac.
 - 3. Cul-de-sac Island: Required feature for any cul-de-sac. The island shall have full-depth vertical curb. Minimum diameter shall be 20 feet and there shall be at least 30 feet of paved traveled way in a curb type section around the circumference. Island shall be landscaped. The HOA or the adjacent property owners shall maintain the island.
 - 4. Sidewalks shall be constructed on both sides of the stem and on the bulb.
- C. A dead-end local street shall not be longer than 600 feet, measured from centerline of intersecting street to center of cul-de-sac. The maximum length may be extended to 1,000 feet if 50 or fewer potential lots are to be served and there is provision for emergency vehicle turnaround near mid-length.
- D. The Public Works Director may require an off-street walk or an emergency vehicle access to connect a cul-de-sac at its terminus with other streets, parks, schools, bus stops, or other

pedestrian traffic generators, if the need exists. Off-street sidewalks shall be contained in the right-of-way or a sidewalk easement.

- E. If a street is to be temporarily terminated at a property boundary during development and it serves more than three lots or is longer than 150 feet, a temporary bulb shall be constructed near the plat boundary. The paved bulb shall be 90 feet in diameter with sidewalks terminated at the point where the bulb radius begins. Removal of the temporary cul-de-sac, restoration, and extension of the sidewalk shall be the responsibility of the developer who extends the road.
- F. The maximum cross slope of a street at the street end shall be 8 percent.
- G. Partial bulbs or eyebrows shall have a minimum paved radius and an island configuration. Island shall be offset two feet from edge of traveled way.
- H. A hammerhead per Standard Plan 2-32 Dead End Hammerhead, may be used to fulfill the requirement to provide a turnaround facility where the street serves (or will serve) four or fewer single-family residential units

12.7. Utility Locations

- A. Utility structures shall be located in the amenity zone or at the back of sidewalk without encroaching onto private property, in the gutter line, or within the roadway as specified below.
- B. New utility structures are not allowed in sidewalks, driveways, driveway approaches, or any portion of a curb ramp or landing.
- C. Underground systems shall be located at least five feet away from road centerline and where they will not otherwise disturb existing survey monuments.

Table 12.4 Underground Utility Locations

UTILITY	LOCATION FROM CENTERLINE	COVER	NOTES
Water Main ¹	Five to ten feet north and east	Minimum 24-inch cover from finished grade.	
Water Service	N/A	Minimum 24-inch cover from finished grade.	For any one connection, not extend more than 60 feet along or through the right-of-way, or the minimum width of the existing right-of-way. Stub out perpendicular to water main preferred
Water Meter Box	In the right-of-way, at right-of-way line/property line in the one-foot setback between the back of sidewalk and right-of-way line. Not to be located within a driveway.		
Sanitary Main ^{1,2}	Five feet south and west	Minimum 36-inch cover from finished grade.	Stub out perpendicular to water main preferred
Force Main Side Sewer	Within 10 degrees of perpendicular-to-road centerline, and extend to right-of-way line.	Minimum 36-inch cover from finished grade, ditch bottom or natural ground,	If nonmetallic, install wire or other acceptable proximity detection features; or place in a cast iron or other acceptable metal casing.
Gas Main	Five to ten feet south and west	Minimum 24-inch cover	
Power, telephone, fiber-optic cable, cable TV	Either side	Minimum 36-inch cover	

Exhibit 3

- 1 *Sanitary sewer and water lines shall be separated by a minimum of 10 feet in accordance with good engineering practice such as the Criteria for Sewage Work Design, Washington Department of Ecology, latest edition.*
- 2 *Gravity systems, whether sanitary or storm drainage, shall have precedence over other systems in planning and installation except where a non-gravity system has already been installed under previous approved permit and subject to applicable provisions of such permits or franchises.*

D. Electric utilities, power, telephone, fiber-optic cable, cable TV:

1. Utility poles or other appurtenances shall be located as far from the traveled way or auxiliary lane as conditions allow. No pole or appurtenance shall be located so that it poses a hazard to the general public. Utilities shall place and replace poles with primary consideration given to public safety.
2. Locations of poles shall be compatible with driveways, intersections, and other road features. A pole shall not interfere with sight distances, road signing, traffic signals, culverts, trees, etc.
3. Utility poles or other appurtenances shall be located at the back of ditches, unless an alternate location is approved.
4. Utility poles shall not be placed in sidewalks, curb ramps or landing areas unless approved by the city. Utility poles shall not impede ADA access in any way.
5. On principal and minor arterials, poles and obstructions shall be placed at least eight and one-half feet from face of curb.
6. On non-arterial streets (neighborhood collectors, local access), poles and obstructions shall be placed at least five and one-half feet from curb face.
7. Deviations from the pole and obstacle clearance criteria may be requested by utilities when there are no other viable alternatives. Deviation requests must identify adequate protection for motorized and non-motorized users. Deviations requests must comply with the deviations criteria contained herein.

12.8. Private Streets and Alleys

- A. Private street and alley design and installation must meet ADA requirements.
- B. An access approach shall connect the private street to the public right-of-way and is to be considered as an intersection. Alley entry shall be provided by a driveway concrete apron. Alleys will only be allowed when lots have frontage on a public street. See Chapter 9.3, Alley, for additional criteria associated with alleys.
- C. Private streets or alleys must be paved with either concrete or asphalt. If parking on the private street is requested, an additional eight feet of pavement and tract width shall be provided on each side of the street where parking is to be allowed.
- D. Pedestrian access at least five feet in width shall be provided on at least one side of the private street, except for projects with two-four dwelling units or less. The pedestrian access shall be separated by a curb or other acceptable delineation. Parking is not permitted in the pedestrian access areas. Street lighting systems for private streets shall be designed and constructed on a separate power source from the public street system lighting and shall be the responsibility of the property owner, homeowner, or homeowner’s association for operation, ownership, maintenance and repair.
- E. See Table 12.5. Private Street Dimensions.

Table 12.5 Private Street Dimensions

NUMBER OF SINGLE-FAMILY LOTS	TRACT OR EASEMENT WIDTH (FT)	PAVEMENT/TRAVELED WAY WIDTH (FT)	MAXIMUM LENGTH (FT)
<i>Private Street (<u>3-4</u> or fewer <u>4</u> dwelling units)</i>	<i>26 (with an additional 6 feet utility easement outside tract)</i>	20	150*
<i>Private Street (<u>4-5</u> to <u>9-30</u> dwelling units)</i>	30	24	150*
<i>Alley (Residential only, no more than 30 dwelling units)**</i>	20	20	400 max.

* The dimensions may be adjusted by the Fire Department without a deviation.

*** Secondary Property Access Only*

12.9. Dead End Street

- A. Dead end streets shall be permitted only where there is no feasible connection to an adjacent street or if topographic or existing forested areas prevent such connections. Half streets, which do not provide for future full right-of-way width, shall not be allowed.
- B. A dead end local street shall not be longer than 600 feet, measured from the centerline of the intersecting street to the center of cul-de-sac. The maximum length may be extended to 1,000 feet if 50 or fewer potential lots are to be served and there is a provision for emergency vehicle turnaround near mid-length.
- C. Where possible, a pedestrian access shall be required to connect a cul-de-sac to adjacent streets, parks, schools, or other pedestrian facilities. The pedestrian access shall be in right-of-way or if approved, placed in a sidewalk easement. A turnaround facility shall be provided for a public or private dead end street where the street length is more than 150 feet, measured from the centerline of the intersecting street to the end of the dead-end street pavement.
- D. A dead end street requires a hammerhead (allowed with approval from Fire Marshall for four lots or less) or cul-de-sac as a turnaround. Cul-de-sacs shall meet the following requirements:
 - 1. The minimum right-of-way diameter across bulb section is 114 feet for a permanent cul-de-sac or 84 feet for a temporary cul-de-sac.
 - 2. The minimum diameter of surfacing across the bulb is 90 feet of paving without parking. The diameter shall be increase a minimum of 8' for on street parking within the cul-de-sac.
 - 3. A 5' amenity strip is required around the diameter of the cul-de-sac.
 - 4. A Cul-de-sac Island: Required feature for any permanent cul-de-sac. The island shall have full-depth vertical curb. Minimum diameter shall be 20 feet and there shall be at least 30 feet of paved traveled way in a curb type section around the circumference. Island shall be landscaped. The HOA or the adjacent property owners shall maintain the island.

Exhibit 3

5. At least for public streets, a landscaped median is required in the center of a cul-de-sac. The median will be maintained by the HOA or adjacent homeowners.

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Chapter 13. Intersection Design

The design criteria in this chapter apply to street intersections. Intersections include driveway access as well as an approach to a street.

13.1. General

Intersection design shall conform to the guidelines set forth in AASHTO A Policy on Geometric Design of Highways and Streets, the ITE Urban Street Geometric Design Handbook, and the Manual on Uniform Traffic Control Devices (MUTCD). Refer to the WSDOT Design Manual for state highways. All intersection designs shall meet the requirements for entering sight distance and stopping sight distances as stated in the above reference standards. Deviations from these standards may be requested through the deviation process contained herein.

13.2. Alignment

- A. The angle of an intersection of two streets or alleys shall be 85° to 95°.
- B. The extension of the centerline of each leg of an intersection shall not be offset by more than two feet into the oncoming lane.

13.3. Spacing

- A. The minimum distance between adjacent intersecting streets (both public and private) shall be measured from centerline to centerline. Minimum intersection spacing along a specific street classification shall be:
 - 1. Principal Arterial: 350 feet.
 - 2. Minor Arterial: 300 feet.
 - 3. Collector Arterial: 200 feet.
 - 4. Residential Collector: 150 feet
 - 5. Local Street: 150 feet
 - 6. Alley and Woonerf: No intersection allowed.

13.4. Design Vehicles

- A. Intersections shall be designed to accommodate the design vehicle appropriate for the highest classified street forming the intersection.
- B. The intersection design shall accommodate the use of the roadway as a designated truck route, bus route, or school bus route.
- C. The minimum design vehicle for a local roadway is the SU-30, although use of larger design vehicles may be required depending on roadway classification, transit routes, truck routes, adjacent land use, etc.
- D. All elements of the intersection shall be designed so the design vehicle will not encroach onto curbs, sidewalks, traffic control devices, medians, or the travel lanes of opposing traffic flow.

13.5. Curb Radii

- A. Curb radii design must balance vehicle-turning movements with pedestrian safety. Typically, it is appropriate to use the smallest turn radii possible that still accommodates the design vehicle.
- B. For design, curb radii shall be rounded up to the nearest five-foot increment.
- C. Curb radii based on street classification are shown in Table 13.1, Typical Curb Radii Design Values. However, these values may be impacted by site conditions, including width of receiving lanes, on-street parking, and angle of intersecting roadways. Final required curb radii will be determined by the City.

Table 13.1 Curb Radii Design Values

STREET CLASSIFICATION (for highest street classification at intersection)	RADIUS
Arterial to Arterial	25 feet
Arterial to Local Street	20 feet
Non-Arterial to Non-Arterial Street	20 feet
Non-Arterial to Private Street	10 feet
Non-Arterial to Alley	10 feet
Transit/Truck Route	30 feet
Where vehicular turn is prohibited	10 feet
Radii for curb setbacks and bulb-outs	15 feet

13.6. Drainage

- A. An intersection shall be laid out and graded so that surface water drains away from the intersection to the curb, and the intersection is safe and accessible for vehicles, pedestrians and bicyclists.
- B. Drainage structures shall not be placed in an ADA ramp or landing area.
- C. Drainage structures shall be located outside the corner radii.
- D. Drainage structures shall be placed at the upstream side of crosswalks and ADA ramp areas to reduce runoff or ponds in these locations.

13.7. Intersection Grades

- A. Intersections shall be on grades as flat as practical.
- B. At an unsignalized intersection, the maximum allowable grade in the intersection is four percent (4%) extending a minimum of 50 feet in each direction, measured from the outside edge of the traveled way of the intersecting street. Grades above two percent may be allowed only in areas with steep topography or other unusual circumstances that prevent a flatter grade and only with an approved deviation request.

- C. At signalized intersections, the maximum grade is two percent (2%) within the intersection, extending extends 200 feet in each direction. Grades above two percent ~~may~~ will be allowed only in areas with steep topography or other unusual circumstances that prevent a flatter grade and only with an approved deviation request.
- D. On sloping approaches at an intersection, landings shall be provided with grade not to exceed a one-foot difference in elevation for a distance of 30 feet approaching an arterial or 20 feet approaching a collector or local street, measured from future right-of-way line (extended) of intersecting street. See Standard Plan 2-03 Intersection Landing.
- E. The point of vertical curvature shall not encroach into a cross street any farther than the center of pavement of the cross street.

13.8. Pedestrian Treatments

- A. In order to provide pedestrian safety, accommodations for pedestrians shall be designed into all intersections. Pedestrian accommodations include sidewalks, crosswalks, trails, pedestrian refuge islands, ADA elements for disabled persons, etc.
- B. Vaults, covers, castings, drainage grates shall not be placed within the crosswalk, or within crosswalk curb ramps or landing areas.
- C. When allowed by an approved deviation to be placed in the pedestrian areas, catch basin, junction box solid covers etc. shall have non-slip covers. The non-slip surface shall be a non-grit, metallic alloy surface with a hardness of up to 62 on the Rockwell “C” scale, SlipNOT or equal. Diamond or checker plate surfaces are not considered equal. Manhole covers shall have non-slip low profile waffle tread when approved by deviation to be placed in sidewalks, pathways, crosswalks, or other pedestrian use areas. All covers within a sidewalk shall meet current ADA and PROWAG requirements.
- D. Crosswalks, as defined by RCW 46.04.160, at intersections are delineated by one or more of the following:
 - 1. Projecting the curb and back of sidewalk lines across the street;
 - 2. A line 10 feet behind the face of the curb or roadway pavement, when there is no sidewalk; or

3. Crosswalk markings.

E. Curb Ramps

1. Consistent with the American with Disabilities Act (ADA), all projects, including alteration and new construction, shall meet ADA requirements and standards.
2. Curb ramps shall be fully within the crosswalk and shall align with the adjacent crosswalk. No utility boxes, utility box lids, drainage inlets, signs, and other fixed objects shall be located within the ramp.
3. The landing at the top of the ramp shall be four feet by five feet at a minimum, and shall be clear of all vertical obstructions.
4. Utility box lids shall not be located in the landing area. In situations where there are no other options, with an approved deviation, a junction box can be allowed if it is made skid resistant per WSDOT specifications.

- F. Compliant curb ramps with tactile warning strips shall be installed at each corner of an intersection where possible and corresponding companion ramps (ramps directly across the street of a new ramp) shall be retrofitted or constructed per RCW 35.68.075.

- G. When street paving impacts an intersection or a modification to a curb ramp occurs, the curb ramps must be retrofitted to meet the current curb ramp standard. For the purposes of this specific item, impact to an intersection is defined as:

1. Nine square feet or more of disturbance to the sidewalk within the area bounded by the curb, the right-of-way or property lines, and the extension of said curb, right-of-way or property lines across the sidewalk; or
2. Three lineal feet of disturbance to the curb; or
3. Development projects requiring installation of frontage improvements; or
4. Roadway resurfacing defined as an alteration by the 2013 “Department of Justice/ Department of Transportation Joint Technical Assistance on Title II of the Americans with Disabilities Act requirements to provide curb ramps when streets, roads, or highways are altered through resurfacing”. This includes asphalt overlays or addition of new asphalt/concrete roadway surface.

Exhibit 3

5. See Chapter 9, Street Classification, for required sidewalk widths.

13.9. Clear Sight Triangle

The following applies to:

- The intersection of two public streets;
- The intersection of a commercial driveway with a public street;
- The intersection of a residential driveway with a public street; and
- The intersection of a private street or alley with a public street.

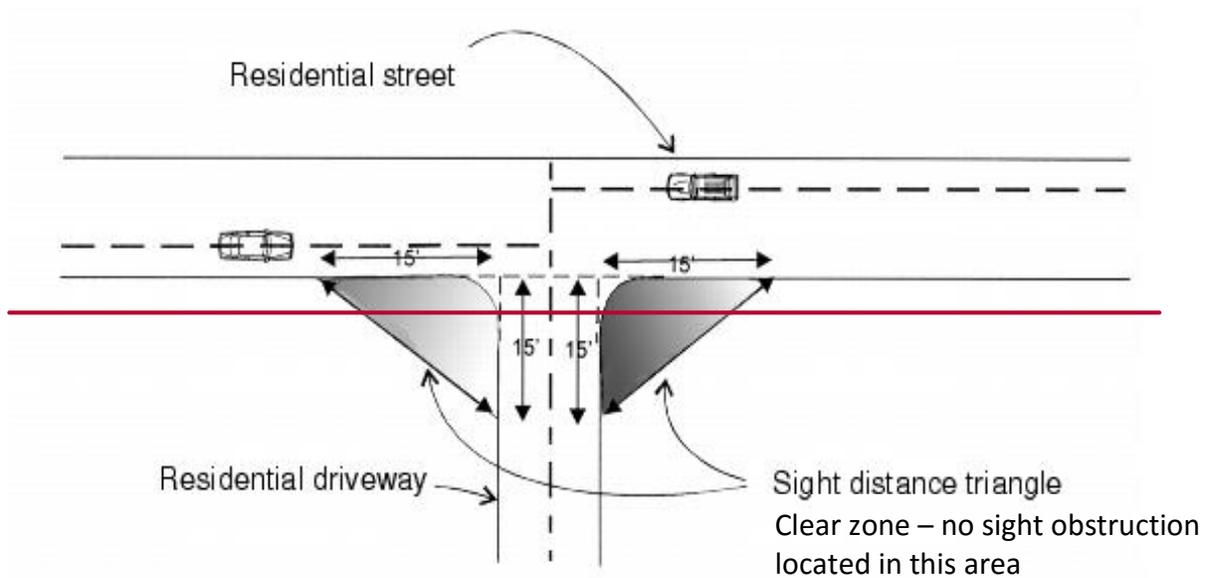
A. **Obstructions:** Sight obstruction is defined as parked vehicle, signage, fencing, landscaping, or other obstruction installed, set out, or maintained, which obstructs the view of motor vehicle operators at an intersection within a clear sight triangle area and between the height limits.

1. Intersection Other Than Single-Family Residential. Sight obstruction shall not be allowed between a height of ~~threetwo and one-half~~ feet and ~~tenseven and one-half~~ feet above the street surface within the sight triangle established by this section. Sight obstructions above seven and one-half feet above the street surface are allowed.
2. Intersection with a Residential Driveway. Sight obstruction is not allowed between ~~two and one-half feet~~three and ~~sevensix~~ feet above the street surface.
3. Landscaping, street furniture, marquees, awnings, or other such obstructions must not obscure sight lines to traffic control devices, such as signs or signals.
4. For intersections not clearly included in the above types and for which view problems may exist, the Public Works Director will establish setback lines as required.
5. Where unusual conditions preclude the application of this subchapter in a reasonable manner, the Public Works Director may establish minimum sight distances. These minimum sight distances may be more restrictive than provided herein.

~~B.—Residential Driveway: For T~~the intersection of a residential driveway with a public street shall be considered as a stop controlled intersection.~~., the sight distance triangle for a site access point shall be determined by measuring 15 feet along the street edge and 15 feet along the edges of the driveway beginning at the respective points of intersection. The required sight~~

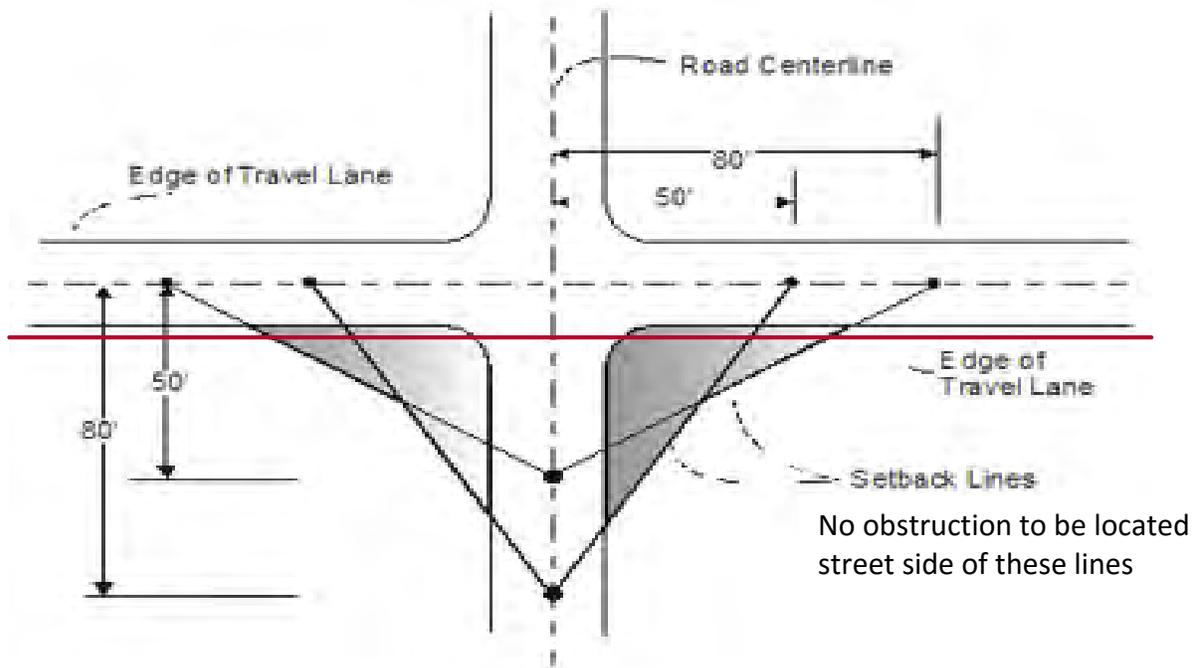
line each triangle shall be a line connecting the end points of the first two sides of each triangle. (See Figure 13.1)

Figure 13.1 — Clear Sight Triangle — Residential Driveway



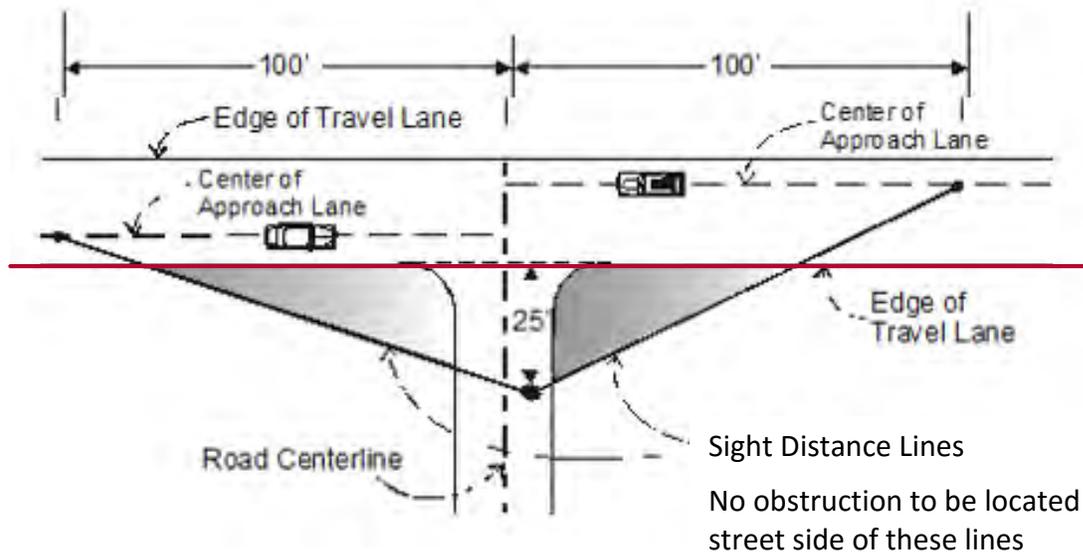
G.B. Uncontrolled Crossing Intersection. The setback lines are measured along the centerlines of each approaching roadway. Setback measurements are based on approaching street speed limit. See standard details. The setback line begins at a point 50 feet from the center of the intersection, and then extends to a part that is located 80 feet along the intersecting roadway to the right and left of the intersecting point. (See Figure 13.2)

Figure 13.2—Clear Sight Triangle—Uncontrolled Crossing Intersection



D.—Yield Intersection and T Intersection Stop-Controlled Intersection: - The setback lines are measured along the centerlines of each approaching roadway. Setback measurements are based on approaching street speed limit. See standard details. Yield intersections have a yield sign on one or both of the minor street approaches. The setback lines are determined by points along the center of each travel lane, and the center of the intersection. The setback line begins at a point located 25 feet from the nearest edge of the intersecting travel lane. The setback lines then extend to a point 100 feet right and left from the center of the intersection following the center of the travel lane. (See Figure 13.3)

E.—Figure 13.3—Clear Sight Triangle—Yield and T Intersections



13.10. Pedestrian Sight Distance

- A. The minimum sight distance for pedestrian safety shall be determined as follows: the driver of an existing vehicle shall be able to view a one-foot-high object 15 feet from either edge of the exit lane at the driveway throat when the driver's eye is 14 feet behind the back of the pedestrian walkway.
- B. The minimum sight distance shall be maintained at all driveways, buildings, garage entrances, etc. where structures, wing walls, etc., are located adjacent to or in close proximity to a pedestrian walkway.

13.11. Roundabout Intersection

Roundabout intersections shall be designed in accordance with the specifications as set forth in the WSDOT Design Manual and WSDOT/APWA Standard Specifications unless otherwise authorized by the City.

13.12. Signalized Intersections

Signals systems shall be designed in accordance with the specifications as set forth in the WSDOT Design Manual, WSDOT/APWA Standard Specifications and King County Standards unless otherwise authorized by the City.

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Chapter 14. Non-Motorized Facilities

14.1. General

- A. Non-motorized facilities and associated amenities shall be provided when required by state or federal regulations, the municipal code and/or public works standards, when planned in an adopted City plan, or when needed to ensure safe walking/biking conditions as mitigation through a traffic impact analysis.
- B. All facilities shall meet Americans with Disabilities (ADA) requirements and/or Forest Service Trail Accessibility Guidelines (FSTAG), as applicable.
- C. All facilities located outside the Right-of-Way shall meet the approved city trail standards unless an alternative standard is required or approved by the Parks and Recreation Director.

14.2. Sidewalks

Sidewalks are required on all streets, except alleys. Sidewalk shall be required on private street and street endings, See Chapter 12 Street Design.

- A. All designs shall meet the current Americans with Disabilities Act (ADA) and Public Right of Way Accessibility Guidelines (PROWAG) requirements and standards. Refer to Chapter 13 Intersection Design for curb ramp requirements.
- B. Sidewalks shall be located between the property/right-of-way line and the amenity zone unless otherwise approved by the Public Works Director.
- C. Sidewalk widths shall follow the minimum requirements as stated in Chapter 9, Street Classifications, based on the classification of the roadway.
- D. The required width of a sidewalk may be greater than required by those stated in Chapter 9 when in accordance with the adopted Town Center Plan/Infrastructure Plan, or other adopted City plan or regulation, or, as part of a mitigation requirement through review that determines that greater widths are warranted due to expected pedestrian traffic volume.

- E. Sidewalks shall be separated from the roadway with an amenity strip.
- F. Sidewalks shall maintain their full width around obstructions that cannot be relocated.
- G. When a sidewalk must transition to the existing frontage that does not have a sidewalk, the transition shall meet ADA requirements. Generally, an asphalt transition is acceptable. Refer to Standard Plan 3-11 Temporary Asphalt Transition Ramp to Shoulder.
- H. Parking stalls shall be designed and constructed so that no part of any parked vehicle obstructs the Pedestrian Access Route as defined by ADA and sidewalk. For example, vehicle overhangs of a Pedestrian Access Route would require that the minimum required sidewalk width be widened by 3-feet to maintain the minimum five-foot clear width.

14.3. Bicycle Facilities

- A. Bicycle facilities shall meet the standards of the AASHTO Guide for Development of New Bicycle Facilities, MUTCD – Manual for Unified Traffic Control Devices, and WSDOT – Washington State Department of Transportation.
- B. Facilities shall be designed for uniformity in design, signage and pavement marking for bicyclist and motorist safety.
- C. Direction of travel for on-street bicycle facilities shall be in the same direction as the motor vehicle traffic, unless in facilities such as a cycle tract that are designed to protect bicycle travel.
- D. Vaned grates or solid lids shall be used on catch basins within bicycle facilities.

14.4. Regional Trails

Regional Trails are multi-use trails that provide recreation and transportation connections through the City to neighboring communities and other trail systems. Regional trails can be either paved or soft surface.

Regional Nature Trails are trails that provide recreation for pedestrians and/or equestrians and are soft surface trails (e.g. Emerald Necklace Trail).

A. Widths:

1. Regional Trails shall be at least ten feet in width, and twelve feet is preferred. Regional Nature Trails shall be a minimum of 10 feet wide unless topography or other limitations are present.
2. A minimum two-foot graded shoulder is required on either side of a Regional Trail. A wider graded shoulder may be required when heavy pedestrian use is anticipated, or in accordance with an adopted City regulation or plan. A minimum one-foot wide shoulder is required on either side of a Regional Nature Trail.
3. A five-foot horizontal clear zone shall be maintained on either side of the trail.
4. Maintain a minimum of a 10-foot vertical clear zone.

14.5. Connector Trail

Connector Trails are important linkages between key areas within the City such as the Town Center. These multi-use trails can be paved or soft surface, and shall be located within a public easement or public right-of-way.

A. Widths:

1. Connector Trails shall be a minimum six feet wide.
2. A minimum two-foot graded shoulder is required on either side of the trail. A wider graded shoulder may be required when heavy pedestrian use is anticipated, or in accordance with an adopted City regulation or plan.
3. A five-foot horizontal clear zone shall be maintained on either side of the trail.
4. Connector Trails shall have a minimum of a 10-foot vertical clear zone.

14.6. Local Trail

Exhibit 3

Local trails are used as neighborhood link trails or internal park trails. These multi-use trails can be paved or soft surface, and shall be located within a public easement or public right-of-way.

A. Width:

1. Local Trails shall be a minimum four feet wide.
2. A minimum two-foot graded shoulder is required on either side of the trail.
3. A five-foot horizontal clear zone shall be maintained on either side of the trail.
4. Local Trails shall have a minimum of a 10-foot vertical clear zone.

14.7. Nature Trail

Nature Trails are soft surface trails used by pedestrians and often built within natural environments that are constrained with steep terrain and/or critical areas.

A. Width:

1. Nature Trails shall be a minimum two feet wide, and may be required to be between two and six feet in width.
2. A minimum one-foot graded shoulder is required on either side of the trail.
3. Nature Trails shall have a minimum of an 8-foot vertical clear zone.

14.8. Waterway Trail

Waterway trails provide access to waterbodies within the City such as Beaver Lake, Pine Lake and Lake Sammamish. These trails are used by pedestrians for transporting non-motorized personal water craft from parking areas to designated water access points and should be accessible. Trails along waterbodies that access adjacent land areas shall follow local trail standards.

A. Waterway Trail Width:

1. Shall be a minimum three feet wide, and may be required to be between three and six feet in width.
2. A minimum of two-foot graded shoulder on each side is required.
3. A five-foot horizontal clear zone shall be maintained on either side of the trail.
- ~~4.~~ Waterway Trails shall have a minimum of an 8-foot vertical clear zone.

|

14.9. Amenities

Amenities provide non-motorized users conveniences and include such items as benches, garbage receptacles, bicycle racks, and pet stations. The following is a list of some of the standard City of Sammamish amenities. Those not listed must be approved by the Parks and Recreation Director.

A. Benches:

1. Fair Weather, Plaza Series, Model PL-1.3, powder coated black semi-gloss finish. Manufacturer: Fair Weather Site Furnishings (www.fairweathersf.com), or equivalent.

B. Fair Weather, Plaza Series, Model PL-3, powder coated black semi-gloss finish.

Manufacturer: Fair Weather Site Furnishings (www.fairweathersf.com), or equivalent.

C. Trash Receptacles

1. Fair Weather, Model TR-12, 35-gallon liner, spun dome top, powder coated black semi-gloss finish. Manufacturer: Fair Weather Site Furnishings (www.fairweathersf.com), or equivalent.

D. Bike Rack

1. Fair Weather, Model BR-1.5, powder coated black semi-gloss finish. Manufacturer: Fair Weather Site Furnishings (www.fairweathersf.com) or Huntco BR-5, powder coated black semi-gloss finish. Huntco Supply (www.huntco.com), or equivalent.

E. Pet Stations

1. DOGVALET, Model 1005-2, Poly, Forest Green. Manufacture: DOGIPOT (<http://www.dogipot.com/>), or equivalent.

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Chapter 15. Roadside Features

15.1. Fixed Objects

- A. Locate fixed objects so that vehicle and pedestrian sight distance meets the standards in Chapter 13 Intersection Design of this document.
- B. Standard clearances shall be met in accordance with Table 15.1 Standard Horizontal Clearances and Table 15.2 Standard Vertical Clearances.

Table 15.1 Standard Horizontal Clearances

FROM	TO	STANDARD CLEARANCE
Curb Face	Closest part of any fixed object (excluding traffic control signs and signals and parking meter posts)	2 feet
Textured Surface of Wheel Chair Ramp	Closest part of any fixed object	1 foot
Edge of Sidewalk	Stair riser	2 feet
Utility or Light Pole Face, Fire Hydrant	Closest part of any fixed object (excluding traffic control signs and parking meter posts)	5 feet

Table 15.2 Standard Vertical Clearances

FROM	TO	STANDARD CLEARANCE
Roadway Surfaces	Any horizontal projection over surface: measured from the crown of the street to the lowest portion of the structure.	16 feet
Sidewalk Surfaces	Any horizontal projection over the surface	8 feet
Roadway Surfaces	Tree limbs	14 feet
Alley Surfaces	Any horizontal projection over paved surface	14 feet
Bicycle Path Surfaces	Any horizontal projection over surface	10 feet

- C. Electrical Facilities. For projects that trigger installation of or adjustments to Puget Sound Energy (PSE) facilities, the applicant shall coordinate with PSE. Please visit the PSE website or PSE engineering for the most recent information on clearance requirements.

PSE and City staff will work closely with applicants to accomplish appropriate clearances required for design, during construction, and at final build-out. Communication and resolution of required clearances are critical to final design and construction approval of the proposal. Contact Puget Sound Energy for more information regarding service requirements.

15.2. Landscaping

The following criteria apply to landscaping improvements in the right-of-way. The landscaping design criteria in this section are based on transportation safety requirements and on minimum requirements for plants to achieve mature growth.

Please contact the City's Department of Community Development (DCD) for landscaping requirements on private property. This chapter applies to trees only where noted.

A. General

1. Any right-of-way landscaping disturbed by construction activity shall be replaced or restored to as existed or better condition.
2. All landscaping shall meet the sight distance and sight triangle requirements in Chapter 13, Intersection Design, of these standards.

B. Design Requirements

1. Plan
2. The right-of-way landscaping plan, shall be drawn to an engineering scale, and shall show property lines, plant and tree locations, right-of-way infrastructure, driveways, and intersections, as well as all specifications needed to install and inspect the installation.
3. Coordinate landscaping with transportation and utility plans. Adjust locations of trees to accommodate utilities, pedestrians, and sight distance.

4. Trees shall have maximum spacing of 35 feet on center starting 15 feet from the side property line (may be adjusted as approved by the City to allow a 10-foot clear zone on either side of a driveway)
5. Preserve existing trees and landscaping where possible.

C. Plant Selection

1. All plants shall conform to American Association of Nurserymen (AAN) grades and standards as published in the “American Standard for Nursery Stock” manual, provided that existing healthy vegetation used to augment new plantings shall not be required to meet these standards.
2. Plant selection shall consider adaptability to climatic, geology, and topographic conditions of the site.
3. New trees must be at least two-inch caliper measured six inches above the base and must be selected from the City-approved street tree list in Appendix F included herein. Ground cover plants must be at least four-inch pot, spaced 18 to 20 inches on center or one-gallon pot spaced at 20 inches on center. Low growth shrubs must be one-gallon pots spaced at three feet on center. Shrubs must be 18 to 24 inches in height (or three-gallon pot) spaced at five feet on center.
4. Location of trees shall be based on the plant’s mature canopy and root mat width. For planting purposes, root mat width is assumed to be the same width as the canopy.
5. When right-of-way width allows, additional clearance distance must be provided from utilities.
 - i. When right-of-way width is limited and the five-foot clearance cannot be met, the City will evaluate site conditions and may permit one or both of the following.
 - ii. Tree installation less than five feet clearance from ductile iron or PVC pipe.
 - iii. Tree installation less than five feet from concrete pipe that has rubber gaskets.
6. Adjust placement to avoid conflict with driveways, utilities, and other functional needs. Trees shall be placed:

- i. 35 feet on center starting 15 feet from the side property line (must not obscure stop signs and street signs).
- ii. Three and one half feet back from the face of the curb.
- iii. Eight feet from underground utility lines (three feet with root barriers).
- iv. 15 feet from power poles.
- v. 10 feet from driveway edges.
- vi. 20 feet from streetlights or existing trees.
- vii. 30 feet from curb or edge of travel lane (where no curb exists) at street intersections.
- viii. 10 feet from roadway edge where no curb is present.
- ix. Mature tree and shrub root mats may overlap utility trenches as long as approximately 80 percent of the root mat area is unaffected.
- x. Trees must be staked using five-foot tall staking, and root barriers between the tree and the sidewalk and curb.
- xi. Mature tree and shrub canopies may not reach an above ground utility such as streetlights and power lines.

D. Soil

- 1. The landscaping plan shall provide soil specifications, including soil depths.
- 2. Improvements that include low impact development drainage facilities require specific specifications for the soils. Refer to current City of Sammamish Surface Water Design requirements general soil specifications.

15.3. Mailboxes

- A. United States Postal Service (USPS) must approve all mailbox locations, including temporary relocations.
- B. The approach to mailboxes must be clear of obstruction.

Exhibit 3

- C. Refer to Standard Plans for mailbox placement.5.14 Mailbox Stand Non-Arterial and 5.15 Mailbox Stand w/o Amenity Zone.
- D. During construction, existing mailboxes shall be accessible for delivery of mail.

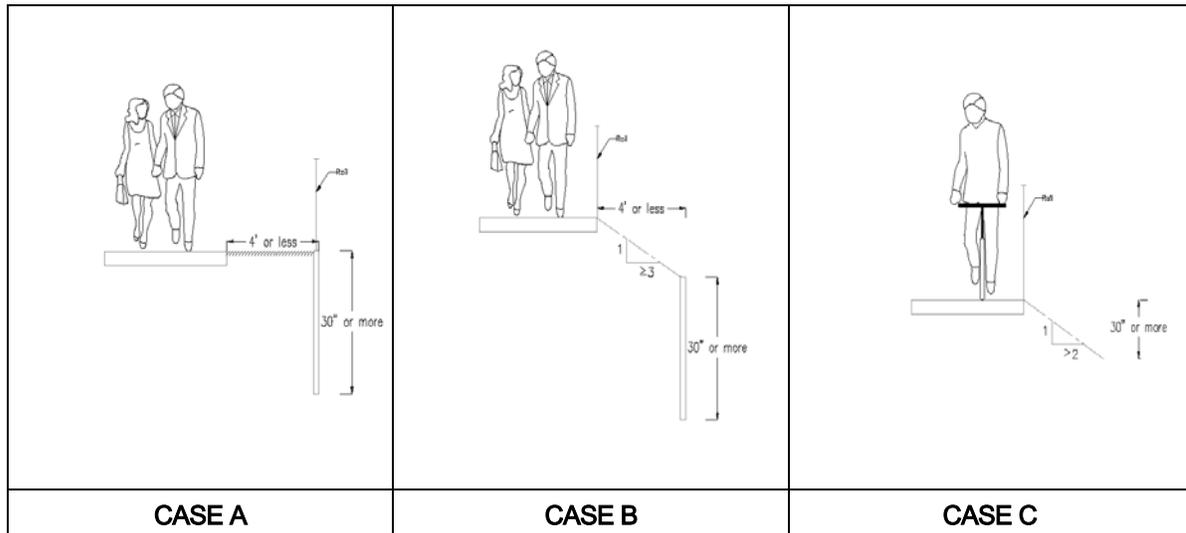
15.4. Steps, Stairways

- A. Steps and stairways, and associated landings from private property shall not extend into the right-of-way.

15.5. Pedestrian Railing

- A. Railings in the right-of-way shall be consistent with Standard Plans 3-24 Pedestrian Railing, and shall be made of anodized aluminum, galvanized steel, or wrought iron.
- B. Railing in the right-of-way shall be installed along a non-motorized transportation facility when there is a drop from the facility of 30 inches or more and:
 - 1. The vertical wall face is less than four feet in horizontal distance from the near side face of the facility. See Figure 15.3, Case A.
 - 2. The vertical wall face is greater than four feet horizontally to the near side face of the facility and the slope to the wall top is steeper than 1V:3H. See Figure 15.3, Case B.
 - 3. The slopes adjacent to the facility average greater than 1V:2H. See Figure 15.3, Case C.
- C. Railings in the right-of-way shall be installed along a non-motorized transportation facility when there is a vertical drop from the facility of 18 inches or more.
- D. Pedestrian railings shall be designed in accordance with Standard Plans ~~3-24 Pedestrian Railing~~, and the WSDOT Standard Specifications.

Figure 15.3 Railing Scenarios



15.6. Cut-and-Fill Slopes

- A. Side slopes shall be 2H:1V or flatter on both fill slopes and cut slopes.
- B. Side slopes shall be stabilized by grass sod or seed, or by other approved plant or surface materials.

15.7. Guardrail

Guardrail shall be provided and installed by the applicant as directed by the Public Works Director. For purposes of warrants, design, and location, all guardrails along public and private roadways shall conform to the criteria of the WSDOT Standard Plans and Specifications.

15.8. Bus Stops

In locations throughout the City, the transit provider recommends bus stop locations. The City shall work with the service provider to provide all final stop locations.

- A. Locations of bus stops shall be designed with safety as a paramount concern. Major arterials with high traffic counts shall be avoided where possible and only allowed with approved bus pull-outs providing pedestrian safety.

Exhibit 3

- B. All permanent bus stop locations shall be identified. This shall include pavement marking and approved signage.
- C. Pedestrian shelters are required at all bus pull-outs, transfer centers, and bus stops as part of frontage improvements for developments. Shelters are to be maintained by the service provider, home owner's association, or apartment owner, whichever is appropriate.
- D. Bus shelter design shall be approved by the Public Works Director.
- E. Advertising is not permitted on bus shelters or benches when placed within the public right-of-way.

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Chapter 16. Surface Treatment

This chapter provides criteria for paving and for restoring traveled ways within the right-of-way.

16.1. General

- A. Hard surfacing including asphalt concrete or Portland cement concrete (PCC) are required within the right-of-way.
- B. Grades steeper than 20 percent (when approved by deviation) must be paved with PCC.
- C. Use of permeable pavement in the right-of-way requires review and a deviation approval by the Public Works Director.

16.2. Asphalt Pavement Design

- A. Arterial Streets
 - 1. Any pavement for arterial streets shall consider the load bearing capacity of the soils, based on actual field tests, and the traffic-carrying requirements of the roadway.
 - 2. The analysis shall include the traffic volume and axle loading, the type and thickness of roadway materials and the recommended method of placement. Pavement sections shall not be less than those required for collector arterials.
 - 3. Pavement design must be prepared by an engineer licensed in Washington State who is proficient in pavement design. Soils tests are required to assess the California Bearing Ratio (CBR) for the subgrade.
- B. Non-Arterial Streets
 - 1. Minimum asphalt pavement sections are identified in Standard Plan 1-05 Typical Local Road as:
 - i. Surfacing: Two inches of Class-B 1/2-inch Hot Mix Asphalt (HMA)-Asphalt Concrete; plus
 - ii. Base: Four inches of 1/2-inch Class-B Asphalt Concrete)HMA over six inches Crushed Surfacing Top Course (CSTC). In areas of pavement

restoration or adjacent to existing pavement, reconstruction shall at a minimum match the existing roadway section.

2. Poor Subgrade

- i. The minimum material thicknesses indicated herein are not acceptable if there is any evidence of instability in the subgrade. This includes free water, swamp conditions, fine-grained or organic soil, slides, or differential settlement. If there are any of these characteristics, the soil shall be sampled and tested sufficiently to establish a pavement design that will support the proposed construction. Any deficiencies, including an R-value of less than 55 or a CBR of less than 20, shall be fully considered and compensated for in the design.

16.3. Pavement Widening

- A. Any widening of an existing roadway, either to add traveled way or paved shoulder, shall have the same surfacing material as the existing roadway. Or meet the minimum thickness standard in section 16.2.
- B. When an existing shoulder is to become part of a proposed traveled way, a pavement evaluation shall be performed. The shoulder area shall match the existing roadway section or pavement design is required to determine if the shoulder is acceptable or if any improvements are necessary. Designs based on these evaluations are subject to review and approval by the Public Works Director. The responsibility for any shoulder material thickness improvement shall be considered part of the requirement for roadway widening.

Chapter 17. Traffic Control Devices

- A. All traffic control devices shall conform to the Manual on Uniform Traffic Control Devices (MUTCD) and City of Sammamish standards.
- B. All signs, such as street name, parking, stop, dead end, speed limit, and non-motorized indicators shall be approved as part of the project plan. The channelization plan showing pavement markings, permanent signing, and crosswalk locations shall be prepared by a licensed engineer.
- C. Temporary traffic control to ensure traffic safety during construction activities shall be provided by the applicant and installed per MUTCD standards.

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DIVISION 3 – SURFACE WATER

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Chapter 18. Surface Water Standards

The following Surface Water Standards apply to all public and private development within the City.

The City of Sammamish has adopted the King County Surface Water Design Manual (KCSWDM) in order to comply with its NPDES II Municipal Stormwater Permit. The version will be as adopted by Ordinance. In addition, the City has adopted an addendum to this manual titled “City of Sammamish Surface Water Design Manual Addendum. This addendum is found at the following website:

<http://www.sammamish.us/departments/publicworks/StormWaterManagement.aspx?page=developers>

The City encourages the use of emerging storm water treatment technologies. Examples of emerging technologies include media filters, catch basin inserts, engineered erosion control products, and low impact development techniques. Proposed emerging technologies must be listed on either the Washington State Department of Ecology’s Technology Assessment Protocol (TAPE) or Chemical Technology Assessment Protocol (CTAPE). The Public Works Director must approve the emerging technology for use.

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DIVISION 4 – CONSTRUCTION AND INSPECTION

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Chapter 19. Construction

19.1. Standards

Construction, workmanship, and materials shall be in accordance with the approved plans, permit conditions, and the standards referenced in this manual.

- A. City of Sammamish Public Works Standard Detailss
- B. Latest edition of Standard Specifications for Road, Bridge, and Municipal Construction M 41-10, WSDOT.
- C. Latest version of the adopted Surface Water Design Manual, ~~King County~~ together with “City of Sammamish Surface Water Design Manual Addendum.
- D. Manual on Uniform Traffic Control Devices (MUTCD), Federal Highway Administration:
<http://mutcd.fhwa.dot.gov/>

19.2. General

- A. Work Hour Restrictions
 - 1. Construction activities and noise shall meet the requirements of SMC 16.05.030.
- B. Survey Monuments
 - 1. Anyone performing construction, maintenance, or other work in Sammamish must protect all survey monuments within the area of work.
 - 2. The applicant is responsible for all contractors working for him/her. If it is necessary to disturb a survey monument, the City Project Inspector must be notified and a permit from the Department of Natural Resources must be obtained before the disturbance occurs.
 - 3. Failure to comply with Washington State requirements (RCW 58.04.015) regarding monument removal or destruction is a gross misdemeanor and is punishable by a fine and/or imprisonment, and liability for the cost of reestablishment.
 - 4. Monuments shall be placed at the following locations:

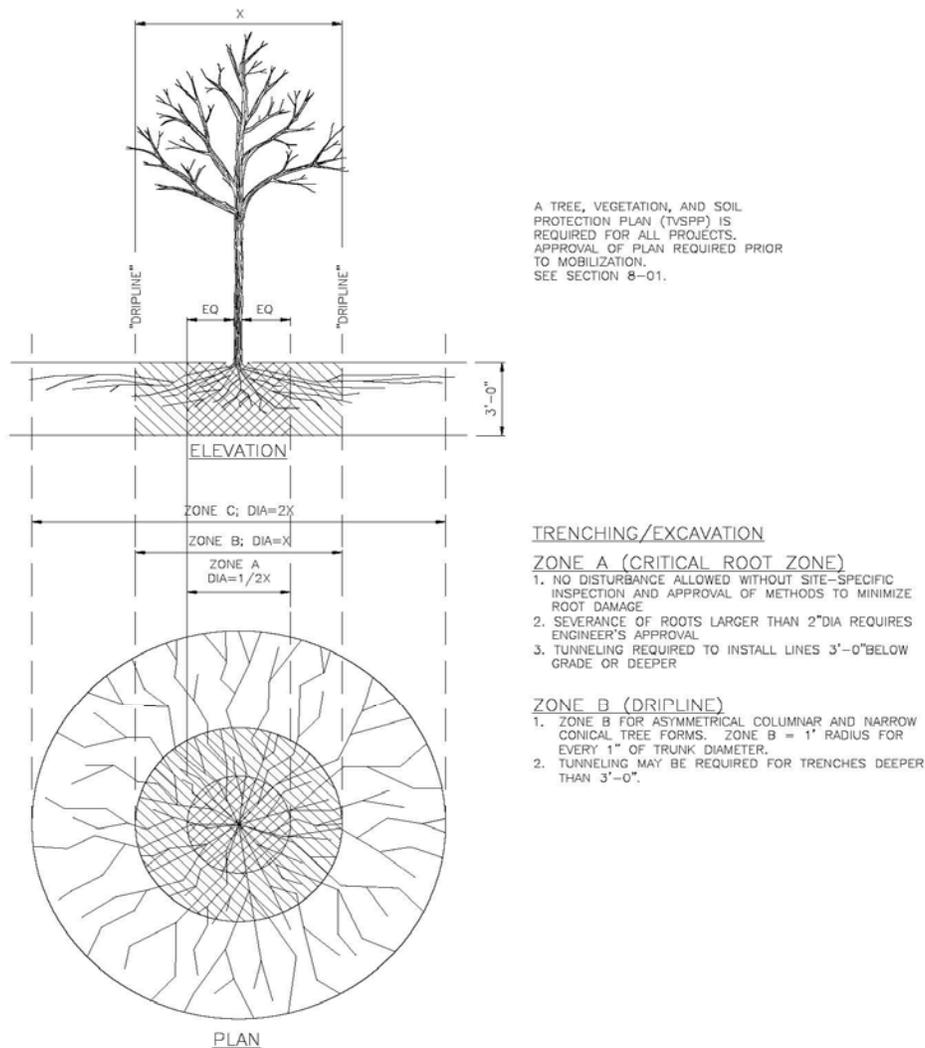
- i. All street intersections.
- ii. At the points of curvature (PC) and points of tangency (PT) of all horizontal curves and at the point of intersection (PI) if it lies in the travelled roadway.
- iii. At all DLC corners, section corners, quarter corners, and sixteenth corners that fall within the subdivision. Where these points fall outside of the pavement or sidewalks, a poured-in-place monument per City of Sammamish standards shall be set so that the top of the monument is one foot below the surface of the ground.

C. Vegetation

1. Drainage areas must be protected during construction. If an area has any type of channel/drainage swale that provides a hydrologic connection to a sensitive area(s) or wetland, the channel must also be protected throughout the construction phase by fencing and use of erosion control measures to prevent untreated construction site runoff from flowing into the channel.
2. Trees and tree root systems must be protected utilizing the following methods:
 - i. Reducing soil compaction during the construction phase by protecting critical tree root zones;
 - ii. Prohibiting the stockpiling or disposal of excavated or construction materials in the vegetation retention areas to prevent contaminants from damaging vegetation and soils;
 - iii. Avoiding excavation or changing the grade near trees that have been designated for protection. If the grade level around a tree is to be raised, a dry rock wall or rock well shall be constructed around the tree. The diameter of this wall or well shall be at least equal to the diameter of the tree canopy plus five feet; and/or
 - iv. Restricting trenching and excavation in critical tree root zone areas; (See Figure 19.1 Tree Protection Right of Way); and/or

- v. Preventing wounds to tree trunks and limbs during the construction phase. In the event that a tree is damaged during construction, a licensed arborist shall inspect and determine if replacement is needed.

Figure 19.1 Tree Protection – Right-of-way



D. Permanent Traffic Control

1. All channelization and pavement markings, such as raised pavement markers, paint, thermoplastics, etc., shall be pre-marked by a City-approved striping contractor, and the layout approved by the City Inspector, prior to permanent installation by the contractor. Approval shall require a three working day advance notice.

2. The Applicant shall maintain traffic control devices in a condition acceptable to the City until the permit is final. The Applicant must maintain signs in good condition until the development and right-of-way are accepted by the City. Any damaged signs will be replaced by the applicant at her/his expense.

E. Cleanup, Incidental and Collateral Damage

1. The street right-of-way, material storage sites, construction staging areas, and all other areas affected by the work shall be left neat and presentable, and shall be fully restored to pre-existing or better condition.
2. Costs associated with site cleanup and restorations are integral to the project. If the City incurs additional cleanup costs, these costs shall be billed to the Applicant or contractor. Moreover, except as provided in RCW 19.122.030, any damage or destruction to existing public or private facilities done during the course of work shall be restored at the Applicant's or contractor's expense. This includes restoration of all traffic devices and pavement markings. The Public Works Director shall determine the extent of damage and order the scope and type of restoration.

19.3. Temporary Traffic Control

- A. A traffic control plan shall be prepared for any activities within the right-of-way that disrupt traffic patterns for long periods.
- B. A temporary traffic control (work zone) plan must be submitted and approved before beginning any work requiring traffic control for intermittent periods.
- C. The Inspector shall approve field adjustments to traffic control to meet actual conditions.
- D. The traffic control plan shall be consistent with the standards defined in the MUTCD. All of the following basic principles and standards must be observed by all those who perform work within a street right-of-way.
 1. Work areas are safe and congestion is minimized; and
 2. Motorized and non-motorized traffic is warned, controlled, and protected; and
 3. Emergency access is maintained; and

4. All traffic is expedited through the work zone in a safe and timely manner.
- E. The traffic control plan must allow for continued emergency services access to and through the work site. The plan shall contain adequate connections and clear signage for pedestrian and business disruption.
1. The traffic control plan shall show existing right-of-way conditions, such as accesses, channelization, lane widths, all traffic control devices, bicycle/pedestrian paths, bus stops, and pavement edge.
 2. If steel plates are approved for use, the plates shall be non-skid, shimmed and pinned and cold mix asphalt ramps shall be added to provide suitable transition from the roadway to the top of the steel plates.
 3. If the contractor work includes grooved pavement, abrupt lane edges, steel plates, or loose gravel, the roadway must be posted with signs stating the condition, as required by current law in RCW 47.36.200.

19.4. Staking

- A. At a minimum, items that require staking include property corners, subgrade elevations, slope (grade) stakes, right-of-way location, drainage structures (with cut/fill to grate or lid) and other permanent structures including signal and light pole bases, junction boxes, utility vaults, controllers, etc.
- B. In the right-of-way, all surveying and staking must be performed by an engineering or surveying firm capable of performing such work. The engineer or surveyor directing such work will be licensed by the State of Washington.
- C. A pre-construction meeting must be held with the City prior to commencing staking. The minimum staking of streets will be as follows:
1. Stake centerline alignment every 25 feet (50 feet in tangent sections), points of vertical curvature (PVCs), points of vertical tangency (PVTs), high points and low points with cuts and/or fills to subgrade; and
 2. Stake top of ballast and top of crushed surfacing at centerline and edge of pavement at the above described intervals; and

3. Stake top back of curb at a consistent offset for vertical and horizontal alignment at the above described intervals with cuts and/or fills to subgrade; and
4. Staking will be maintained by the applicant throughout construction period.

19.5. Trenches

A. General

1. The Public Works Director shall require trenchless methods such as boring or jacking) when it is demonstrated that trenching methods are not possible due to surface and subsurface conflicts or soil conditions, or b) when the utility is installed after reconstruction or overlay of the road.
2. Open trench sides shall be kept as nearly vertical as possible and follow WISHA safety requirements.
3. When ground water is anticipated or encountered during trenching, a dewatering plan must be provided for approval.

B. Backfill

1. All subgrade will be compacted to 95 percent maximum density as described in Section 2-03 of the latest version of the WSDOT Standard Specifications;
2. Crushed surfacing materials used for backfill will conform to Section 4-04 of the latest version of the WSDOT Standard Specifications;
3. Granular material will conform to Section 9-03.19 of the latest version of WSDOT Standard Specifications;
4. Native material may only be used if deemed acceptable by the City. Soils test are required to determine if the material is acceptable and to test for adequate compaction;
5. Controlled Density Fill (CDF) shall meet the requirements of 2-09.3 of the WSDOT Standard Specifications. CDF shall not be used within 10 feet of a steam line.

C. Temporary Trench Closure

1. Trenches that will receive traffic or that will be left open overnight before final restoration shall be covered by a temporary patch or by installation of steel plates. The temporary patch material can be hot mix, cold mix, or asphalt-treated base (ATB) dumped directly into the trench, bladed out, and compacted. The trench must be filled flush to the surrounding surfaces to provide a smooth riding surface.
2. Use of steel plates requires approval from the Inspector. If approved, follow section 28.4 of this chapter.
3. Steel plate(s) shall cover CDF for at least 48 hours prior to pavement placement.
4. Prior to predicted or possible snow events, the Inspector must be notified of all steel plate locations.

19.6. Traffic Signal Loops

- A. Coordination of disruptions to signal loops during construction will occur at the project pre-construction meeting.
- B. No splicing of traffic signal loops shall be permitted within the roadway.

19.7. Sidewalks

- A. Where approved, temporary sidewalks shall be at least five feet wide, except temporary sidewalks installed during construction in accordance with Chapter 7.5, Frontage Improvements.
- B. Permanent Sidewalks
 1. During removal, panels shall be removed to the nearest complete and competent panel.
 2. Installation:
 - i. See Standard Plan 3-09 Sidewalk,
 - ii. Install an 18-inch root barrier placed between trees and sidewalks/curbs/driveways;

- iii. Use Class 4000 PCC four-inches thick with a non-slip broom finish, except driveway approaches, where the concrete shall be six-inches thick;
- iv. The concrete shall be placed and finished per WSDOT Standard Specifications 8-14.3(3);
- v. All concrete shall be free of postmarks, graffiti, footprints, and tire marks prior to acceptance;
- vi. Concrete sidewalks shall be cured for at least 72 hours before it can be used. During curing time, sidewalk must be protected from pedestrian and vehicle traffic;
- vii. An expansion joint consisting of 3/8-inch or 1/4-inch x 2-inch, full depth of pre-molded joint material shall be placed around fire hydrants, poles, posts, utility castings, and along walls or structures in paved areas;
- viii. An expansion joint consisting of 3/8-inch or 1/4-inch x 2-inch of pre-molded full depth joint material shall be placed in curbs and sidewalks at 10-foot intervals and at sides of drainage inlets. When curbs and/or sidewalks are placed by slip-forming, a pre-molded strip up to 1/2-inch thick and up to full depth shall be used;
- ix. Expansion joints in sidewalks shall match the joints in the curb whether the sidewalk is adjacent to the curb or separated by an amenity zone;
- x. Tool joints consisting of 1/4-inch V-grooves shall be made in the sidewalk at intervals equal to the width of the sidewalk;
- xi. Interface between curb and adjacent sidewalks on integral pour construction shall be formed with 1/4-inch radius edging tool. On separate pour construction an expansion joint consisting of 3/8-inch or 1/4-inch x 2-inch full depth premolded joint material shall be placed between the curb (or thickened asphalt edge) and the adjacent sidewalk.

19.8. Landscaping

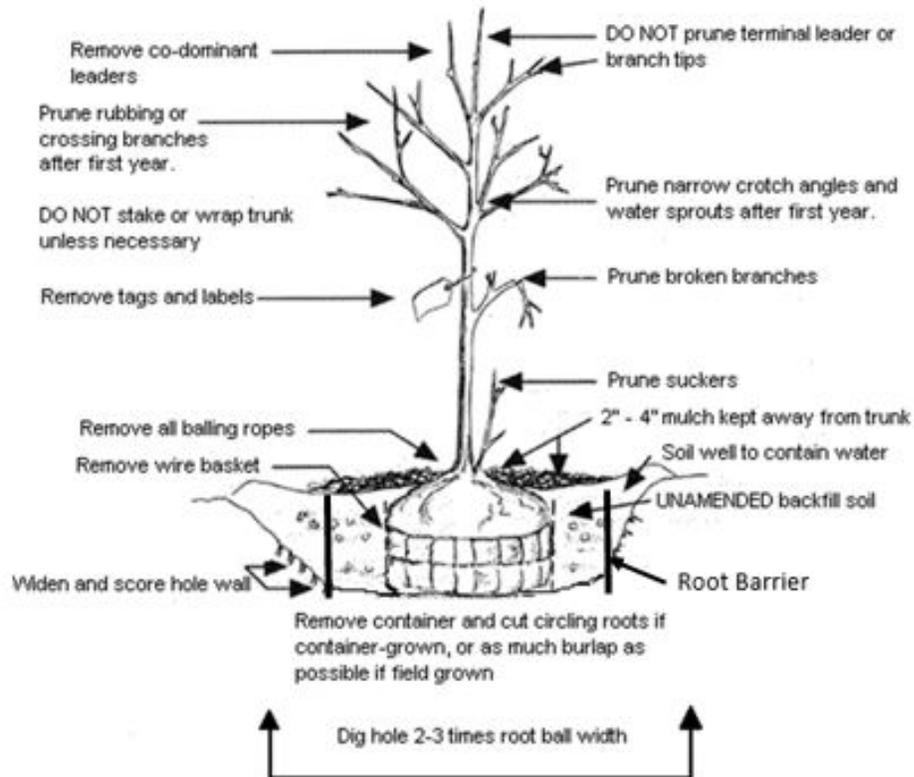
A. Soil

1. All disturbed soils that do not have structures on them shall be remediated according to BMP T5.13 Post Construction Soil Quality and Depth (Stormwater Manual); except
2. Soils for improvements, such as bio filtration and raingardens, shall meet specified material and installation requirements.

B. Trees

1. Installation of trees shall follow all notes shown in Figure 19.2 – Tree Installation – Right-of-Way.
- 1.2. Root barrier shall be required for all landscaping within amenity strips (aka landscape strips) within or adjacent to public roadway or drainage facilities.

Figure 19.2 Tree Installation – Right-of-way



19.9. Grading

- A. Amenity zone: The final grade of soil surfaces in planting strips must accommodate runoff from sidewalk surfaces cross-sloped to drain toward the street.
- B. Tree pits and location
 - 1. Tree wells shall be graded to provide a soil surface two inches below the adjacent sidewalk and curb elevation, and shall then be top-dressed with bark or wood chips to surrounding grade.

19.10. Curb, Gutter, Access Approach

- A. Type A vertical curb and gutter shall be used on all street classifications. Refer to Standard Plan 03-12 Curbs.
- B. All curb and gutter shall be constructed with Class 4000 PCC furnished and placed in accordance with WSDOT Standard Specifications, Sections 6-02, 8-04, and 8-14. Cold weather precautions as set forth in WSDOT Standard Specifications Sections 5-05.3(14) and 6-02.3(6) shall apply.
- C. All curb removals shall be to the nearest joint.
- D. Subgrade compaction for curbs, gutters, and sidewalks shall meet a minimum 95 percent of maximum density ASTM D1557.
- E. Extruded curb is not allowed in the public right-of-way, unless it is temporary and approved by the Public Works Director.
 - 1. When temporarily allowed, extruded cement concrete curb shall be anchored to existing pavement by either steel tie bars or adhesive in conformance with WSDOT Standard Specification Section 8-04.
 - 2. When temporarily allowed, extruded asphalt curb shall be anchored by means of a tack coat of asphalt in accordance with WSDOT Standard Specification Section 8-04.
 - 3. A concrete access approach must have a construction joint at the right-of-way line.

19.11. Pavement Restoration

- A. General: Anyone cutting into and removing an area of the roadway surface in the right-of-way is responsible for permanent pavement restoration.
 - 1. Temporary cold mix patches must be installed within 3 days.
 - 2. Final pavement restoration must be completed within 30 days of trench closure.
 - 3. Concrete Pavement
 - i. Concrete roadways shall be restored to the nearest full panel.

- ii. Concrete shall be replaced or patched with concrete per Section 5-05 and Section 6-02.3(2) B.
- iii. Any concrete pavement traffic lane affected by the trenching shall have all affected panels replaced.
- iv. Concrete pavement shall be connected to existing concrete pavement with dowels and epoxy and restored with a WSDOT approved mix.
- v. Concrete pavement shall be restored consistent with WSDOT Standard Plan A-60.10-02.

B. Asphalt Pavement

- 1. Refer to Standard Plan for Trench-Pavement Restoration.
- 2. Asphalt pavement removal shall be by full depth saw cut or drum grinder.
- 3. Asphalt pavement cut widths, based on the final trench width, however, the Inspector shall extend cut limits to competent roadway pavement.
- 4. The Inspector shall approve the restoration limits before restoration begins.

Table 19.1 Pavement Cut Dimensions

TRENCH DEPTH (FT)	MINIMUM CUT BEYOND TRENCH (FT) ALL FOUR SIDES
Up to 4	1.0
More than 4 up to 6	1.5
More than 6 up to 8	2.0
10	2.5
12	3.0
14	3.5
16	4.0
18	4.5
20	5.0

Resource: Utility Cuts in Paved Roads, FHWA-SA-97-049

5. Cuts in asphalt must be wide enough to accommodate compaction equipment.
6. Cuts shall be expanded to include joints, panel edges, existing patches, or cracks within four feet of the opening.
7. Cuts shall be expanded to ensure that new longitudinal joints are not located in a wheel path.
8. The cut face shall be neat, straight, and vertical. The corners shall be square.
9. When an existing asphalt paved street is to be widened, the edge of pavement shall be saw-cut to provide a clean, vertical edge for joining to the new asphalt at the time of the placement of the new asphalt. After placement of the new asphalt section, the joint shall be sealed.
10. When a pavement cut extends beyond half the travel lane’s width, the pavement repair shall be extended to include the full width of the travel lane.

C. Overlay

1. A public street shall be overlaid as indicated when any of the following conditions exist:

- i. Utility installation parallel to the pavement centerline requires half-street overlay from the centerline to the curb line for the entire length of the utility extension. If the utility trenching encroaches on both sides of the centerline, a full width street overlay will be required;
- ii. Utility installation consisting of three or more perpendicular (transverse) trenches within 150 feet, measured along the pavement centerline, requires overlay from the curb line to the centerline for the full length plus 5 feet on each end. If a trench extends beyond the centerline, a full width street overlay will be required;
- iii. Utility installation at an angle to the pavement centerline: requires an overlay from the centerline to the curb line for the entire length plus 5 feet on each end of the utility installation. If the utility trenching encroaches on both sides of the centerline, a full width street overlay will be required;
- iv. Road cuts are made in a moratorium overlay street that has been resurfaced or constructed within the last 5-years
- v. Plane existing road at ends of the overlay perpendicular to the roadway for at least 40 feet for arterials and 15 feet for non-arterial roadways to provide a flush transition. For half-street or full-street overlays, planing (grinding) of the entire paving area is required (centerline to gutter or gutter to gutter). All asphalt joints and tapered transitions shall be sealed with AR4000 or equivalent.

D. Testing

- 1. Prior to placing any asphalt surface materials on the roadway, the Inspector shall review and approve density test reports, certified by a professional engineer, for the crushed surfacing base course and the crushed surfacing top course.
- 2. Testing shall be performed by a certified independent testing laboratory. The cost of testing is the responsibility of the franchise utility or contractor. The testing and approval by the Inspector does relieve the contractor from any liability for the trench restoration.

Exhibit 3

3. Material testing shall be required for trench backfill (native or imported), asphalt, and concrete.
4. All densities shall be determined by testing specified in WSDOT Standard Specifications.
5. Compaction of all lifts of asphalt shall be 91 percent of maximum density as determined by WSDOT Standard Specifications.
6. Testing of CDF shall be in accordance with WSDOT Standard Specifications.
7. The compaction tests in back filled trenches shall be performed in maximum increments of two feet. The number of tests required shall be determined per square feet of compaction area as follows:
 - i. One test for less than 50 square feet;
 - ii. Two tests for 50 to 100 square feet;
 - iii. Three tests for 100-plus to 300 square feet;
 - iv. One test for every 200 square feet over 300 square feet or every 100 lineal feet of crushed rock.
 - v. Proof rolling shall be required by the inspector prior to asphalt installation.

Chapter 20. Inspection

The City's inspectors inspect work performed under an approved permit. Public Works right-of-way inspectors provide inspection services for permitted right-of-way development, site development and franchise permits in the right-of-way.

- A. Inspections for the City's capital improvement projects (CIP) are governed by the CIP contract and are not addressed in this manual.
- B. The following pertains to inspections by Public Works ROW Inspectors.

20.1. Authority and Duties of Inspectors

- A. The Inspector functions as a resource for Permittees and contractors. At a minimum the Inspector:
 - 1. Conducts field investigations;
 - 2. Interprets and applies standards;
 - 3. Troubleshoots and assists with field changes;
 - 4. Monitors compliance with permit conditions;
 - 5. Monitors utilities protection;
 - 6. Monitors traffic control and pedestrian access;
 - 7. Monitors excavation, shoring, backfill and restoration, and public safety;
 - 8. Reviews the Stormwater Pollution Prevention Plan during construction;
 - 9. Reviews as-constructed drawings (record drawings).
- B. The Inspector has the authority to reject defective material and suspend work that is being done improperly. The Inspector may advise the Applicant or contractor of any faulty work or materials; however, failure of the Inspector to advise the Applicant or contractor does not constitute acceptance or approval. The Inspector has the authority to require revisions to approved engineering plans when necessary due to conflicting field conditions.

- C. The Inspector is not authorized to revise, alter, or relax the provisions of these standards. Such changes must be approved by the Public Works Director through the deviation process outlined in Appendix H of these standards.

20.2. Requirements

- A. At all times during construction, the Applicant/contractor must have the issued permits and approved plans and specifications on the job site.
- B. All construction or work for which a permit is required shall be subject to inspection by the City. The City may inspect any project at any stage of the work to determine that adequate control is being exercised.
- C. Approval as a result of an inspection shall not be construed to be an approval of a violation of approved standards or City ordinances.
- D. It shall be the duty of the Applicant to cause the work to remain accessible and exposed for inspection purposes. Failure to notify the City of readiness for inspection in a timely manner will result in the requirement to remove and/or replace buried or hidden elements. The City shall not be liable for the expense entailed in the removal or replacement of any material required to allow an inspection to occur.
- E. Site and right-of-way inspections may include the items listed below. Specific inspections are determined at the pre-construction meeting:
 - 1. Survey monuments;
 - 2. Survey stakes;
 - 3. Construction staking prior to construction, including contour lines of boundaries and depth of all existing floodplains, wetlands, channels, swales, streams, storm drainage systems, roads (low spots), bogs, depressions, springs, seeps, swales, ditches, pipes, groundwater, and seasonal standing water; property corners, subgrade elevations, slope (grade) stakes, right-of-way location; field verification of existing and proposed grading contours; work limits and clearing limits; and foundation form elevations (before concrete is poured);
 - 4. Stormwater Pollution Prevention Plan installation and maintenance;

- i. Including prompt street sweeping and prevention of tracked dirt on adjacent streets;
- ii. Native vegetation protection and critical area buffers;
- iii. Locations of proposed infiltration facility areas to be protected;
- iv. Staging and stockpile areas;
- v. Construction traffic routing, traffic control, signage and channelization;
- vi. Surface water facilities – materials and installation;
- vii. Retaining walls;
- viii. Utility installation depth and location;
- ix. Pavement cuts;
- x. Trench backfill/compaction;
- xi. Roadway centerline elevations;
- xii. Elevations at curb radii, PVC's, PVI's, and PVT's;
- xiii. Right-of-way pavement restoration;
- xiv. Landscaping installation and restoration plants, root barriers, and irrigation;
- xv. Clean-up;
- xvi. Record drawing with as-constructed information;
- xvii. Punch list.

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APPENDIX A - ACRONYMS AND DEFINITIONS

These acronyms and definitions are for use with this Engineering Development Manual. Unless specifically defined below, words or phrases used in this manual shall be interpreted to give them the meaning they have in common usage and to give this manual its most reasonable application.

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Acronyms

AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APWA	American Public Works Association
ASTM	American Standards for Testing Materials
ATB	Asphalt treated base
BMP	Best Management Practices
C	Long Chord Length (straight line between PC and PT) – horizontal curve
CDF	Controlled Density Fill
CFR	Code of Federal Regulations
CSTC	Crushed Surfacing Top Course
CWA	Clean Water Act
DCD	City of Sammamish Department of Community Development
DNR	Department of Natural Resources
<i>e</i>	Rate of Super elevation – horizontal curve
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Association
HMA	Hot Mix Asphalt
HPA	Hydraulic Project Approval

Exhibit 3

ITE	Institute of Transportation Engineers
JARPA	Joint Aquatic Resource Permit Application
KCSWDM	King County Surface Water Design Manual
L	Curve Length – horizontal curve
MUTCD	Manual on Uniform Traffic Control Devices, current edition
NAD	North American Datum, horizontal, of 1983/1991
NAVD	North American Vertical Datum
NGVD	National Geodetic Vertical Datum of 1929
NPDES	National Pollutant Discharge Elimination System
NTU	Nephelometric Turbidity Units
PC	Point of Curvature (point at which the curve begins) – horizontal curve
PCC	Portland Cement Concrete
PI	Point of Intersection (point at which the two tangents intersect) – horizontal curve
PIT	Pilot Infiltration Test
PROWAG	Public Right of Way Accessibility Guidelines
PSE	Puget Sound Energy
PT	Point of Tangent (point at which the curve ends) – horizontal curve
PVI	Point of vertical interception (intersection of initial and final grades) – vertical curve
PW	Public Works
PWS	Public Works Standards

Exhibit 3

R	Radius – horizontal curve
SMC	City of Sammamish Municipal Code
SWPE	Solid Wall Polyethylene
SWPPP	Stormwater Pollution Prevention Plan
T	Tangent Length – horizontal curve
TESC	Temporary erosion and sediment control
TIR	Technical Information Report
TIP	Transportation Improvement Plan
TSS	Total Suspended Solids
WAC	Washington Administrative Code
WISHA	Washington Industrial Safety and Health Administration
WSDOT	Washington State Department of Transportation

Definitions

Access. The safe, adequate, and usable ingress/egress (entrance/exit) between private property and the public street system. Usually defined at the right-of-way/property line.

Adverse Effect or. Effect that is a direct or indirect result of a proposed action, or its interrelated or interdependent actions, and the effect is not discountable, insignificant, or beneficial. In the event that the overall effect of the proposed action is beneficial, but is also likely to cause some adverse effects, then the proposed action is considered to result in an adverse effect.

Alley. A service roadway, not designed for general travel, providing a means of automobile, service vehicle, or emergency vehicle access to abutting property and not intended for primary traffic or pedestrian circulation.

Alignment. The route of the road or other facility, defined as a series of horizontal tangents and curves.

Amenity Zone. That area, adjacent to the curb or paved roadway and within the right-of-way, which is commonly landscaped, but may include other features for the City's benefit such as utilities, traffic signs, mailboxes, rain gardens, etc.

Annual Average Daily Traffic. Daily traffic that is averaged over one calendar year.

Average Daily Traffic (ADT). The average number of vehicles passing a specified point during a 24-hour period.

Average Weekly Traffic (AWT). The average number of vehicles passing a specified point turn a 7-day period.

Applicant. Any person, governmental agency, or other entity that executes the necessary forms to procure official approval of a project or a permit to carry out construction of a project within the City ROW. This could be the property owner, contractor, developer or permittee.

As-Constructed. Actual surveyed locations of constructed elements. As-constructed (or as-built) information is included on Record Drawings.

Auxiliary Lane. The portion of the roadway adjoining the traveled way for parking, turning, or other purposes supplementary to through-traffic movement.

Best Management Practices. When used with reference to stormwater it is defined as: Schedules of activities, restrictions, maintenance procedures, and structural and/or managerial practices, that when used singly or in combination, prevent or reduce the release of pollutants and other adverse impacts to Waters of the State.

Bicycle Facilities. A general term denoting improvements and provisions to accommodate or encourage bicycling, including parking and storage facilities, and shared roadways specifically designated for bicycle use. AASHTO

Bicycle Lane or Bike Lane. A portion of a roadway which has been designated by pavement markings and, if used, signs, for the preferential or exclusive use of bicyclists. AASHTO

Bicycle Path or Bike Path. A pathway that is exclusively used by bicyclists, where a separate, parallel path is provided for pedestrians and other wheeled users. Most pathways are shared between bicyclists and other users: see Shared Use Path. AASHTO

Bikeway. A generic term for any road, street, path or way which in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes. AASHTO

Building. Any structure used or intended for supporting or sheltering any use or occupancy.

Bulb. Area for vehicle turnaround typically located at the end of a cul-de-sac street.

City. The City of Sammamish.

City Engineer. The City of Sammamish City Engineer or designee.

Clear sight triangle. An area of unobstructed vision at street intersections or street and driveway intersections defined by lines of sight between points at a given distance from the intersection of street and/or driveway lines.

Clearance. The minimum distance between elements in, under and above the street right-of-way.

Clearing. The cutting, moving or removal of vegetation from a site by physical, mechanical, chemical, or other means which exposes the earth's surface or any actions which disturb the existing ground surface. This does not mean landscape maintenance or pruning consistent with accepted horticultural practices. Clearing is an activity, which does not require reforestation per an approved Forest Practices Application/Notification issued under the Forest Practices Act.

Commercial Driveway. A driveway which is used to provide access to business and non-single family residential enterprises, including but not limited to sales, service, industry, churches or other quasi-public buildings

Comprehensive Plan. The latest edition of the plan and amendments as described in SMC Chapter 24.

Conveyance System. Natural and man-made drainage features that collect, contain, and convey surface water. Natural drainage features include swales, streams, rivers, lakes, and wetlands. Man-made features include swales, gutters, ditches, pipes, and detention/retention facilities.

Critical Areas. Critical areas as defined in SMC Chapter 21A.

Cross Section. Vertical section of a roadway showing the position and number of vehicle and bicycle lanes and sidewalks, along with their cross slope or banking. Cross sections also show drainage features, utilities, pavement structure, and other items outside the category of geometric design.

Cul-de-Sac. The circular turnaround at the terminus of a street end.

Crosswalk. The portion of the roadway between the intersection area and a prolongation or connection of the farthest sidewalk line or in the event there are no sidewalks then between the intersection area and a line 10 feet there from, except as modified by a marked crosswalk. See RCW 46.04.160

Dead End. Street End. A road or street without an exit.

Declaration of Covenant. A legal document between the City and persons holding title to the property requiring the titleholder to perform required maintenance and repairs on drainage facilities necessary to meet the City's specified standards within a reasonable time limit.

Design Speed. A selected speed used to determine the various geometric features of the roadway.

Developer. The person or entity that owns or holds purchase options or other development control over property for which development activity is proposed.

Development (Land Use). The division of a parcel of land into two or more parcels; the construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any structure; any mining, dredging, drilling, paving, clearing, or grading; changes to surface or ground waters; or any use, change of use, or extension of the use of land. See SMC Chapter 19.

Development (Flood). Any man-made change to improved or unimproved real estate in the Regulatory Floodplain, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, storage of equipment or materials, subdivision of land, removal of more than five percent of the native vegetation on the property, or alteration of natural site characteristics. For definition related to surface water, refer to the Stormwater Manual.

Development Project. Any project submitted to the City for permitting and construction within the City of Sammamish City limits.

Development Review Engineer. Public Works Department Engineer that is responsible for the review of a development.

Deviation. Written permission from the City to depart from the requirements of the Public Works Standards.

Director. The Public Works Director or designee, except that when referring to enforcement of permitting and review processes defined in SMC Chapter 21A Director shall mean the Director of Community Development or designee.

Discharge. To throw, drain, release, dump, spill, empty, emit, or pour forth any matter or to cause or allow matter to flow, run or seep from land or be thrown, drained, released, dumped, spilled, emptied, emitted or poured into water.

Drainage. Collection, conveyance, containment, and/or discharge of surface water and stormwater runoff.

Driveway. The ~~on-site portion of an~~ indirect access between a property and public right-of-way or access tract.. Driveway is privately owned and maintained.

Driveway Approach. That area of an access to a property lying between the pavement edge of the intersecting street and the right-of-way/property line.

Driveway Apron. See Driveway Approach.

Easement. A grant by a property owner of an interest and/or the use of a strip of land by the public, an entity, or person for specific purposes.

Emergency Vehicle Access. An all-weather drivable surface that is constructed and maintained for emergency vehicle access.

Emerging Technologies. Stormwater Treatment technologies that have not been evaluated with Department of Ecology approved protocols, but for which preliminary data indicate they may provide a necessary function(s) in a stormwater treatment system

Engineer Geotechnical. A practicing, professional civil engineer licensed by the State of Washington, who has at least four years of professional employment as a geotechnical engineer.

Engineer – Professional. An engineer, licensed to practice in the State of Washington as a Professional Engineer.

Engineer – Soils. See Engineer – Geotechnical.

Engineering – Geotechnical. The application of soil mechanics in the investigation, evaluation, and design of civil works involving the use of earth materials and the inspection or testing of the construction thereof.

Engineering – Geologist. A geologist certified by the State as experienced and knowledgeable in engineering geology.

Engineering – Geology. The application of geologic knowledge in the investigation and evaluation of naturally occurring rock and soil for use in the design of civil works.

Eyebrow. A partial bulb located adjacent to the serving road that provides access to lots and serves as a vehicle turnaround.

Financial Guarantee. A surety, bond, cash deposit, escrow account, assignment of funds, irrevocable letter of credit, or other means acceptable to the City to guarantee acceptable performance, execution, completion of the work and maintenance, in accordance with the project's approved plans and in accordance with all applicable governmental requirements.

Fire Apparatus Access Road. As defined in the International Fire Code.

Fire Lane. As defined in the International Fire Code.

Fixed Object. An object having properties greater than a four-inch by four-inch wooden post.

Frontage. Any lot line abutting street right-of-way.

Frontage Improvements. Motorized and non-motorized facilities, transit facilities, utilities, landscaping, and other such features located within the public right-of-way.

Grading. See Land Disturbing Activity.

Ground Disturbance. See Land Disturbing Activity.

Grubbing. The removal and disposing of all unwanted vegetative matter from underground, such as sod, stumps, roots, buried logs and other debris.

Half-Street. A street constructed utilizing at least half the regular width of the right-of-way and permitted as an interim facility pending construction of the other half.

Hard Surface. An impervious surface, a permeable pavement, or a vegetated roof.

Impervious Surface. A hard surface area, which either prevents or retards the entry of water into the soil mantle as under natural conditions prior to development. A non-vegetated area, which causes water to run off the surface in greater quantities or at an increased rate of flow from that present under natural conditions prior to development. Common impervious surfaces include, but are not limited to, roof tops, walkways, patios, driveways, parking lots or storage areas, concrete or asphalt paving, gravel roads, packed earthen materials, and oiled macadam or other surfaces which similarly impede the natural infiltration of stormwater. Open, uncovered retention/detention facilities shall not be considered as impervious surfaces for the purposes of determining whether the thresholds for application of minimum requirements are exceeded. Open, uncovered retention/detention facilities shall be considered impervious surfaces for purposes of runoff modeling.

Improvements. Any improvement to public, real, or personal property, including but not limited to, installation of streets, roads, pedestrian/bike facilities, streetlights, landscape features, sewer and waterlines, bridge structures, storm drainage facilities, and traffic control devices.

Infiltration. The downward movement of water from the surface to the subsoil.

Inspector. Designee of the Public Works Director or City Engineer.

Internal Street. A road that is contained within the development.

Intersection. The area from the intersection of a roadway to the radius tangent point or stop bar on each approach, whichever is greater.

Land Disturbing Activity. Any activity that results in movement of earth, or a change in the existing soil cover (both vegetative and non-vegetative) and/or the existing soil topography. Land disturbing activities include, but are not limited to clearing, grading, grubbing, filling, and excavation. Compaction that is associated with stabilization of structures and road construction shall also be considered a land disturbing activity. Vegetation maintenance is not considered land disturbing activity. Stormwater facility maintenance is not considered a land-disturbing activity if conducted according to established standards and procedures.

Land Surveying. Establishment of corners, lines, boundaries, and monuments, the laying out and subdivision of land, the defining and locating of corners, lines, boundaries and monuments

of land after they have been established, the survey of land areas for the purpose of determining the topography thereof, the making of topographical delineations and the preparing of maps and accurate records thereof, when the proper performance of such services requires technical knowledge and skill.

Landing. A road or driveway approach area to any public or private road or intersection.

Loop. Road of limited length forming a loop, having no other intersecting road, and functioning mainly as direct access to abutting properties. A loop may be designated for one-way or two-way traffic.

LID Best Management Practices. Distributed stormwater management practices, integrated into a project design, that emphasize pre-disturbance hydrologic processes of infiltration, filtration, storage, evaporation, and transpiration. LID BMPs include, but are not limited to, bio retention/rain gardens, permeable pavements, roof downspout controls, dispersion, soil quality and depth, minimal excavation foundations, vegetated roofs, and water re-use.

Low Impact Development (LID). A stormwater and land use management strategy that strives to mimic pre-disturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration by emphasizing conservation, use of on-site natural features, site planning, and distributed stormwater management practices that are integrated into a project design.

Low Impact Development (LID) Principles. Land use management strategies that emphasize conservation, use of on-site natural features, and site planning to minimize impervious surfaces, native vegetation loss, and stormwater runoff.

Maintenance. Repair and maintenance includes activities conducted on currently serviceable structures, facilities, and equipment that involves no expansion or use beyond that previously existing and results in no significant adverse hydrologic impact. It includes those usual activities taken to prevent a decline, lapse, or cessation in the use of structures and systems. Those usual activities may include replacement of dysfunctional facilities, including cases where environmental permits require replacing an existing structure with a different type structure, as long as the functioning characteristics of the original structure are not changed. One example is the replacement of a collapsed, fish blocking, round culvert with a new box culvert under the same span, or width, of roadway. Concerning stormwater facilities, maintenance includes

assessment to ensure ongoing proper operation, removal of built up pollutants (i.e. sediments), replacement of failed or failing treatment media, and other actions taken to correct defects as identified in the maintenance standards of the latest version of the City of Sammamish Stormwater Drainage Manual.

Municipal Separate Stormwater System (MS4). A conveyance, or system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, manmade channels, or storm drains), owned or operated by the state, City, county, or special purpose district having jurisdiction over disposal of wastes, stormwater, or other wastes, or a designated and approved management agency under section 208 of the CWA that discharges to waters of the United States; designed or used for collecting or conveying stormwater; which is not a combined sewer; and which is not part of a Publicly Owned Treatment Works (POTW) as defined at 40 CFR 122.2.

National Pollutant Discharge Elimination System (NPDES). The national program for issuing, modifying, revoking, and reissuing, terminating, monitoring and enforcing permits, and imposing and enforcing pretreatment requirements, under sections 307, 402, 318, and 405 of the Federal Clean Water Act, for the discharge of pollutants to surface waters of the state from point sources. These permits are referred to as NPDES permits and, in Washington State, are administered by the Washington Department of Ecology.

Native Vegetation. Vegetation comprised of plant species, other than noxious weeds, that are indigenous to the coastal region of the Pacific Northwest and which reasonably could have been expected to naturally occur on the site. Examples include trees such as Douglas Fir, western hemlock, western red cedar, alder, big-leaf maple, and vine maple; shrubs such as willow, elderberry, salmonberry, and salal; and herbaceous plants such as sword fern, foam flower, and fireweed.

Nephelometric Turbidity Units (NTU). These units are a quantitative measure of water clarity based on the scattering of a standard beam of light directed into a standard sample of the water when the scattering is measured at right angle to the beam. A higher reading means the sample is cloudier. See also the definition for “turbidity” included below.

Off-Street Parking Space. An area accessible to vehicles, exclusive of right-of-way, that is improved, maintained, and used for the purpose of parking a motor vehicle.

Operation and Maintenance Plan. A set of instructions and schedules to keep drainage facilities working to meet the design performance criteria.

Pavement Width. Paved area on shoulder-type roads or paved surface between curb, thickened edge, or gutter flow line on all other roads.

Peak Hour of Generator. A development that generated additional traffic on the roadways as determined through a Traffic Analysis and standards adopted by ITE.

Performance Guarantee. See Financial Guarantee.

Permeable Pavement. Pervious concrete, porous asphalt, permeable pavers, or other forms of pervious or porous paving material intended to allow passage of water through the pavement section. It often includes an aggregate base that provides structural support and acts as a stormwater reservoir.

Pervious Surface. Any surface material that allows stormwater to infiltrate into the ground. Examples include lawn, landscape, pasture, native vegetation areas, and permeable pavements.

Pipe Stem. A strip of land having a width narrower than that of the lot or parcel to be served and is designed for providing access to that lot or parcel.

Plans. The plans, profiles, cross sections, elevations, details, and supplementary specifications showing the location, character, dimensions, and details of the work to be performed.

Pollution. Contamination or other alteration of the physical, chemical, or biological properties of waters of the state that will or is likely to create a nuisance or render waters harmful, detrimental, or injurious 1) to public health, safety, or welfare, or 2) to domestic, commercial, industrial, agricultural, recreational, or other legitimate beneficial uses, or 3) to livestock, wild animals, birds, fish, or other aquatic life. Contamination includes discharge of any liquid, gas, or solid, radioactive, or other substance. Alteration includes temperature, taste, color, turbidity, or odor.

Project Manager. City of Sammamish DCD staff member responsible for review of a development project.

Project. Activity encompassing all phases of the work to be performed and is synonymous with the term “improvement”, “work”, “development” or “redevelopment.” A project may entail work on one or more parcels of land.

Project Site. That portion of a property, properties, or right-of-ways subject to land disturbing activities, new hard surfaces, or replaced hard surfaces. See Hard Surface above.

Profile. When referring to roadway design: Vertical aspect of the road, including crest and sag curves, and the straight grades connecting them.

Public Works Director. The City of Sammamish Public Works Director or designee.

Rainy Season. The period starting on October 1 of each year and ending April 30 of the following year. These dates may be adjusted by the Public Works Director based on climatic conditions for a particular year.

Record Drawings. Drawings that document as-constructed (or as-built) conditions of a permitted development or redevelopment project. See As-Constructed definition above.

Redevelopment. For surface water purposes: on a site that is already substantially developed (i.e., has 35 percent or more of existing impervious surface coverage), the creation or addition of impervious surfaces; the expansion of a building footprint or addition or replacement of a structure; structural development including construction, installation or expansion of a building or other structure; replacement of impervious surface that is not part of a routine maintenance activity; and land disturbing activities.

Replaced hard surface. For structures, the removal, and replacement of hard surfaces down to the foundation. For other hard surfaces, the removal down to bare soil or base course and replacement.

Replaced Impervious Surface. For structures, the removal, and replacement of impervious surfaces down to the foundation. For other impervious surfaces, the removal down to bare soil or base course and replacement.

Right-of-Way. Property granted or reserved for, or dedicated to, public use for street purposes and utilities, together with property granted or reserved for, or dedicated to, public use for walkways, sidewalks, bikeways, horse trails, and parking whether improved or unimproved, including the air rights, sub-surface rights and easements thereto.

Road. Interchangeable with “Street,” “Roadway,” or “Street Way.”

Runoff. Water that travels across the land surface and discharges to water bodies either directly or through a collection and conveyance system. See also “Stormwater.”

Sediment/Erosion-Sensitive Feature. An area subject to significant degradation due to the effect of construction runoff, or areas requiring special protection to prevent erosion. See the latest edition of the City of Sammamish Stormwater Manual.

Shoulder. The paved or unpaved portion of the roadway outside the traveled way.

Sidewalk. All hard-surface walkways within public rights-of-way or a public easement in the area between the street margin and the roadway.

Sight Distance. The distance along a roadway throughout which an object of specified height is continually visible. This distance depends on the height of the driver’s eye above the road surface, the height of the specified object above the road surface, and the height and lateral positions of obstructions within the driver’s line of sight. See AASHTO: A Policy on Geometric Design

Sight Distance – Stopping. The distance needed a driver to perceive and react to a discernible hazard and then brake to a stop before reaching the hazard. (Urban Street Geometric Design Handbook, ITE)

Sight Distance – Intersection. The distance needed to safely make a right turn or a left turn from an access or to a cross street, or for a driver to safely make a left turn from a street to an access. (Urban Street Geometric Design Handbook, ITE)

Sight Distance – Decision. The distance needed for a driver to ascertain and safely respond to an unexpected difficult or unfamiliar situation. Regarding access location, sight distance should

give familiar and unfamiliar drivers enough distance to safely turn into the desired access.
(Transportation Research Board, 2003. Urban Street Geometric Design Handbook, ITE)

Site. Any tract, lot, or parcel of land, or combination of tracts, lots, or parcels of land which are in one ownership, or are contiguous and in diverse ownership, where development is to be performed as a part of a unit, subdivision, or project.

Site Plan. The development plan for one or more lots on which is shown the existing and proposed conditions of the lot, topography, vegetation, drainage, flood plains, walkways; means of ingress and egress; circulation; utility services; structures and buildings; signs and lighting; berms, buffers, and screening devices; surrounding development; or any other information that reasonably may be required in order that an informed decision can be made by the reviewing authority.

Special Drainage Areas. An area which has been formally determined by the City to require more restrictive regulation than City-wide standards afford in order to mitigate severe flooding, drainage, erosion or sedimentation problems which result from the cumulative impacts of development.

Stabilization. The prevention of soil movement by any various vegetative and/or structural means.

Storm Drainage Plan. A set of drawings and documents submitted as a prerequisite to obtaining a development permit. The plan contains all of the information and specifications pertaining to surface water management both on-site and offsite.

Stormwater. Water runoff during and following precipitation and snowmelt events, including surface runoff, drainage, or interflow.

Stormwater Manual. The most recent version of the City of Sammamish Stormwater Design Manual.

Street. A public or recorded private thoroughfare providing pedestrian and/vehicular access through neighborhoods and communities and to abutting property.

Surface Water. Water originating from rainfall and other precipitation that is found on ground surfaces and in drainage facilities, creeks, rivers, streams, springs, seeps, ponds, lakes, wetlands, as well as shallow ground water.

Surveyor. A person licensed by the State of Washington to engage in the practice of land surveying, as defined by RCW 18.43.020.

Traveled Way. The part of the road made for vehicle travel excluding shoulders and auxiliary lanes.

Turbidity. The visual cloudiness of runoff especially as caused by suspended solids and settle able solids that are being carried by the runoff.

Utility. Private or municipal corporations owning or operating, or proposing to own or operate facilities that comprise a system or systems for public service. Private utilities include gas, oil, electric, telecommunications, cable, storm drainage, sewer, or water companies that are subject to the jurisdiction of the State Utilities and Transportation Commission and that have not been classified as competitive by the commission.

Waters of the State. Those waters as defined as "waters of the United States" in 40 CFR Subpart 122.2 within the geographic boundaries of Washington State and "waters of the state" as defined in chapter 90.48 RCW which includes lakes, rivers, ponds, streams, inland waters, underground waters, salt waters and all other surface waters and water courses within the jurisdiction of the State of Washington.

Woonerf: A private roadway that gives equal priority to all modes of transportation such as pedestrians, bicycles, and vehicles. The roadway includes design for shared spaces, traffic calming, and low speeds.

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APPENDIX B - SURVEY CRITERIA

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Survey Format and Content

The following applies to surveys submitted to Public Works for development under review and use for city projects. Contact Community Development for survey requirements for land use as stated in the SMC. A survey acceptable to the City Public Works Department must contain the elements listed below. Review of the survey will be done as part of the plan review process.

1. The surveyor's stamp, signature, contact information and the date signed (see Note 1).
2. North arrow, graphic scale, legend, and vicinity map
3. Legal Description, if needed (see Note 2)
4. Both NAVD 88 and NAD83/91 are required (see Note 3)
5. Monuments within the project area (see Note 4)
6. Site benchmarks (see Note 5)
7. Rights-of-way with dimensions, source references, and methods used to determine (see Note 6)
8. Easements with type, dimensions, and source references (see Note 7)
9. Property lines with bearings and distances (see Note 8)
10. Buildings (see Note 9)
11. Streets and street improvements (see Note 11)
12. Utilities (see Note 11)
13. Contours (see Note 12)
14. Steep slopes (See Note 13)
15. Topography (see Note 14)
16. Significant Trees (see Note 15)

17. Water features (see Note 16)
18. Protected areas, including wetland boundaries (see Note 17)
19. Setbacks (see Note 18)
20. Underground hazards (see Note 19)
21. Any monuments in the project area that may be disturbed, destroyed, or removed shall be noted on the plans as requiring replacement. An application for a permit to remove or destroy a survey monument must be filed with the Washington State Department of Natural Resources, pursuant to RCW 58.24.040(8). Under such conditions, add Note 21 to General Notes on plan (see Note 20).

Survey Requirements Notes

Note 1. Land Surveyor's Stamp – Work consisting of the Practice of Land Surveying shall be done by or under the direction of a Surveyor licensed to practice in the State of Washington (RCW 18.43.010), and shall conform to all RCWs and WACs pertaining to surveying and engineering. Plans, specifications, plats, and reports prepared by the Surveyor shall be signed, dated, and stamped with the Surveyors' seal. (RCW 18.43.070) Washington State law defines the "practice of land surveying" as "assuming responsible charge of the surveying of land for the establishment of corners, lines, boundaries, and monuments, the laying out and subdivision of land, the defining and locating of corners, lines, boundaries and monuments of land after they have been established, the survey of land areas for the purpose of determining the topography thereof, the making of topographical delineations and the preparing of maps and accurate records thereof, when the proper performance of such services requires technical knowledge and skill." (RCW 18.43.020(9))

Note 2. Legal Description – Legal Descriptions are needed for plats, short plats, easements containing City utilities, pathways, walkways, sidewalks etc. Include the plat name or short plat number, block number if any, and lot number or parcel letter, or the metes and bounds description of the parcel.

Note 3. Datum – The Washington State Lambert Grid Coordinate System North Zone, using the NAD83 (1991) datum as established in accordance with Chapter 58.20 Revised

Code of Washington. The unit of measurement shall be the U.S. Survey Foot. The plans shall show the horizontal control used to establish ties to the datum, with type, size, and location, date visited, and the State Plane coordinates for each monument used. Show at least two monuments on each street in the project.

Project control may be shown on the design drawings, or on its own sheet. The Vertical datum for all survey work (including but not limited to mapping, platting, planning design, right-of-way surveys, and construction surveys) shall be the North American Vertical Datum of 1988 (NAVD 1988). The plans shall show the benchmarks used to establish ties to the datum, with reference number, description, location, and elevation of each benchmark used, and any project site benchmarks. Information on horizontal and vertical control monuments can be found in the Washington Council of County Surveyors Data Warehouse at <http://plso.wadnr.gov/surveycontrol/data.htm>.

Other acceptable sources for benchmarks are WSDOT, King County, and NOAA. When another benchmark is used, establish one benchmark for each datum and show on the plans. Include a local conversion factor between the two data. The benchmark used to establish the conversion factor must be the benchmark nearest to the project site.

Note 4. Monuments – The plans shall show all monuments, geometry, and references used to establish the right-of-way, lines referencing the right-of-way, property lines, easements, and any rights in real property shown. The plans shall show bearing and distance on monument lines, or radius, delta angle, and curve length on curving monument lines, and the station at each monument. If construction baselines other than the monument line are used, show the relation of each baseline to the monument line. Survey control and boundary information shall be shown on the design drawings, the vicinity map, or on its own sheet. The survey shall tie into a minimum of two (2) monuments with the state plane coordinate system.

Note 5. Benchmarks – Show site benchmarks. Project site benchmarks shall be established by measurement from two local benchmarks, meeting Third Order procedural requirements as specified in the Geospatial Positioning Accuracy Standards by the Federal Geographic Data Committee. Site benchmarks shall be set in a location that will not be disturbed by the proposed construction.

Note 6. Rights-of-way – Show the width on each side of the monument line, and the references used. If the right-of-way is of variable width, show the width at each end of the block.

Note 7. Easements – Show easements, Native Growth Retention Areas, and critical area buffers within the project area, with type, dimensions, and source reference.

Note 8. Property Lines – Show bearings and distances for straight property lines, and radius, delta angle, and arc length for curves.

Note 9. Buildings – Show the location of all existing buildings, including projections, roof overhangs, and covered breezeways. Show the perpendicular distance to the property and right-of-way lines when significant to development. Show footprints of recently demolished buildings.

Note 10. Streets – Show the right-of way lines, monument lines, concrete surfaces, asphalt surfaces, gravel surfaces, and channelization, centerlines, pavement edges, pavement widths, shoulders, ditch lines, curbs, sidewalks, and access locations.

Show the curbs, curb cuts, wheelchair ramps, gutter and flow lines, sidewalks, landscape areas, pedestrian and bike paths.

Note 11. Utilities – Field locate and show all visible utilities, structure and appurtenances. Show buried utilities and the source of the information used. Show the location, size, and description of all utilities including water, power, gas, sewer, and storm drainage systems, and appurtenances. Show elevations at rim and inverts of manholes, catch basins, and inlets. Locate and dimension all fire hydrants, vaults, utility poles, wells, etc.

Note 12. Contours – Show existing and proposed contours at two-foot intervals for portions of the site that will be graded and areas with slopes less than 40 percent. Show 5-foot intervals for portions of the site with slopes that exceed 40 percent but will not be disturbed.

Note 13. Steep Slopes – Identify the top and toe slopes 15 percent and steeper. Show the top and toe of slopes 40 percent or steeper.

Note 14. Topography – Show rockeries, retaining walls, fences, bridges, swales, culverts, etc. Show the location, length, and height above finished grade of all fences, rockeries, and retaining walls. Note heights at end and mid points.

Note 15. Significant Trees – Show evergreen trees that are eight inches or more in diameter and deciduous trees that are twelve inches or more in diameter. Diameter is measured four feet above existing grade. Label each tree with common name and diameter. Show drip lines.

Note 16. Water Features – Show lakes, rivers, streams, ditches, ponds, and other surface water features. Show the line of ordinary high water and the top of any well-defined banks. Show the 100-year floodplain, and show wetland boundaries. Show protected areas: top of bank of Type 1, 2, and 3 streams, and the centerline of Type 4 streams.

Note 17. Environmentally Sensitive Areas – Show areas defined in Sammamish's Critical Areas Ordinance (SMC Chapter 21A.50) and in the Surface Water Design Manual. If the survey shows protected areas on or adjacent to the site, contact the Department of Community Development for boundary verification prior to designing the project.

Note 18. Setbacks – Show the required primary setbacks from the protected areas.

Note 19. Underground Hazards – Show areaways, tunnels, mines and other underground hazards.

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APPENDIX C - SURFACE WATER REPORT GUIDELINES

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Surface Water Report Guidelines

The Surface Water Report or Technical Information Report (TIR) is a comprehensive supplemental report containing all technical information and analyses related to storm drainage/surface water design for a project. A full TIR or abbreviated version is required for a project according to the thresholds identified in the Surface Water Design Manual. The content will also depend on the complexity of the project and site conditions.

The TIR must be prepared, stamped, and dated by a licensed Civil Engineer in Washington State.

The report submitted to the City must address each requirement and element in the Surface Water Design Manual. If a section does not apply, the engineer may simply mark "N/A" with a brief explanation. This standardized format allows a quicker, more efficient review of information required to supplement the site improvement plan.

When the report requires revisions, the revisions must be submitted in a complete revised report.

Submit two copies of the bound or stapled, 8.5" x 11" report and one PDF electronic version on a compact disk. Figures and drawings may be on larger paper. Include 11" x 17" copy of all drainage plans as an appendix of the report. Figures and drawings larger than 11" x 17" shall be provided separately from the bound document. Please number each page, including figures, and include a Table of Contents.

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APPENDIX D - GEOTECHNICAL REPORT GUIDELINES

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Geotechnical Report Guidelines

The City may require a geotechnical investigation and report based on the nature of the proposal. Site development for one single-family residence on a site with no steep slopes, erosion hazards, or critical areas, may submit a report previously prepared for that site if:

- The report is less than five years old and no significant changes have occurred.
- The geotechnical engineer/engineering geologist who signed the report provides a letter stating the report is still applicable to the site and currently proposed project.

The report must be stamped, signed, and dated by a licensed professional civil engineer in Washington State, who meets the City's criteria for geotechnical engineer. The attached report outline describes the contents for the elements in a geotechnical report; the report submitted to the City must address each element in the outline.

The content under each element will depend on the complexity of the project and site conditions. For example, a single-family residence on a glacial till site without groundwater issues warrants a short, simple report. A high-rise structure with a deep excavation on an alluvial site warrants a longer, more detailed report. The report shall state "Not applicable" for each outline element that does not apply.

The Geotechnical Engineer determines the actual scope of investigation, analysis, and reporting necessary to meet the Standard of Practice with respect to the project and its geotechnical requirements.

Please use double-sided printing for the report.

Number each page.

Cover Sheet

A. The cover sheet has the:

1. Project name and address;
2. Applicant's name, address, and telephone number;
3. Engineering firm's name, address, and contact information;
4. Engineer's name and license number;
5. Report date and revision dates.

Summary

The report summary presents the major conclusions of the geotechnical investigation and their bases. This section shall be included in all lengthy or complex reports.

Introduction

The introduction sets the stage for the entire report and contains the following sections:

Overview

Introduce the formal project name, address, and parcel numbers.

Describe slope classification(s) according to SMC 21A.

Describe briefly the current or previous work used to form the basis for the conclusions and recommendations contained in the report.

Background

Describe the project's history when relevant to the reason for the investigation.

List other geotechnical reports completed for the site or adjacent sites and note whether any environmental site assessments or other environmental work has been completed.

Describe the scope of work, including grading, retaining walls, structures, construction materials, and utilities. Include dimensions, quantities, proposed finish floor elevations, maximum depth of cut or fill, foundation and floor loads, etc.

Describe all assumptions that were relied upon to develop the conclusions and recommendations contained in the report.

Purpose and Scope of Services

State succinctly the primary purpose for the geotechnical engineering services.

Summarize the scope of geotechnical engineering services that form the basis for the conclusions and recommendations contained in the report.

Indicate any limitations to the scope of geotechnical engineering services provided, particularly if the scope represents a departure from services typically provided on similar projects.

Investigations Summary

Provide the dates, general nature, and extent of the geotechnical investigation. This section should include data research, borings, test pits, geophysics, physical laboratory testing, chemical testing, field instrumentation or testing, etc.

If the investigation was complex, present a complete and detailed explanation and results in the form of an appendix.

Report Overview

Introduce and describe other sections of the report, directing the reader to critical sections, if appropriate.

Identify and describe all attachments and appendices.

SITE CONDITIONS

Describe all site features relevant to the study and the geotechnical engineering conclusions and recommendations. Terminology shall be clear and consistent through the entire report.

Location and Surface Conditions

Provide the cross streets, addresses, and parcel numbers in order to locate the site.

Describe the site and adjoining properties, including surface elevation, topography, and drainage.

Provide current uses of the site and adjacent properties.

Identify all current structures, subsurface utilities, wells, manmade fills and other surface features.

Describe vegetation, topsoil, paving, and other surface coverings.

Describe any indications of historic geological processes or hazards on or near the site (e.g., slope instability, landslides, liquefaction, flooding, etc.)

Describe any indications of surface releases or other contamination or potential contamination sources.

Describe any planned changes to the surface conditions described above which will take place after the investigation.

Geological Setting

Provide an overview of regional geology, local stratigraphy, groundwater occurrence, etc.

Subsurface Soil Conditions

Describe each soil or geologic unit encountered by their classifications and group units with respect to the properties that are most relevant to the conclusions and recommendations. Give each group unit a unique, clear, common title and consistently refer to this unit by its given title throughout the report.

Exhibit 3

Provide important results of the laboratory physical property testing and its indications of soil behavior.

Provide design infiltration rate per the current Sammamish SWDM.

Avoid detailed descriptions of the sequence of units found in individual borings; rather, focus on variations in the units across the site, if appropriate. Refer the reader to the exploration logs for details.

Describe any expected changes in subsurface conditions that may occur with time after the investigation.

Groundwater Conditions

Describe the nature and occurrence of groundwater.

Provide an opinion on likely seasonal variations in groundwater levels or flows, and the possibility for changes from those encountered at the time of exploration.

Show groundwater levels on soil logs.

Subsurface Contamination

Describe the nature and extent of soil and/or groundwater contamination as revealed by the explorations. Reference any applicable Environmental Assessments if performed.

Provide important results of the analytical laboratory testing and indications about contamination distribution and concentration.

Indicate limitations of knowledge on the nature and extent of contamination.

Discuss possible changes that may occur in these conditions over time.

DISCUSSION AND CONCLUSIONS

The Discussion and Conclusions shall set out major geotechnical issues and alternatives for the project, along with the Geotechnical Engineer's conclusions, in a succinct and clear manner. This section shall clearly describe the logic and reasoning supporting the recommended approach, or alternative approaches. Specific recommendations shall be presented in the Recommendations section.

Discussions and Conclusions should:

1. Build on information described in the previous sections;
2. Describe project features, soils and construction materials using consistent terminology;
3. Explain any apparent inconsistencies in the data or investigations;
4. Describe clearly any limitations or restrictions to the conclusions and recommendations.

Slope Stability

- Summarize data and analysis used to evaluate slope stability.
- Provide an opinion regarding the risk of instability on the site or adjacent properties currently, during construction, and after the project is completed.
- Describe how design and construction recommendations will reduce or eliminate the risk of stability.
- Discuss any construction or post-construction measures necessary to verify slope stability.

Seismic Considerations

- Provide an opinion on the expected level of ground motion during a major earthquake.
- Describe any seismic risks associated with an earthquake such as liquefaction, lateral spreading, landslides, or flooding.
- Describe how design and construction recommendations will reduce or eliminate the impact of seismic risks.

Site Work

- Describe proposed site grading and earthwork and provide an opinion on the proper sequence and approach to accomplish the site work.
- Describe key issues, which will impact earthwork, including short-term slope stability, on-site and import fill materials, groundwater and drainage, rainfall and moisture sensitive soils, and erosion.
- Describe how these key issues will be addressed during construction, including dewatering, temporary retaining structures, and erosion control.
- Include specific recommendations for on-site erosion control based on soil erodibility and the presence of groundwater, surface water, and slopes.
- Include statements regarding the importance of construction monitoring by a geotechnical engineering firm.
- Describe suitability of the possible use of native soils for structural backfill.

Retaining Structures

- Recommend appropriate temporary retaining systems.
- Recommend the most appropriate permanent retaining system or systems and describe their expected performance with respect to stability and deflection.
- Summarize the data and analysis used to evaluate permanent retaining systems.
- Clearly define all limitations on backfill materials, reinforcement, and drainage for reinforced soil slopes and reinforced soil backfill.
- Describe the limitations on such systems.
- Emphasize any aspects of site work, particularly with respect to the native soil materials, backfill and drainage, which could impact performance of the retaining structures.

- Include statements regarding the importance of construction monitoring by a geotechnical engineering firm.

Rockeries

- Emphasize that rockeries usually protect a slope face from erosion. Indicate which rockeries will protect the slope face by preventing soil erosion and sloughing.
- Include the design criteria for rockeries that serve as retaining structures. Indicate which rockeries will function as retaining structures.
- Recommend locations for rockeries such that a contractor can reach them for maintenance and repair.
- Discuss what type of inspection and testing may be required during rock wall construction.

Foundation Support

- Summarize the data and analysis used to evaluate foundation systems.
- Provide an opinion on the most appropriate foundation system and possible alternatives, along with the expected level of performance with respect to load capacity and settlement.
- Emphasize any aspects of site work that could impact the performance of foundations.
- Include statements regarding the importance of construction monitoring by a geotechnical engineering firm.

RECOMMENDATIONS

The Recommendations shall present all detailed geotechnical engineering recommendations for design and construction in a clear and logical sequence.

For each item covered in the recommendations sections, present the following:

Specific design recommendations along with their limitations, factors of safety, minimum dimensions, and effect of expected variations in actual conditions.

Specific construction recommendations including definitions, materials, execution, monitoring testing, or other quality control measures and any other construction requirements to support the design recommendations

Responsibility for seeing that each recommendation is met, such as owner, geotechnical engineer or other design consultant or contractor.

Site Grading and Earthwork

Provide specific design recommendations for:

- 1) Depth of stripping
- 2) Soil excavation limits and slopes
- 3) Depth and lateral limits of over-excavation to remove unsuitable materials
- 4) Preload fills
- 5) Location and thickness of particular fill material or compaction requirements
- 6) Maximum temporary and permanent slopes
- 7) Permanent surface and subsurface drainage systems
- 8) Permanent erosion controls.

Provide specific construction recommendations for:

- 1) Clearing
- 2) Use of on-site and/or import fill materials
- 3) Excavation and compaction equipment
- 4) Fill material moisture conditioning, placement, and compaction
- 5) Proof-rolling, in-place density testing and other quality control measures
- 6) Temporary seepage and drainage control measures

7) Permanent surface of subsurface drainage system installation (as appropriate)

8) Temporary slope protection and erosion control measures.

All design and construction methodologies shall be specific and identifiable; generalized or vague statements are NOT acceptable.

Temporary Shoring and Retaining Walls

Provide specific design recommendations for:

- 1) Active and passive earth pressures
- 2) Surcharge pressures
- 3) Bearing capacity
- 4) Minimum or maximum dimensions and depth of penetration
- 5) Lateral support
- 6) Wall or backfill drainage systems
- 7) Any other appropriate structured details

If appropriate, provide specific design recommendations for tie-back anchors including:

- 1) Anchor inclination
- 2) No load zones
- 3) Minimum anchor length
- 4) Anchor bond zone
- 5) Anchor adhesions
- 6) Corrosion protection

Provide specific construction recommendations for:

- 1) Installation
- 2) On-site and/or import backfill materials
- 3) Backfill material moisture conditioning, placement, and compaction
- 4) In-place density testing or other control measures
- 5) Seepage and drainage control

If appropriate, provide construction recommendations for tie-back anchors including:

- 1) Anchor installation methods
- 2) Anchor testing
- 3) Monitoring

Rockeries

Provide recommendations as outlined in the Associated Rockery Contractors (ARC) Standard Rock Wall Construction Guidelines (December 1992).

The geotechnical engineer shall provide direct input to the design of the rockeries and provide construction monitoring and testing as appropriate. Specific design parameters may include rock quality, density, and frequency of testing, slopes, keyways, surcharges, drainage, rock sizes, face inclination, and surface drainage.

Reinforced Soil Structures

Geogrid or geotextile fabric may be used to reinforce a fill. If reinforced slopes are used, the geotechnical engineer shall specify, at a minimum, the fill soil materials, vertical spacing of the reinforcement, the specific type of reinforcement and the distance to which it must extend into the fill, the amount of overlap at the reinforcement joints, and the construction sequence. Additional design parameters will be required for each specific site.

Structure and Foundations

Provide seismic design recommendations for

- 1) Building Code soil type and site coefficients
- 2) Any specific recommendations to reduce the risk of damage due to earthquakes.

Spread footing foundations – provide design recommendations for:

- 1) Bearing soils
- 2) Bearing capacity
- 3) Minimum footing depths and widths for both interior and exterior footings
- 4) Lateral load resistance
- 5) Foundation drainage systems
- 6) Frost protection

Mat foundations – provide design recommendations for:

- 1) Bearing soils
- 2) Bearing capacity
- 3) Modulus of subgrade reaction
- 4) Minimum dimensions
- 5) lateral load resistance

Pile foundations – provide design recommendations for:

- 1) Type of pile

Exhibit 3

- 2) Means of support (end of friction)
- 3) Minimum dimensions and depths
- 4) Allowable vertical and uplift capacity
- 5) Allowable lateral loads and deflections
- 6) Group effects and minimum spacing

Spread footing or mat foundations – provide construction recommendations for:

- 1) Foundation subgrade preparation and protection
- 2) Verification of bearing capacity
- 3) Installation of foundation drainage system

Pile foundations – provide construction recommendations for:

- 1) Pile driving equipment
- 2) Pile installation
- 3) Pile load tests or verification piles
- 4) Monitoring and testing during pile installation

Floors

Slab-On-Grade Floors – provide design recommendations for

- 1) Slab base rock thickness
- 2) Capillary break
- 3) Vapor barrier
- 4) Floor system drainage

Supported Wood Floors – provide design recommendations for

- 1) Vapor barrier
- 2) Crawl space drainage.

Slab-On-Grade Floors – provide construction recommendations for:

- 1) Subgrade preparation
- 2) Slab base rock placement and compaction
- 3) Capillary break and vapor barrier installation
- 4) Floor drainage system installation (when appropriate)

Pavements

Provide design recommendations for pavement design section and pavement drainage.

Provide construction recommendations for pavement subgrade preparation and verification, and pavement base and subbase materials, placement and compaction.

Utilities

Provide construction recommendations for

- 1) Utility excavation
- 2) Bedding material placement
- 3) Backfill material (native and/or imported), placement and compaction

Drainage

Recommend provisions for subsurface drainage at walls, floors, and footings.

Evaluate permanent and temporary surface and subsurface drainage for both walls and floors if applicable. Provide approximate flow rates in gallons per minute and pipe sizes if required by design.

Provide design and recommendation for infiltration facilities, including setbacks from steep slopes per the adopted Stormwater Design Manual.

Hazards

Present additional information if natural or man-made hazards exist on the property. The City's Critical Areas maps identify hazards such as wetlands, streams and flood hazards, erosion, and steep slopes. Recommendations shall be general, and further studies may be required.

FIGURES AND ILLUSTRATIONS

Vicinity Map

Include a Vicinity or Location Map that presents adequate street and/or other physical references to allow clear identification of the project location. This map may be an individual figure or may be included on the Site Plan.

Site Plan

Show the project boundaries, property lines, existing features and the proposed development and structures. A north arrow and scale shall be included along with all subsurface exploration locations. The accuracy of exploration locations shall be indicated on the Site Plan or in the report.

Exploration Logs

Include logs of all explorations describing soil units encountered, soil classification, density or stiffness, moisture conditions, groundwater levels, stratigraphic sequence, common geologic unit name, and other descriptive information.

Laboratory Test Data

Include figures or tables of laboratory test results if presentation of all the data, in the text, would require more than a simple paragraph to supplement the data provided in the exploration logs.

Cross Sections

Include cross sections to visually present all but the simplest subsurface conditions.

Standard Plans

Include figures, graphs and other visual aids to clearly present detailed recommendations.

Provide design details (stamped by a licensed professional civil engineer in Washington State) on drawings such as: rockeries, reinforced earth, interceptor trenches, wall and footing drains, utility backfill and other details used for a particular design.

PROJECT ENGINEER'S CERTIFICATION

The report shall contain a page with the professional engineer's seal, signature, and date signed, with the following statement:

"I hereby state that this geotechnical report for _____
(name of project) has been prepared by me or under my supervision and meets the standard of care and expertise which is usual and customary in this community for professional engineers. I understand that the City of Sammamish does not and will not assume liability for the sufficiency, suitability, or performance of facilities prepared based on this report."

APPENDIX E - TRAFFIC IMPACT ANALYSIS REPORT GUIDELINES

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Traffic Impact Analysis Guidelines

A. Introduction

A traffic impact analysis (TIA) is a specialized study of the impacts a certain type and size of development will have on the surrounding transportation system. The traffic impact analysis is an integral part of the development impact review process. It is specifically concerned with the generation, distribution, and assignment of traffic to and from the development.

The purpose of a TIA is to determine what impact development traffic will have on the existing and proposed street network and what impact the existing and projected traffic on the street system will have on the project.

These guidelines have been prepared to establish the requirements for a TIA. The public works department will be responsible under SEPA as well as City ordinances for determining the need for a TIA.

B. When Required

To adequately assess a development's traffic impact on the transportation system and its level of service (LOS), the public works department may require a traffic impact analysis (TIA). The requirement for a TIA will be based on the size of the development proposed, existing street and intersection conditions, traffic volumes, accident history, community concerns, and other pertinent factors relating to traffic impacts attributable to the development.

If a site action requires that an environmental checklist be prepared, a TIA may be required if any of the following conditions are met:

1. The development generates 10 or more trips in the peak hour(s) at any given intersection. This would include site-generated traffic for all turning movements for the peak hour(s) at all affected intersections. The public works department may require analysis of either or both the a.m. and/or p.m. peak hour, and/or peak hour of generator; or
2. The development proposes a use of the subject property, which will increase the amount of site-generated traffic; or

3. The original TIA is more than two years old.
4. Where the increase in traffic volume as measured by ADT, peak hour, or peak hour of the critical movement is more than 10 percent. If the department of public works has made the determination to require a TIA, the TIA shall follow the format outlined in subsection (D).

C. Qualifications for Preparing TIA Documents

The TIA shall be conducted under the direction of a responsible individual or firm. The TIA shall be prepared by an engineer licensed to practice in the state of Washington with special training and experience in traffic engineering and who is a member of the Institute of Transportation Engineers (ITE).

D. Scope of Work

The level of detail and scope of work of a TIA will vary with the size, complexity, and location of the development. A TIA shall be a thorough review of the immediate and long-range effects of the development on the transportation system.

1. Development Prospectus

- i. Provide a reduced copy of the site plan showing the type of development, street system, rights-of-way limits, access points, and other features of significance in the development. The site plan shall also include pertinent off-site information such as locations of adjacent intersections and driveways, land use descriptions, street right-of-way limits for the existing roadways and other features of significance.
- ii. Provide a vicinity map of the project area showing the transportation system to be impacted by the development
- iii. Discuss specific development characteristics such as type of development proposed (single-family, multifamily, retail, industrial, etc.), internal street network, proposed access locations, parking requirements, zoning, and other pertinent factors attributable to the development.

- iv. Discuss project completion and the occupancy schedule for the development. Identify horizon years for traffic analysis purposes.

2. Existing Conditions

- i. Discuss street characteristics including functional classification, number of traveled lanes, lane width, shoulder treatment, bicycle path corridors, and traffic control at study intersections. A figure shall be used to illustrate existing transportation facilities.
- ii. Identify safety and access problems including discussions on accident history, sight distance restrictions, traffic control, and pedestrian conflicts.
- iii. Obtain all available traffic data from the City of Sammamish and surrounding jurisdictions if applicable. If data is unavailable, the individual or firm preparing the TIA shall collect the necessary data to supplement the discussions and analysis in the TIA.
- iv. Conduct peak hour turning movement counts at study intersections if traffic volume data is more than two years old, unless otherwise required by the public works department. A copy of the reduced data shall be attached to the TIA when submitted to the City for review.
- v. A figure shall be prepared showing existing average daily traffic (ADT) and peak(s) hour traffic volumes on the adjacent streets and intersections in the study area. Complete turning movement volumes shall be illustrated. This figure shall represent the base-line traffic volumes for analysis purposes.

3. Development Traffic

This element of the TIA shall be conducted initially to identify the limits of the study area. The study area shall include all pertinent intersections and streets impacted by development traffic.

The threshold requirement of development traffic exceeding 10 vehicles in the peak hour(s) on the adjacent streets and intersections shall apply. The individual or firm preparing the TIA shall submit to the public works department a figure

illustrating the proposed trip distribution for the development. The trip generation shall be included in a table format on the figure with the peak hour traffic volumes assigned to the study area in accordance with the trip distribution.

Once approved by the public works department, a formal “scoping” with the public works department of the development proposal shall be conducted to clearly identify the study area and contents expected in the TIA. The methodology and procedures used in preparing the trip generation and trip distribution elements of the TIA are as follows:

- i. *Trip Generation.* Site-generated traffic of developments shall be estimated using the latest edition of the ITE Trip Generation Manual. Variations of trip rates will require the approval of public works. Average trip rates shall be used for all land use categories where applicable and/or required by public works. Site traffic shall be generated for p.m. and/or a.m. peak hour periods as required by public works. Adjustments made for passer-by and mixed-use traffic volumes shall follow the methodology outlined in the latest edition of the ITE Trip Generation Manual. A passer-by traffic volume discount for commercial centers shall not exceed 25 percent. For multi-use and/or phased projects, a trip generation table shall be prepared showing proposed land use, trip rates, and vehicle trips for daily and peak hour periods and appropriate traffic volume discounts if applicable.
- ii. *Trip Distribution.* The trip distribution for a development shall be approved by public works prior to the formal scoping of the TIA. The methodology shall be clearly defined and discussed in detail in the TIA. A regional trip distribution map will be required for large-scale development projects. The TIA shall identify other transportation modes that may be applicable, such as transit use, bicycle, and pedestrian facilities. Developments are encouraged to implement transportation demand management practices such as flextime for employees and ridesharing programs including carpools, vanpools, shuttle buses, etc.

4. Future Traffic

- i. *Future Traffic Conditions Not Including Site Traffic.* Future traffic volumes shall be estimated using information from transportation models for applying an annual growth rate to baseline traffic volumes. The future traffic volumes shall be representative of the horizon year for project development. Public Works shall determine an appropriate growth rate, if that option is utilized. In addition, proposed on-line development projects shall be taken into consideration when forecasting future traffic volumes.
- ii. *Future Traffic Conditions Including Site Traffic.* The site-generated traffic shall be assigned to the street network in the study area based on the approved trip distribution model. The site traffic shall be combined with the forecasted traffic volume to show the total traffic conditions estimated at development completion. A figure will be required showing daily and peak period turning movement volumes for each traffic study intersection. In addition, a figure shall be prepared showing the base-line volumes with site-generated traffic added to the street network. This figure will represent site-specific traffic impacts to existing conditions.

5. Traffic Operations

- i. The level of service (LOS) and capacity analysis shall be conducted for each pertinent intersection in the study area as determined by the TIA scoping process. The methodology and procedures for conducting the capacity analysis shall follow the guidelines specified in the latest Highway Capacity Manual. The individual or firm preparing the TIA shall calculate the intersection LOS for each of the following conditions:
 - 1) Existing peak hour traffic volumes (figure required).
 - 2) Future traffic volumes not including site traffic but including pipeline projects (figure required).
 - 3) Future traffic volumes including site traffic (figure required).
 - 4) LOS results for each traffic volume scenario (table required).

- ii. The LOS table shall include LOS results for a.m. peak, p.m. peak, and peak hour of generator if applicable. The table shall show LOS conditions with corresponding vehicle delays for signalized intersections and LOS conditions for the critical movements at unsignalized intersections. For signalized intersections, the LOS conditions and average vehicle delay shall be provided for each approach and the intersection as a whole. The capacity analyses for existing signalized intersections shall include existing phasing, timing, splits and cycle lengths in the analysis as observed and measured during the peak hour traffic periods. All traffic signal system operational data will be made available by the City of Sammamish.
- iii. If the “new development” is scheduled to be completed in phases, the TIA shall conduct a LOS analysis for each separate development phase. The incremental increases in site traffic from each phase shall be included in the LOS analysis for each proceeding year of development completion. A figure will be required for each horizon year of phased development.
- iv. If the development impacts a traffic signal coordination system currently in operation, the TIA will include an operational analysis of the system. Timing plans and proposed modifications to the coordination system will be analyzed. The capacity analysis shall be conducted using a City approved software package. The computer worksheets of each capacity analysis shall be submitted concurrently with the TIA document. For unsignalized intersections, the methodology from the latest edition of the Highway Capacity Manual shall be used. For roundabout intersections, the capacity analysis shall be conducted using City approved roundabout analysis software. A copy of the capacity analyses worksheets shall be submitted concurrently with the TIA document.

6. Mitigation

The TIA shall include a proposed mitigation plan. The mitigation may be either the construction of necessary transportation improvements or contributions to the City

for the developments of a fair share of the costs for identified future transportation improvements. Level of service of “E” and “F” shall be used as the threshold for determining appropriate mitigating measures on roadways and intersections in the study area. Mitigating measures shall be required to the extent that the transportation facilities operate at a level of service “D” condition or better upon completion of the development. The following guidelines shall be used to determine appropriate mitigating measures of traffic impacts generated by new developments.

- i. On transportation facilities where the need is to construct improvements by the horizon year of the development, the cost for the mitigation will be entirely borne by the development. However, in the event public works identifies more than one development under simultaneous review, cumulative impacts, and distribution of mitigation costs will be considered. A latecomer’s agreement could be formulated by the applicant for reimbursement of mitigation costs.
- ii. On transportation facilities programmed for improvements as part of a City project, the adverse traffic impacts of the development will be considered mitigated by the applicant providing a proportionate share contribution of the costs for the proposed improvements. The proportionate share of costs for the improvements shall be based on the percentage of highest peak hour development traffic generated through the intersection. The percentage shall be based on the total projected peak hour traffic volumes for the horizon year of the transportation facility.
- iii. If the transportation facility currently operates at less than level of service “D”, the development may be required to make interim facility improvements to improve the level of service to LOS “D” or better. The cost of the interim improvements will be deducted from the development’s proportionate share of costs for the programmed facility improvements only if the cost of the interim improvements is less than the ultimate proportionate share. If the interim improvements cannot be incorporated into the ultimate improvements programmed for the

transportation facility, there will be no reimbursement for interim costs incurred.

- iv. On transportation facilities where the existing level of service condition is less than LOS “D” and where no improvements are programmed to improve capacity and traffic operations, the “new development” shall mitigate the intersection to an acceptable level of service “D” condition or wait until the improvements are implemented by the City or other developments.
- v. Unsignalized intersections that currently operate less than a level of service “D” condition shall be analyzed for traffic signal and intersection improvements. If traffic signal warrant is satisfied, signal, or roundabout, or intersection improvements will be required as a mitigating measure for the development. If it is determined by [the](#) Public Works Department that traffic signal warrants are close to [being](#) satisfied by the development’s horizon year, the TIA shall determine if traffic signal warrants and intersection improvements would be needed within a five-year period after the development’s horizon year. The development would be required to provide a proportionate share [of the](#) cost as a traffic mitigation fee towards future traffic signal and intersection improvements if warranted within the five-year period.

However, if traffic signal warrants were not satisfied after a five-year period from the development’s horizon year, mitigation fees would not be required from the development for traffic signal improvements.

- vi. Signalized intersections where the projected level of service condition is at “D”, but where one or more of the level of service conditions on the approaches falls below level of service “D”, mitigating measures may be required to improve the capacity and traffic operations at the intersection. The City reserves the right to review all adverse traffic impacts at these intersections and to determine appropriate mitigating measures.
- vii. Where there are no bicycle lanes on abutting streets, which have been identified in the City’s capital improvement plan or bike, trails, bikeways,

pathways plan as streets to have bicycle lanes, the applicant shall provide sufficient right-of-way to allow the construction of the planned bicycle lane.

- viii.** To mitigate pedestrian impacts, a concrete gutter/curb/sidewalk section shall be constructed along abutting streets. For formal plats, to provide for the safety of schoolchildren walking to the bus, concrete curbs, gutters, and sidewalks shall be provided along each side of all interior plat roads. To mitigate pedestrian impacts, a bus stop shelter on a concrete pad shall be constructed where Metro Transit and/or the school district has identified a need for a bus stop to serve the development and the citizens of Sammamish. Metro Transit and/or the school district shall provide design standards for the bus shelter.

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APPENDIX F - RIGHT-OF-WAY STREET TREE LIST



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Right of Way Street Tree List

The following list is a guide for general use within the public Rights of Way (ROW) in the City of Sammamish. Any changes or additions requested shall be required to be approved by the Public Works and Parks & Recreation Directors on a case by case basis. For consideration of conifers within the ROW at a minimum there must be:

1. Ample area for root growth whereas roots will not impact finish surfaces (asphalt, concrete, etc.)
2. No impact to pedestrian and vehicular sight distances
3. The recommendation shall be made by a licensed arborist and include all details necessary pertaining to the tree species proposed.
4. Vertical clearances shall be maintained in a manner appropriate for the application.

Exhibit 3

LARGE COLUMNAR TREES

Scientific & Common Name	Mature Height (ft.)	Spread (ft.)	Under Wires/View Covenants	Min Strip Width (ft.)	Flower Color	Fall Color	Comments
<i>Acer nigrum</i> 'Green Column' Green Column Black Sugar Maple	50	10	No	6	N/A		Good close to buildings
<i>Nyssa sylvatica</i> Tupelo	50	25	No	6	N/A		Handsome chunky bark – Great Plant Pick
<i>Quercus</i> 'Crimschmidt' Crimson Spire Oak	45	15	No	6	N/A		Hard to find in the nursery trade
<i>Quercus frainetto</i> Italian Oak	50	30	No	6	N/A		Drought resistant – beautiful green, glossy leaves in summer. Great Plant Pick
<i>Quercus robur</i> 'fastigiata' Skyrocket Oak	40	15	No	6	N/A		Columnar variety of oak

LARGE TREES

Scientific & Common Name	Mature Height (ft.)	Spread (ft.)	Under Wires/View Covenants	Min Strip Width (ft.)	Flower Color	Fall Color	Comments
<i>Acer saccharum</i> 'Bonfire' Bonfire Sugar Maple	50	40	No	8	N/A		Fastest growing sugar maple
<i>Acer saccharum</i> 'Commemoration' Commemoration Sugar Maple	50	35	No	8	N/A		Resistant to leaf tatter. Great Plant Pick
<i>Acer saccharum</i> 'Green Mountain' Green Mountain Sugar Maple	45	35	No	8	N/A		Reliable fall color. Great Plant Pick

Exhibit 3

Scientific & Common Name	Mature Height (ft.)	Spread (ft.)	Under Wires/View Covenants	Min Strip Width (ft.)	Flower Color	Fall Color	Comments
<i>Acer saccharum</i> 'Legacy' Legacy Sugar Maple	50	35	No	6	N/A		Limited use - where sugar maple is desired in limited planting strip area. Great Plant Pick
<i>Aesculus flava</i> Yellow Buckeye	60	40	No	8			Least susceptible to leaf blotch – large fruit – fall color is varied, but quite beautiful
<i>Cercidiphyllum japonicum</i> Katsura Tree	40	40	No	6	N/A		Needs lots of water when young – can produce large surface roots. Great Plant Pick
<i>Fagus sylvatica</i> Green Beech	90	40	No	8	N/A		Silvery-grey bark
<i>Fagus sylvatica</i> 'Asplenifolia' Fernleaf Beech	70	40	No	8	N/A		Beautiful cut leaf. Great Plant Pick
<i>Gymnocladus dioica</i> 'Espresso' Espresso Kentucky Coffee	50	35	No	8	N/A		Very coarse branches - extremely large bi-pinnately compound leaves
<i>Liriodendron tulipifera</i> Tulip Tree	60	30	No	8	N/A		Fast-growing tree – can get very large in open conditions
<i>Quercus bicolor</i> Swamp White Oak	50	45	No	8	N/A		Interesting shaggy peeling bark
<i>Quercus coccinea</i> Scarlet Oak	50	40	No	8	N/A		Best oak for fall color
<i>Quercus imbricaria</i> Shingle Oak	60	50	No	8	N/A		Nice summer foliage - leaves can persist throughout the winter
<i>Quercus muhlenbergii</i> Chestnut Oak	60	50	No	8	N/A		coarsely toothed leaf

Exhibit 3

Scientific & Common Name	Mature Height (ft.)	Spread (ft.)	Under Wires/View Covenants	Min Strip Width (ft.)	Flower Color	Fall Color	Comments
<i>Quercus robur</i> English Oak	50	40	No	8	N/A		Large, sturdy tree. Acorns do not need dormant cold period to germinate, so can be invasive.
<i>Quercus rubra</i> Red Oak	60	45	No	8	N/A		Fast growing oak – large tree that needs space
<i>Quercus velutina</i> Black Oak	70	50	No	8	N/A		More drought tolerant than red oak
<i>Taxodium distichum</i> Bald Cypress	65	35	No	8	N/A		A deciduous conifer, broadly spreading when mature – columnar when young. Great Plant Pick
<i>Ulmus</i> 'Homestead' Homestead Elm	60	35	No	6	N/A		Complex hybrid - close in form to American elm - Resistant to Dutch elm disease
<i>Ulmus</i> 'Frontier' Frontier Elm	50	35	No	6	N/A		Resistant to Dutch elm disease
<i>Zelkova serrata</i> 'Greenvase' Green Vase Zelkova	45	40	No	6	N/A		Attractive exfoliating bark provides Winter appeal. Dark green leaves turn orange-red and purple in Fall. Great Plant Pick
<i>Zelkova serrata</i> 'Village Green' Village Green Zelkova	40	40	No	6	N/A		Green Vase, Mussichino and Halka are improved forms. Great Plant Pick

MEDIUM / LARGE TREES

Scientific & Common Name	Mature Height (ft)	Spread (ft)	Under Wires/View Covenants	Min Strip Width (ft)	Flower Color	Fall Color	Comments
<i>Acer campestre</i> Hedge Maple	40	30	No	5	N/A		Contrary to its name, this is not a small tree – nice overall shape and structure
<i>Acer campestre</i> 'Evelyn' Queen Elizabeth Hedge Maple	40	30	No	5	N/A		More upright branching than the species.
<i>Acer freemanii</i> 'Autumn Blaze' Autumn Blaze Maple	50	40	No	6	N/A		Cross between red and silver maple – fast growing with good fall color
<i>Acer miyabei</i> 'Morton' State Street Maple	40	30	No	8	N/A		Similar to, but faster growing and larger than Hedge maple
<i>Acer pseudoplatanus</i> 'Atropurpureum' Spaethii Maple	40	30	No	8	N/A		Leaves green on top purple underneath.
<i>Aesculus x carnea</i> 'Briotii' Red Horsechestnut	30	35	No	6			Resists heat and drought better than other horsechestnuts
<i>Nothofagus antarctica</i> Antarctic Beech	50	30	No	6	N/A		Rugged twisted branching and petite foliage – difficult to find in the nursery trade
<i>Tilia americana</i> 'Redmond' Redmond Linden	60	35	No	8	N/A		Pyramidal, needs extra water when young

Exhibit 3

<i>Tilia cordata</i> 'Greenspire' Greenspire Linden	40	30	No	6	N/A		Symmetrical, pyramidal form – sometimes has structural issues due to tight branch attachments
<i>Ulmus parvifolia</i> 'Emer II' Allee Elm	60	40	No	8	N/A		Exfoliating bark and nice fall color – Resistant to Dutch Elm Disease

MEDIUM COLUMNAR TREES

Scientific & Common Name	Mature Height (ft)	Spread (ft)	Under Wires/View Covenants	Min Strip Width (ft)	Flower Color	Fall Color	Comments
<i>Carpinus betulus</i> 'Fastigiata' Pyramidal European Hornbeam	35	20	No	6	N/A		Broadens when older. Great Plant Pick
<i>Fagus sylvatica</i> 'Dawyck Purple' Dawyck Purple Beech	45	15	No	6	N/A		Purple foliage.
<i>Liriodendron tulipifera</i> 'Fastigiatum' Columnar Tulip Tree	60	20	No	6			Good next to buildings – can have problems with tight branch angles. Great Plant Pick
<i>Malus</i> 'Tschonoskii' Tschonoskii Crabapple	30	15	Yes	4			Sparse green fruit, pyramidal
<i>Oxydendron arboreum</i> Sourwood	35	15	No	4			Consistent and brilliant fall color. Great Plant Pick

Exhibit 3

<i>Pyrus calleryana</i> 'Cambridge" Cambridge Pear	40	15	No	4			Narrow tree with better branch angles and form than the species – brittle limbs may be a problem with ice or wet snow. Limit large plantings.
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MEDIUM TREES

Scientific & Common Name	Mature Height (ft)	Spread (ft)	Under Wires/View Covenants	Min Strip Width (ft)	Flower Color	Fall Color	Comments
<i>Acer grandidentatum</i> 'Schmidt' Rocky Mt. Glow Maple	25	20	Yes	5	N/A		Intense red fall color - Limited availability in nursery trade
<i>Acer truncatum x A. platanoides</i> 'Keithsform Norwegian Sunset Maple	35	25	No	6	N/A		Reliable fall color - nice reddish orange
<i>Acer truncatum x A. platanoides</i> 'Warrensred' Pacific Sunset Maple	30	25	Yes	6	N/A		Limited use under higher wires
<i>Betula albosinensis var septentrionalis</i> Chinese Red Birch	40	35	No	6	N/A		White and pink peeling bark. Great Plant Pick
<i>Carpinus caroliniana</i> American Hornbeam	25	20	Yes	6	N/A		Outstanding fall color (variable – yellow, orange, red) – nice little tree. Great Plant Pick

Exhibit 3

Scientific & Common Name	Mature Height (ft)	Spread (ft)	Under Wires/View Covenants	Min Strip Width (ft)	Flower Color	Fall Color	Comments
<i>Cladrastis kentukea</i> Yellowwood	40	40	No	6			White flowers in spring, resembling wisteria flower – blooms profusely only every 2 to 4 years – yellow/gold fall color
<i>Cornus controversa</i> 'June Snow' Giant Dogwood	40	30	No	6			Frothy, 6-inch clusters of white flowers in June – Great Plant Pick
<i>Crataegus crus-galli</i> 'Inermis' Thornless Cockspur Hawthorne	25	30	Yes	4			Red persistent fruit
<i>Cornus</i> 'Eddie's White Wonder' Eddie's White Wonder Dogwood	30	20	Yes	4			A hybrid of <i>C. florida</i> and <i>C. nuttallii</i>
<i>Crataegus x lavalii</i> Lavalle Hawthorne	25	20	Yes	4			Thorns on younger trees. Great Plant Pick
<i>Davidia involucreta</i> Dove Tree	40	30	No	6		N/A	Large, unique flowers in May. Great Plant Pick
<i>Eucommia ulmoides</i> Hardy Rubber Tree	50	40	No	8	N/A	N/A	Dark green, very shiny leaves – insignificant fall color
<i>Fagus sylvatica</i> 'Rohanii' Purple Oak Leaf Beech	50	30	No	8	N/A	N/A	Attractive purple leaves with wavy margins. Great Plant Pick
<i>Halesia monticola</i> Mountain Silverbell	45	25	No	4			Attractive small white flower
<i>Halesia tetraptera</i> Carolina Silverbell	35	30	No	4			Attractive bark for seasonal interest

Exhibit 3

Scientific & Common Name	Mature Height (ft)	Spread (ft)	Under Wires/View Covenants	Min Strip Width (ft)	Flower Color	Fall Color	Comments
<i>Koelreuteria paniculata</i> Goldenrain Tree	30	30	Yes	4			Midsummer blooming – slow growing. Great Plant Pick
<i>Magnolia denudata</i> Yulan Magnolia	40	40	No	4		N/A	6” inch fragrant white flowers in spring. Great Plant Pick
<i>Magnolia grandiflora</i> 'Victoria' Victoria Evergreen Magnolia	25	20	Yes	4		N/A	Evergreen magnolia – can be damaged in years with wet, heavy snow. Limit large plantings. Most suitable for protected locations close to buildings. Great Plant Pick
<i>Magnolia kobus</i> 'Wada's Memory' Wada's Memory Magnolia'	30	20	Yes	4			Does not flower well when young. Great Plant Pick
<i>Ostrya virginiana</i> Ironwood	40	25	No	4	N/A		Hop like fruit – slow growing
<i>Phellodendron amurense</i> 'Macho' Macho Cork Tree	40	40	No	6	N/A		This variety is fruitless – fall color can be varied. High drought tolerance
<i>Prunus cerasifera</i> 'Krauter Vesuvius' Vesuvius Flowering Plum	30	20	Yes	4		N/A	Burgundy colored leaves – tree best used as an accent rather than in mass plantings
<i>Quercus Ilex</i> Holly Oak	40	30	No	6	N/A	N/A	Evergreen oak - Underside of leaf is silvery-white. Often has a prominent umbrella form

Exhibit 3

Scientific & Common Name	Mature Height (ft)	Spread (ft)	Under Wires/View Covenants	Min Strip Width (ft)	Flower Color	Fall Color	Comments
<i>Rhamnus purshiana</i> Cascara	30	20	Yes	4	N/A		Native tree – fall color depends on exposure – purplish fruit feeds many native birds
<i>Sorbus x hybrida</i> Oakleaf Royal Mt. Ash	30	20	Yes	4			It has leaves which are similar to English oak, and interesting bark for seasonal features.
<i>Styrax japonica</i> Japanese Snowbell	25	25	Yes	4			Reliable and easy to grow, it has plentiful, green ½” inch seeds. Flowers similar to lily in the valley. Great Plant Pick
<i>Tilia cordata</i> 'De Groot' De Groot Littleleaf Linden	40	20	Yes	5	N/A		One of the smaller stature littleleaf lindens.
<i>Tilia cordata</i> 'Chancole' Chancellor Linden	35	20	No	6	N/A		Pyramidal when young. Fragrant flowers that attract bees.
<i>Ulmus parvifolia</i> 'Emer I' Athena Classic Elm	30	35	No	4	N/A		High resistance to Dutch Elm Disease. Drought resistant. Cinnamon colored exfoliating bark for seasonal interest.

SMALL COLUMNAR TREES

Scientific & Common Name	Mature Height (ft)	Spread (ft)	Under Wires/View Covenants	Min Strip Width (ft)	Flower Color	Fall Color	Comments
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Exhibit 3

<i>Maackia amurensis</i> Amur Maackia	30	20	Yes	4		N/A	Interesting exfoliating bark – flowering in June or July - varies in intensity from year to year
<i>Malus</i> 'Adirondack' Adirondack Crabapple	20	10	Yes	4			Very resistant to apple scab – one of the narrowest crabapples – persistent reddish ¼” fruit. Great Plant Pick
<i>Malus</i> 'Red Barron' Red Barron Crabapple	20	10	Yes	4			Deep pink blossom and persistent red berries for seasonal interest
<i>Prunus serrulata</i> 'Amanogawa' Amanogawa Flowering Cherry	20	10	Yes	4			Pinkish flower bud, changing to white flower.
<i>Sorbus americana</i> 'Dwarf-crown' Red Cascade Mountain Ash	20	10	Yes	4			Nice winter form - Red berries persistent in clusters

SMALL TREES

Scientific & Common Name	Mature Height (ft)	Spread (ft)	Under Wires/View Covenants	Min Strip Width (ft)	Flower Color	Fall Color	Comments
<i>Acer buegerianum</i> Trident Maple	25	25	Yes	4	N/A		Somewhat shrub-like – must train to a single stem – interesting bark. Great Plant Pick
<i>Acer ginnala</i> 'Flame' Flame Amur Maple	25	20	Yes	4			Clusters of small cream colored flowers in spring – very fragrant. Nice fall color. Informal branch structure.

Exhibit 3

Scientific & Common Name	Mature Height (ft)	Spread (ft)	Under Wires/View Covenants	Min Strip Width (ft)	Flower Color	Fall Color	Comments
<i>Acer griseum</i> Paperbark Maple	25	20	Yes	4	N/A		Peeling cinnamon colored bark for seasonal interest. Great Plant Pick
<i>Acer palmatum</i> Japanese Maple	20	25	Yes	4	N/A		Many varieties available – select larger varieties for street planting
<i>Acer triflorum</i> Three-Flower Maple	25	20	Yes	4	N/A		Multi seasonal interest with tan, exfoliating bark and red, orange/red fall color. Great Plant Pick
<i>Amelanchier grandiflora</i> 'Princess Diana' Princess Diana Serviceberry	20	15	Yes	4			Good for narrower planting strips
<i>Amelanchier x grandiflora</i> 'Autumn Brilliance' Autumn Brilliance Serviceberry	20	15	Yes	4			Good for narrower planting strips – reliable bloom and fall color
<i>Arbutus unedo</i> 'Marina' Strawberry Tree	25	20	Yes	4		N/A	Substitute for Pacific madrone—can suffer severe damage or death due to cold weather—evergreen. Limit large plantings.
<i>Carpinus japonica</i> Japanese Hornbeam	30	25	Yes	6	N/A		Wide spreading, slow growing – fall color is not outstanding. Great Plant Pick
<i>Cercis canadensis</i> Eastern Redbud	25	30	Yes	4			Deep pink flowers on bare twigs in spring
<i>Cercis siliquastrum</i> Judas Tree	25	30	Yes	4			Deep pink flowers on bare twigs in spring – drought resistant

Exhibit 3

Scientific & Common Name	Mature Height (ft)	Spread (ft)	Under Wires/View Covenants	Min Strip Width (ft)	Flower Color	Fall Color	Comments
<i>Cornus alternifolia</i> Pagoda Dogwood	25	25	Yes	4			Small white flowers in flat clusters – fall color is varied. Great Plant Pick
<i>Cornus kousa</i> 'Chinensis' Kousa Dogwood	20	20	Yes	4			Does not do well on harsh, dry sites. Limit large plantings. Great Plant Pick
<i>Cotinus obovatus</i> American Smoke Tree	25	25	Yes	4			Showy pinkish panicles of flowers in the spring – reddish purple leaves on some varieties. Great Plant Pick
<i>Lagerstroemia</i> 'tuscarora' Tuscarora Hybrid Crape Myrtle	20	20	Yes	4			Light cinnamon brown bark lends year round interest – drought resistant – likes a warm site
<i>Magnolia</i> 'Elizabeth' Elizabeth Magnolia	30	20	Yes	4		N/A	Yellowish to cream colored flower in spring. Great Plant Pick
<i>Magnolia</i> 'Galaxy' Galaxy Magnolia	25	25	Yes	4			Showy pink flowers. Great Plant Pick
<i>Magnolia x loebneri</i> Loebner Magnolia	20	20	Yes	4			Flower is 'star' shaped rather than tulip like – white to pinkish white in March or April. Great Plant Pick
<i>Malus</i> 'Golden Raindrops' Golden Raindrops Crabapple	20	20	Yes	4			Disease resistant – persistent yellow fruit in fall and winter. Great Plant Pick

Exhibit 3

Scientific & Common Name	Mature Height (ft)	Spread (ft)	Under Wires/View Covenants	Min Strip Width (ft)	Flower Color	Fall Color	Comments
<i>Malus</i> 'Donald Wyman' Donald Wyman Crabapple	25	25	Yes	4			Large white blossom – nice green foliage in summer
<i>Malus</i> 'Lancelot' ('Lanzam') Lancelot Crabapple	15	15	Yes	4			Red flower buds, blooming white – red persistent fruit
<i>Parrotia persica</i> Persian Parrotia	30	25	Yes	4			Blooms before it leafs out – drought tolerant - Varied fall color - reds, oranges and yellows. Great Plant Pick
<i>Prunus</i> 'Frankthrees' Mt. St. Helens Plum	20	20	Yes	4		N/A	Burgundy colored leaves – tree best used as an accent rather than in mass plantings
<i>Prunus</i> 'Newport' Newport Plum	20	20	Yes	4		N/A	Burgundy colored leaves – tree best used as an accent rather than in mass plantings
<i>Prunus</i> 'Snowgoose' Snow Goose Cherry	20	20	Yes	4			This selection sports abundant white flowers and healthy green, disease-resistant foliage
<i>Prunus x yedoensis</i> 'Akebono' Akebono Flowering Cherry	25	25	Yes	4			Has masses of large, semi-double, pink flowers – most widely planted cherry in Pacific Northwest
<i>Sorbus alnifolia</i> Korean Mountain Ash	40	25	No	6			Simple leaves and beautiful pink/red fruit. Great Plant Pick

Exhibit 3

Scientific & Common Name	Mature Height (ft)	Spread (ft)	Under Wires/View Covenants	Min Strip Width (ft)	Flower Color	Fall Color	Comments
<i>Stewartia monodelpha</i> Orange Bark Stewartia	30	20	Yes	4			Extraordinary cinnamon colored bark – avoid hot, dry sites. Great Plant Pick
<i>Stewartia pseudocamellia</i> Japanese Stewartia	30	20	Yes	6			Patchwork bark, white flower in spring. Great Plant Pick
<i>Styrax obassia</i> Fragrant Styrax	25	20	Yes	4			Smooth gray bark and fragrant white flowers. Great Plant Pick

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Exhibit 3

APPENDIX G - RECORD DRAWING CRITERIA

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Record Drawing Requirements (As-Builts)

Record drawings for all right-of-way construction projects and for surface water drainage systems that connect to City infrastructure, are required prior to a request for final inspection or issuance of Certificate of Occupancy.

- A. Record drawings shall accurately reflect revisions made to approved plans during construction. The record drawings shall locate all newly installed, existing, and abandoned utilities encountered during construction, but not shown on the approved plans.
- B. Record drawings shall be stamped, signed, and dated by a State of Washington Registered Civil Engineer.
- C. As-constructed survey information provided on a record drawing shall be provided by a licensed land surveyor.
- D. The Applicant shall provide the City inspector preliminary record drawings on paper. Once the City approves the preliminary submittal, the Applicant provides the final record drawings in the following formats. Each plan sheet shall bear the engineer and the surveyor stamps, signature, and date signed:
 - 1. Paper (for review only);
 - 2. Mylar (22 inches by 34 inches) (Upon request after completed review);
 - 3. AutoCAD format; and
 - 4. PDF electronic file
- E. Each sheet of the record drawings shall include the following statement located in the bottom right hand corner of the sheet.

“These plans are record drawings and the information shown accurately reflects existing field conditions as of this date _____.”

- F. Final corrected drainage Technical Information Report (TIR) shall be submitted in accordance to the requirements of the Surface Water Design Manual.

CAD GUIDELINES

A. Required Electronic Submittals:

1. AutoCAD Civil 3D 2014.
2. Xref file (External reference files) = these are other files that are linked to the main drawing such as other drawings and images. All **Xref** files shall be merged into one drawing file.
3. *.ctb files = this is the color settings file.
4. PDF file of the complete drawing.

B. Survey Info:

1. Horizontally referenced to WA State Plane Coordinates, North Zone, NAD 83 HARN GCS 4602 in Survey Feet.
2. Vertically referenced to NAVD 1988, feet.
3. Provide eastings and northings for existing and new monuments and benchmarks in the coordinate system referenced, as an embedded or separate table.

C. Drafting Guidelines

1. When record drawings reflect changes in the permitted plans, strike throughs shall be used on design details such as pipe inverts, pipe soffits, pipe slopes, pipe sizes, pipe materials, and grading changes and the recorded information displayed adjacent to the strike out details.
2. Layering Designations in CAD Files shall be separated and delineated for storm facilities (separate layers for pipes, catch basins and other structures), water utilities, sanitary sewer utilities, buildings, pavement edges, sidewalks, curb ramps, water bodies, wetlands, poles, trees, property lines, ROW boundaries, luminaires, signs, pavement markings, traffic signals, barriers, handrails, guard rails, landscape areas and fences.

Exhibit 3

3. All lines shall be snapped and closed, and attributes shall be defined on Layer 0.
4. Drawings shall be purged of empty, unused, or non-essential drawing data.
5. Drawings shall be in full-scale format (1ft =1ft).
6. All plan sheets shall be drafted to fit 22x34 inch paper scale.
 - i. Layout Management:
 - ii. All elements shall be created in Model space. (Note: The City's GIS software does not draw features created in Paper space).

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APPENDIX H - ENGINEERING DEVIATION CRITERIA

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Deviation from Public Works Standards Guidelines

Deviations from public works standards is a mechanism to allow the City to grant an adjustment in the application of the public works standards where there are unique circumstances relating to the proposal.

A. Decision Criteria

The Director of Public Works shall grant a deviation from the Public Works Standards only if the applicant demonstrates all of the following;

1. The granting of such deviation will not be materially detrimental to the public welfare or injurious or create adverse impacts to the property or other property(s) and improvements in the vicinity in which the subject property is located.
2. The authorization of such deviation will not adversely affect the implementation of the Comprehensive Plan adopted in accordance with State Law.
3. The deviation shall not conflict with the standards of the critical areas regulations SMC 21A.50.
4. The deviation from the Public Works Standards shall only be granted if the proposal meets the following:
 - i. Conform to the intent and purpose of the Sammamish Municipal Code;
 - ii. Based upon sound engineering judgement;
 - iii. The requirements for safety, environmental consideration, function, appearance, and maintainability are fully met;
 - iv. The deviation is in the best interest for the public.
5. A deviation from roadway design standards must meet the objectives for fire protection. Any deviation that does not meet the International Fire Code shall also require approval by the Fire Marshall.

B. Procedure

1. Applicant shall submit a deviation request in the format of the approved City of Sammamish Deviation Review form. Any supporting figures and plans shall be on a size no larger than 11"x17".
2. The Engineering department shall review the deviation request to ensure that all decision criteria are met. Recommendations shall be submitted to the Public Works Director for approval or denial.
3. The Public Works Director shall approve or deny the deviation request and provide a summary of conclusions to the applicant.

APPENDIX I - RIGHT OF WAY VACATION

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Street and Alley Vacation Procedures

A street “vacation” means that the public is letting go of, or “vacating,” the public interest in a public right-of-way. After a street or an alley is vacated, the public no longer has a right to the use of the property for access. The purpose of the appendix section is to establish the procedures, notice requirements and fees for the vacation of streets and within the City. This appendix is intended to implement the authority granted to the City by Chapter 35.79 RCW and RCW 35A.47.020 and to conform to their provisions.

A. Initiation of Vacation

The owners of an interest in any real property abutting upon any public right-of-way who may desire to vacate the full right-of-way, or any part thereof, may petition the City council. In the alternative, the City council may itself initiate a vacation by resolution. The petition or resolution shall be filed with the City clerk.

B. Petition for Vacation

The petition shall be in the form prescribed by the Public Works Director. The petition shall also discuss the criteria set forth. The sufficiency of the petition shall be governed by RCW 35A.01.040.

C. Petition Fees

Every petition for the vacation shall be accompanied by a fee in the amount established by resolution by the City to defray the administrative costs incurred in processing the petition, publishing, posting and mailing notices, plus any consulting costs incurred by the City during the review process.

D. Survey, Vicinity Map, Plat Map and Legal Description

1. Every petition shall be accompanied by:
 - i. A survey, containing an exact legal description of the portion of the right – of-way to be vacated prepared and sealed by a professional land surveyor, registered in the State of Washington;
 - ii. A vicinity map showing the general area of the proposed vacation;

- iii. A plat map prepared and sealed by a professional land surveyor, registered in the State of Washington, indicating the specific parcels abutting the proposed right of way to be vacated;
- iv. A name and address of all property owners for the properties which lie within three hundred (300) feet of the right of way to be vacated.

- 2. Flagging which indicates the boundaries of the right-of-way shall be installed within the survey is conducted.

E. Setting of Hearing

Upon receipt of the petition, fee, and all required documents, the City Clerk shall make a determination whether the petition has been signed by the owners of more than two-thirds (2/3) of the property owners abutting the part of the right-of-way to be vacated. The City clerk shall then forward the petition and required documents to the Public Works Director for further review and action. If the petition has been signed by required signatures, the petition shall be forwarded to the City Council. The City council shall, by resolution, fix a time when the petition will be heard and determined by the City council or committees. The hearing shall not be more than 60 days nor less than 20 days after the date of adoption of the resolution. Where the City Council initiates the vacation by resolution, that resolution shall fix a time when the proposed vacation will be heard by the City Council or committee.

F. Staff Report

The public works department shall prepare a report concerning the proposed vacation, which shall address the criteria listed in this Appendix. The City Council shall use this report in determining whether to vacate the right-of-way or a portion thereof, and such other information as deemed appropriate by the department. In preparing the report, the department shall solicit comments from the police, fire, other City departments, utilities, and other governmental agencies which may be affected by the right-of-way vacation. The report shall be submitted to the City Council, or Committee members hearing the matter, and to the petitioners, not less than five (5) days before the hearing.

G. Notice of Hearing

Upon passage of the resolution fixing the time for the hearing the petition or proposal for vacation, the City Clerk shall give notice to the time, place and purpose of the hearing as set forth in RCW 35.79.020 and by;

1. Publishing written notice once in the City's official newspaper;
2. Posting a placard in a visible palace at each end of right-of-way to be vacated. The placard shall be highly visible and at least 11 by 14 inches in size, and shall include a map showing the location of the right-of-way to be vacated;
3. Mailing written notice to all petitioners at the address on the petition and all owners of property abutting the right-of-way to be vacated, as shown on the records of the King County assessor. In addition, notice shall be given to the owners of property which lie within 300 feet beyond the right-of-way to be vacated, measuring in both directions around the subject area. The public works department shall send the same written notice to the petitioners at the address on the petition.

H. Protest

If 50 percent or more of the owners of the abutting property file written objections with the City clerk, prior to the time of the hearing, the City shall not proceed with the resolution.

I. Compensation for the Vacation

1. Where a vacation has been initiated by petition, the owners of the property abutting the area vacated, shall pay to the City, prior to the effective date of the ordinance vacating the area, a sum equal to one-half of the appraised value of the area, plus the full cost of physical closure and road repairs.
2. Where the vacation was initiated by the City Council or was a requirement by the City as a condition of a permit or approval, the owners of the property abutting the area vacated shall not be required to pay such sum that includes the appraised value of the area and costs associated with the physical closure.

3. Where the vacation was acquired at public expense, the owners of the properties abutting the vacated area shall pay to the City a sum equal to the full appraised value of the area to be vacated.
4. Conveyance of other property acceptable to the City may be made in lieu of the required payment, where required to mitigate adverse impacts of the vacation. When the conveyance is made for street purposes, one-half of the fair market value of the land conveyed shall be credited to the required payment. When the conveyance is made in fee for purposes other than street purposes, the full appraised value of the land conveyed shall be credited to the required payment.
5. When the value of the in-lieu parcel is less than the required payment, the petitioners shall pay the difference to the City. When value of the in-lieu area exceeds the required payment, the City shall pay the difference to the petitioners.

J. Appraisals

1. The director of public works shall determine the appraised value of the area vacated based on an appraisal from a state-certified real estate appraiser who has an MAI or SRA designation from the Appraisal Institute. To obtain such appraisal, the director shall present to the representatives of the petitioners a list of three such certified and designated appraisers from which one shall be selected. The petitioner shall pay from the appraisal. If the director is not satisfied with the appraisal, the director may order a second appraisal from a state-certified appraiser. The City shall pay for the second appraisal.
2. The director shall use the appraisal having the highest value for the area to be vacated. The Director of Public Works shall be responsible for obtaining the appraisal for areas to be granted to the City in-lieu of cash payment as stated in this Appendix.

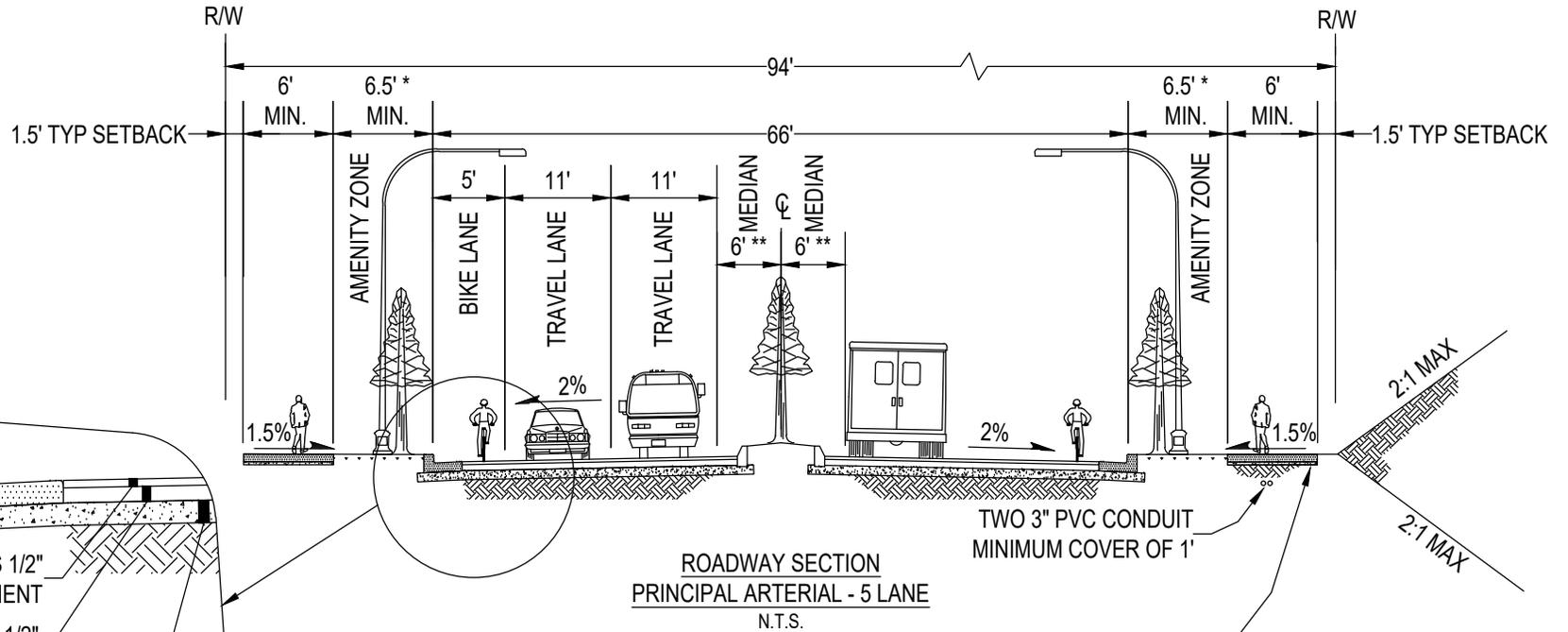
K. Payment of Compensation of Conveyance

After determining the appraisal value of the right-of-way to be vacated, the Director of Public Works shall notify the representative of the petitioners of the amount of compensation. The payment shall be delivered to the director, who upon receipt of payment, shall transmit it to the

Exhibit 3

finance department for deposit in the street fund and shall make a written report of the payment to the City council. If the petitioner has been authorized to deliver an instrument granting or dedicating to the City a parcel or parcels of land in lieu of cash payment, the director, at the petitioner's expense, may obtain either a policy of title insurance insuring title of the property in the City, or a certificate of title as to the title thereof. Upon receipt of such policy or certificate, the director shall transmit it to the City Council.

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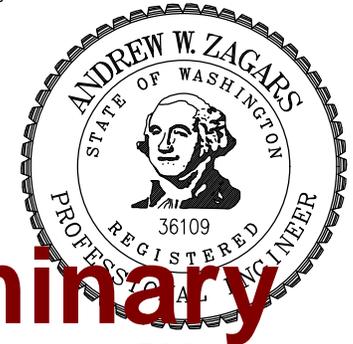
NOTES:

1. NO ON-STREET PARKING PERMITTED.
2. SUBGRADE SHALL BE COMPACTED TO 95% INCLUDING UNDER CURB, GUTTER, AND SIDEWALK.
3. PROOF ROLL OF SUBGRADE MAY BE REQUIRED BY ENGINEER.
4. SIDEWALK WIDTH IS DETERMINED BY ADJACENT LANDUSE.

* MAY BE ELIMINATED OR WIDTH REDUCED WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY OR CRITICAL AREAS, SUBJECT TO CITY ENGINEER'S APPROVAL.
 ** MAY BE REDUCED WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY OR OTHER FACTORS, SUBJECT TO CITY ENGINEER'S APPROVAL. FACE OF MEDIAN CURB IS OFFSET ONE FOOT FROM TRAVEL LANE.

REV _____

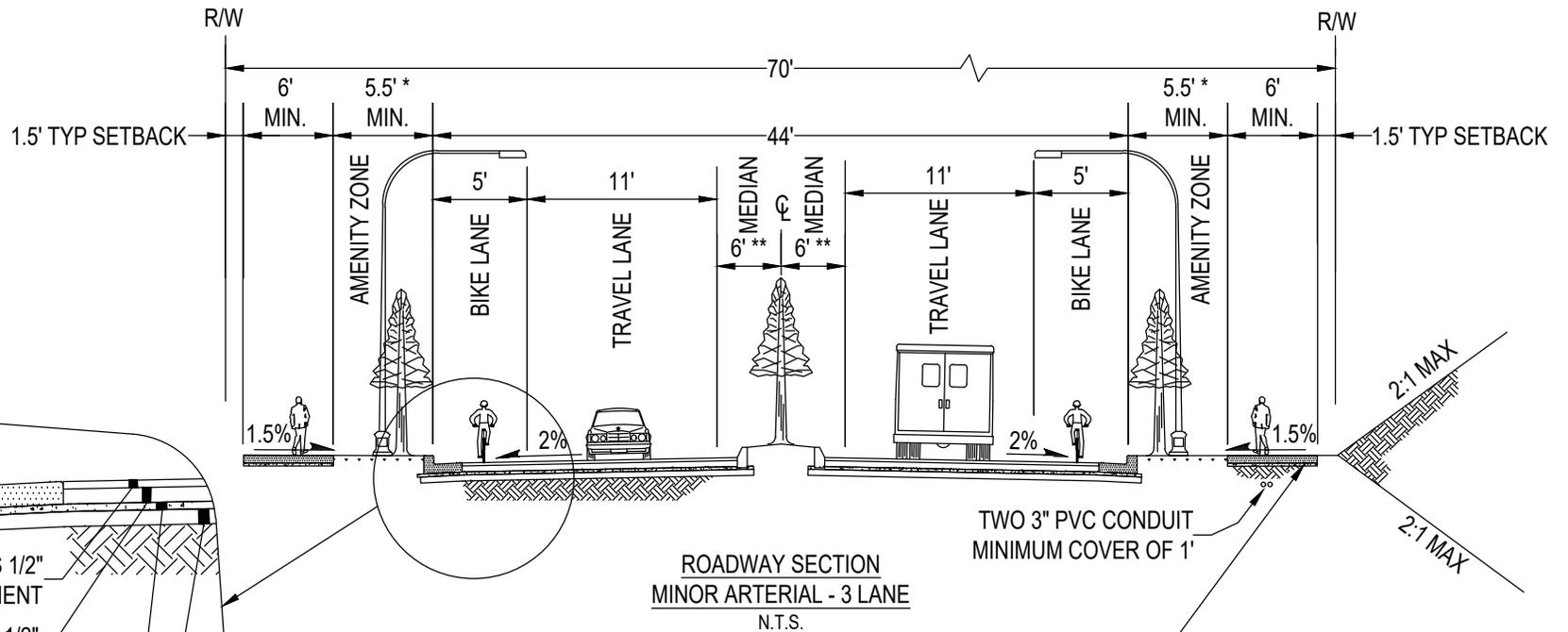
SEE STND DWG 3-06 FOR SIDEWALK DETAILS



Preliminary

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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
ROADWAY SECTION PRINCIPAL ARTERIAL			
APPROVED BY CITY ENGINEER _____		DATE _____	
DWN TTC	CKD AWZ	DATE AUG-XX-2015	FILE FIG01-01



NOTES:

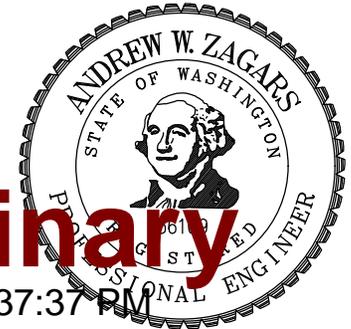
1. WIDTH OF ROADWAY SECTION AND RIGHT-OF-WAY MAY BE INCREASED TO ALLOW PARKING.
2. SUBGRADE SHALL BE COMPACTED TO 95% INCLUDING UNDER CURB, GUTTER, AND SIDEWALK.
3. PROOF ROLL OF SUBGRADE MAY BE REQUIRED BY ENGINEER.
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 ** MAY BE REDUCED WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY OR OTHER FACTORS, SUBJECT TO CITY ENGINEER'S APPROVAL. FACE OF MEDIAN CURB IS OFFSET ONE FOOT FROM TRAVEL LANE.

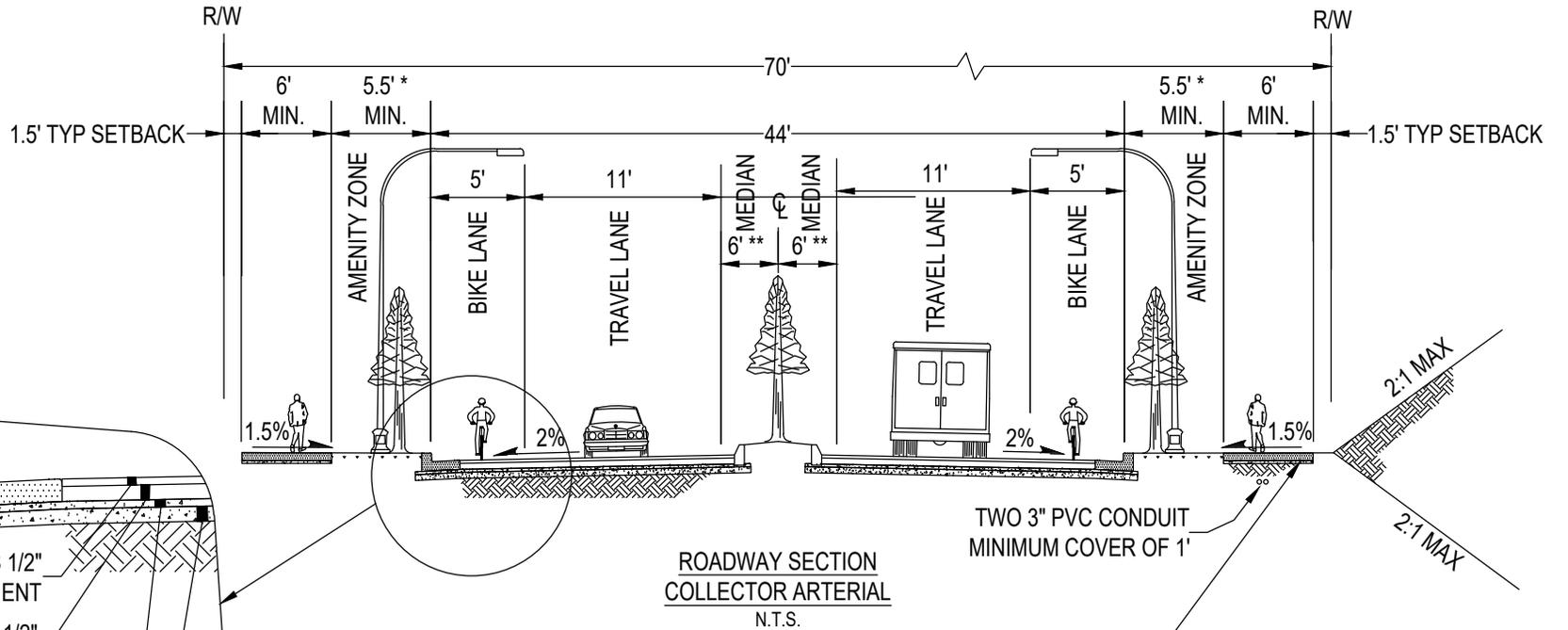
SEE STND DWG 3-06 FOR SIDEWALK DETAILS

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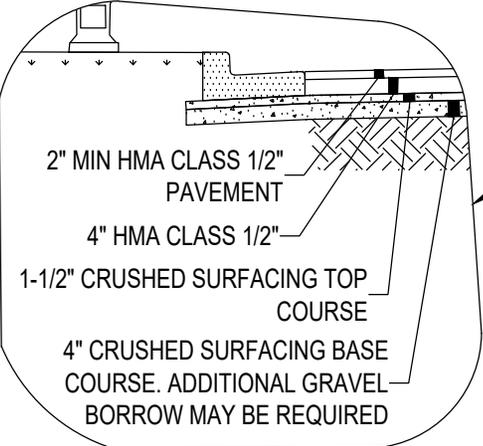


CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS				
ROADWAY SECTION MINOR ARTERIAL				
APPROVED BY CITY ENGINEER		DATE		
REV	DWN XXX	CKD XXX	DATE AUG-XX-2015	FILE FIG01-02



ROADWAY SECTION
COLLECTOR ARTERIAL
N.T.S.

SEE STND DWG 3-06 FOR
SIDEWALK DETAILS



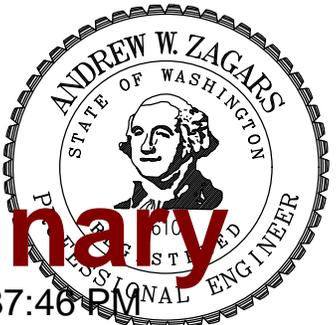
NOTES:

1. WIDTH OF ROADWAY SECTION AND RIGHT-OF-WAY MAY BE INCREASED TO ALLOW PARKING.
2. SUBGRADE SHALL BE COMPACTED TO 95% INCLUDING UNDER CURB, GUTTER, AND SIDEWALK.
3. PROOF ROLL OF SUBGRADE MAY BE REQUIRED BY ENGINEER.
4. SIDEWALK WIDTH IS DETERMINED BY ADJACENT LANDUSE.

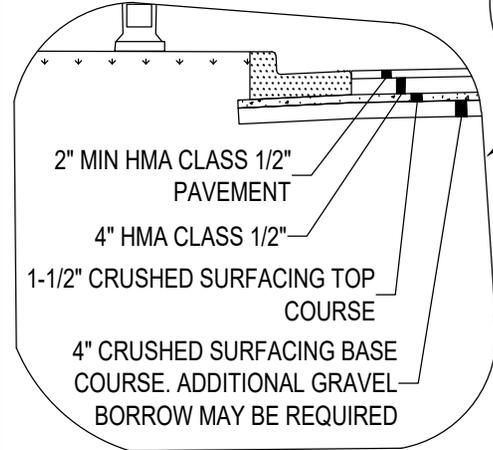
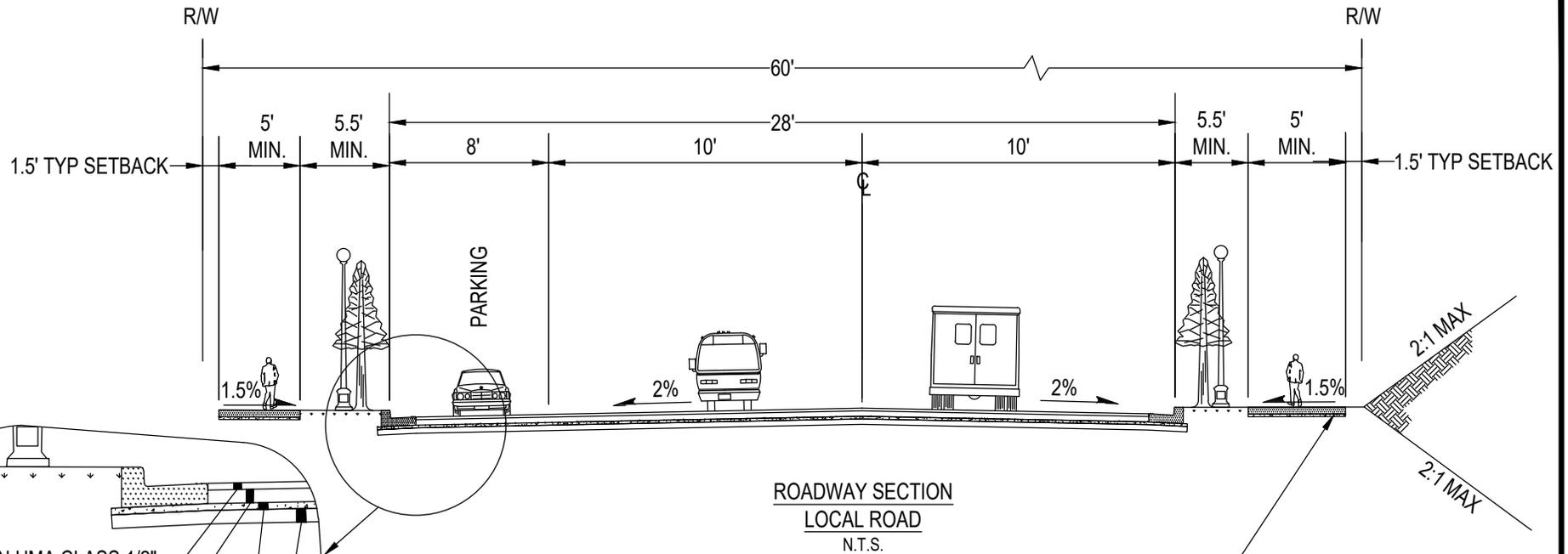
* MAY BE ELIMINATED OR WIDTH REDUCED WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY OR CRITICAL AREAS, SUBJECT TO CITY ENGINEER'S APPROVAL.
 ** MAY BE REDUCED WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY OR OTHER FACTORS, SUBJECT TO CITY ENGINEER'S APPROVAL. FACE OF MEDIAN CURB IS OFFSET ONE FOOT FROM TRAVEL LANE.

Preliminary

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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
ROADWAY SECTION COLLECTOR ARTERIAL			
APPROVED BY CITY ENGINEER		DATE	
DWN	CKD	DATE	FILE
XXX	XXX	AUG-XX-2015	FIG01-03



ROADWAY SECTION
LOCAL ROAD
N.T.S.

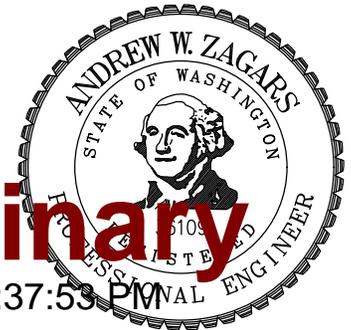
SEE STND DWG 3-06 FOR
SIDEWALK DETAILS

NOTES:

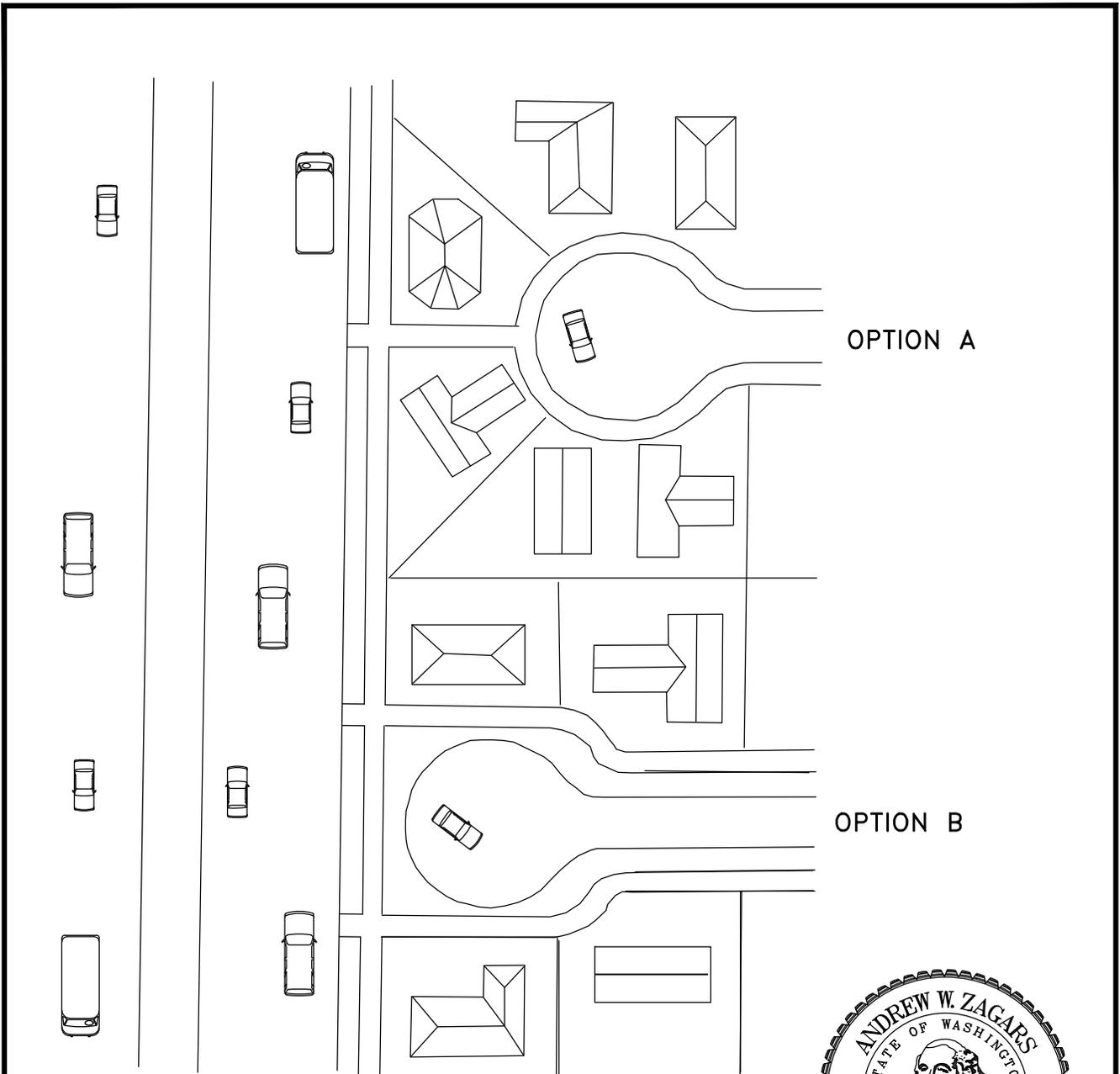
1. PARKING ON ONE SIDE OF ROAD ONLY. APPROVAL OF WHICH SIDE BY CITY ENGINEER.
2. PARKING LANE BASED ON TRAFFIC GENERATION.
3. INSTALL NO PARKING SIGNS ON ONE SIDE OF STREET PER DIRECTION OF ENGINEER.
4. SUBGRADE SHALL BE COMPACTED TO 95% INCLUDING UNDER CURB, GUTTER, AND SIDEWALK.
5. PROOF ROLL OF SUBGRADE MAY BE REQUIRED BY ENGINEER.
6. SIDEWALK WIDTH IS DETERMINED BY ADJACENT LANDUSE.

Preliminary

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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
ROADWAY SECTION NON-ARTERIAL ROADWAY			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	DATE AUG-XX-2015
			FILE FIG01-05

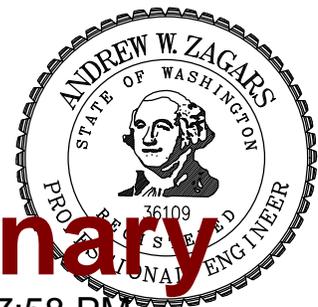


OPTION A

OPTION B

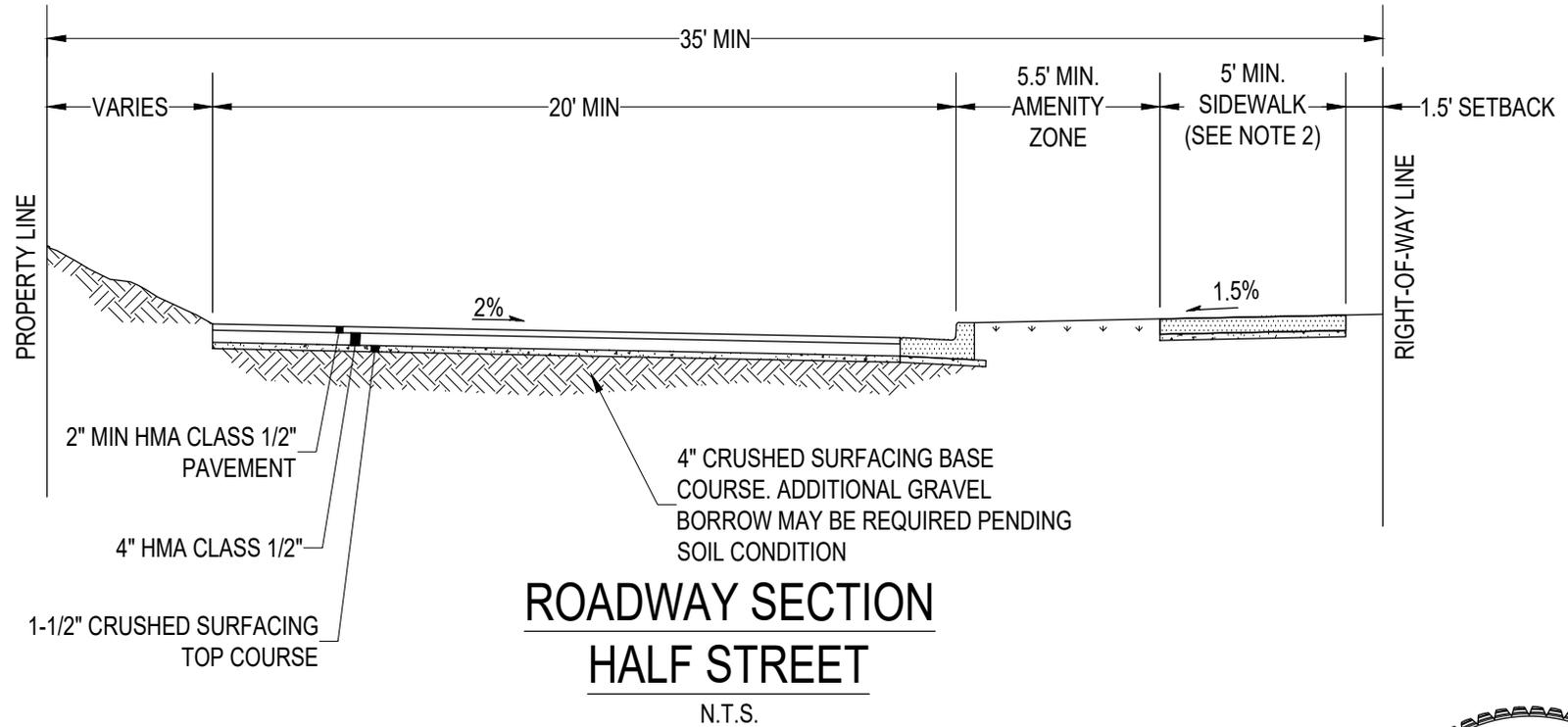
Preliminary

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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS PEDESTRIAN BIKE PATH CONNECTION BETWEEN THROUGH STREET AND CUL-DE-SAC			
APPROVED BY CITY ENGINEER		DATE	
DWN	CKD	DATE	FILE
XXX	XXX	AUG-XX-2015	FIG01-06

REV

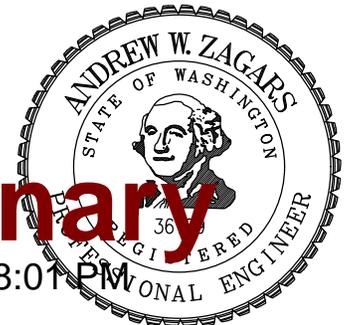


NOTES:

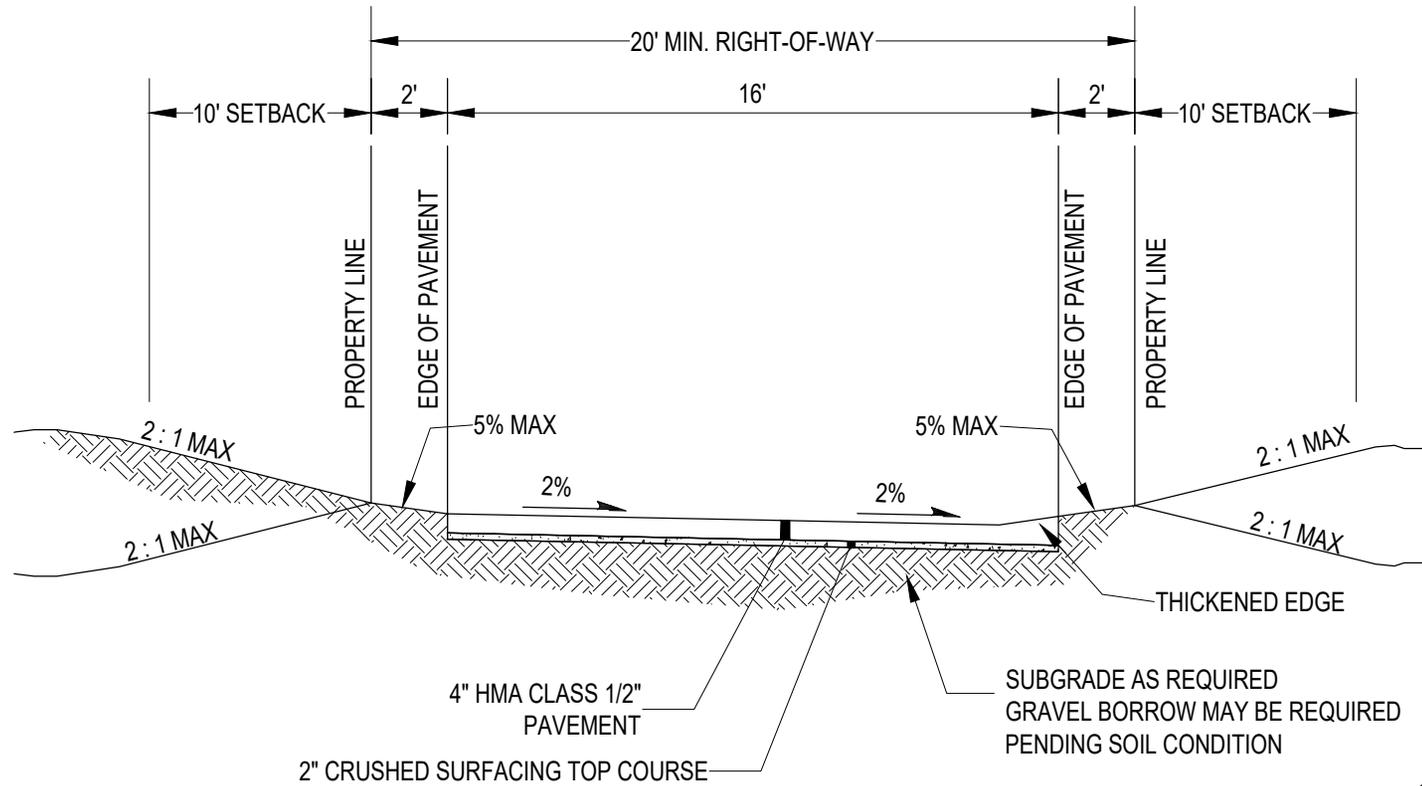
1. EDGE OF PAVEMENT TO BE CONSTRUCTED AS SHOWN FOR CUT OR FILL SECTION AS APPROPRIATE.
2. SEE STND DWG 3-06 FOR SIDEWALK DETAILS.
3. PROOF ROLL OF SUBGRADE MAY BE REQUIRED BY ENGINEER.
4. IF PAVING SEAM IS REQUIRED, IT SHALL BE PLACED AT FUTURE CROWN LOCATION.
5. INSTALL NO PARKING SIGNS ON BOTH SIDE OF STREET PER DIRECTION OF ENGINEER.

Preliminary

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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
NON-ARTERIAL ROADWAY SECTION HALF STREET			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	DATE AUG-XX-2015 FILE FIG01-07

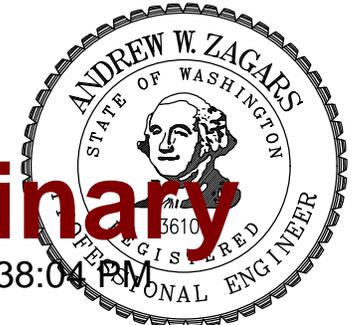


ROADWAY SECTION TYPICAL ALLEY

N.T.S.

Preliminary

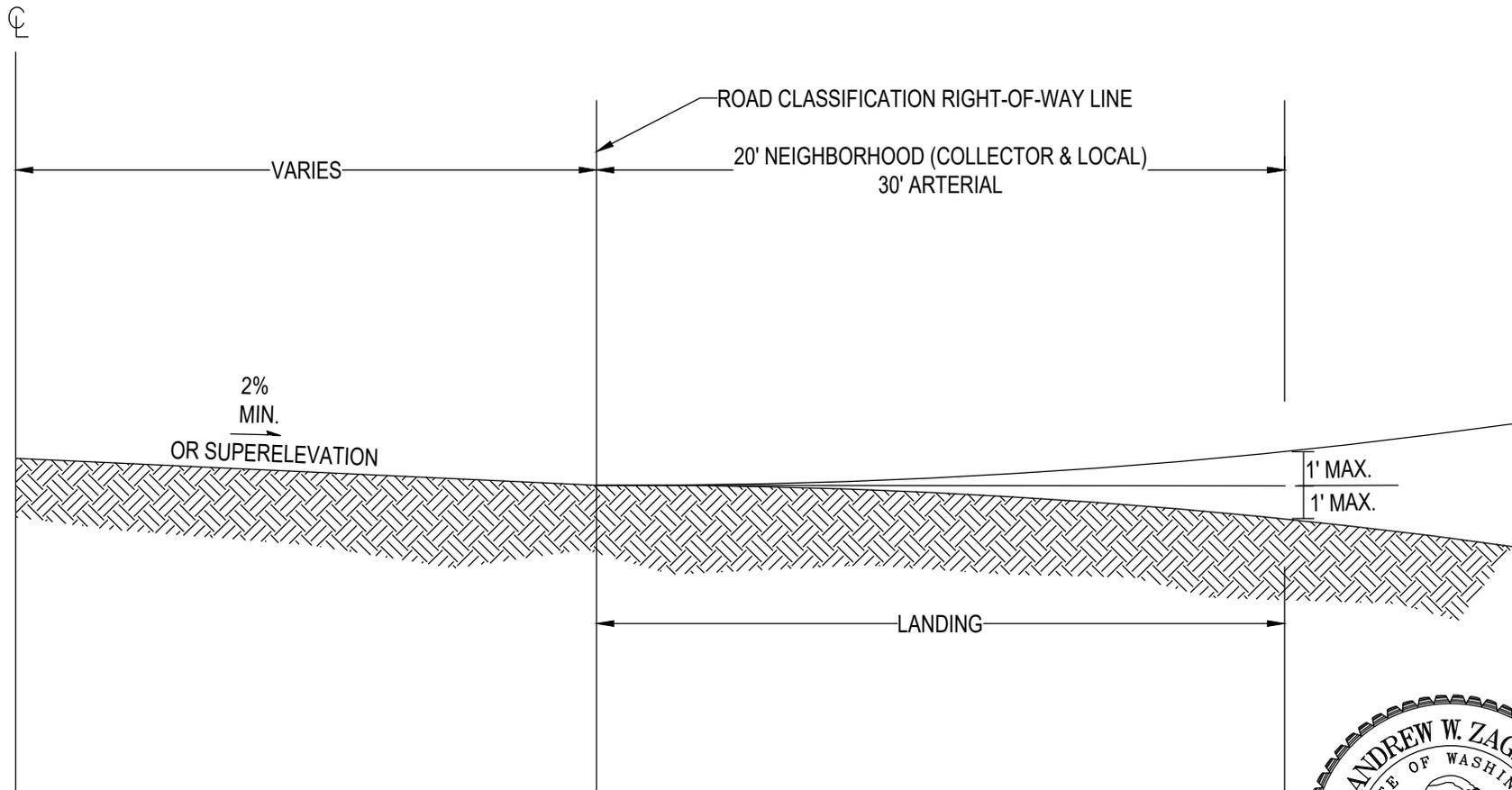
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NOTES:

1. REFER TO PROVISIONS FOR REAR AND SIDE YARD SETBACKS IN DEVELOPMENT CODE.
2. DRAINAGE TO BE COLLECTED AT LOWER END OF ALLEY.
3. PROOF ROLL OF SUBGRADE MAY BE REQUIRED BY ENGINEER.
4. ALL UTILITY LIDS TO BE ADJUSTED TO GRADE.
5. FOR USE IN NEW DEVELOPMENT.
6. INSTALL NO PARKING SIGNS ON BOTH SIDE OF STREET PER DIRECTION OF ENGINEER.

CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
ROADWAY SECTION TYPICAL ALLEY			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	DATE AUG-XX-2015 FILE FIG01-08



Preliminary

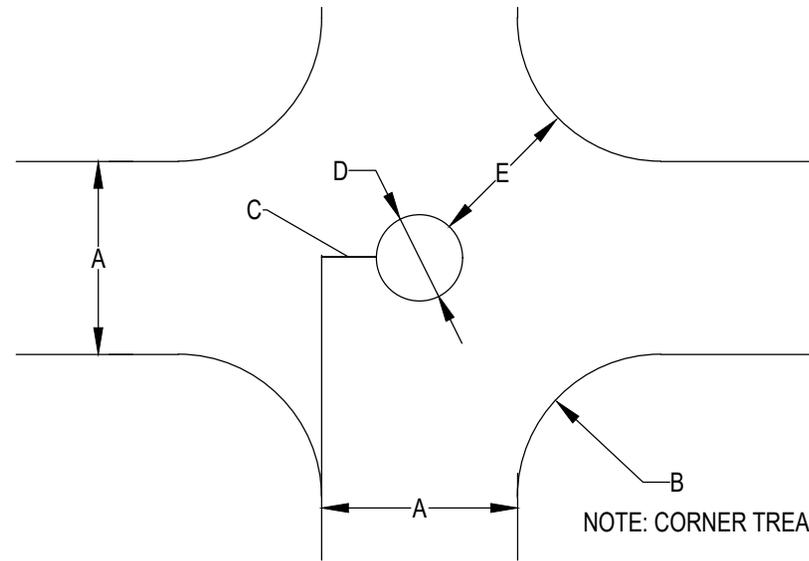
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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS				
INTERSECTION LANDING				
APPROVED BY CITY ENGINEER _____		DATE _____		
REV	DWN TTC	CKD AWZ	DATE AUG-XX-2015	FILE FIG02-01

Exhibit 4

A STREET WIDTH	B CURB RETURN RADIUS	C SET BACK DISTANCE	D CIRCLE DIAMETER	E OPENING WIDTH
20'	<15'	RECONSTRUCT CURBS		
	15'	5.5'	9'	16'+
	18'	5.0'	10'	17'+
	20'	4.5'	11'	18'-
	25'	4.0'	12'	19'+
24'	<12'	RECONSTRUCT CURBS		
	12'	5.5'	13'	16'+
	15'	5.0'	14'	17'-
	20'	4.5'	15'	18'+
	25'	3.5'	17'	20'-
25'	<12'	RECONSTRUCT CURBS		
	12'	5.5'	14'	16'+
	15'	5.0'	15'	17'-
	18'	4.5'	16'	18'-
	20'	4.5'	16'	18'+
	25'	3.5'	18'	20'-
30'	10'	5.5'	19'	16'+
	12'	5.0'	20'	17'-
	15'	5.0'	20'	17'+
	18'	4.5'	21'	18'+
	20'	4.0'	22'	19'+
	25'	3.0'	24'	20'
32'	10'	5.5'	21'	16'+
	12'	5.0'	22'	17'-
	15'	4.5'	23'	18'-
	18'	4.0'	24'	19'-
	20'	4.0'	24'	19'+
	25'	2.5'	27'	20'
36'	10'	5.0'	26'	17'-
	12'	5.0'	26'	17'+
	15'	4.5'	27'	18'+
	18'	4.0'	28'	19'+
	20'	3.5'	29'	20'-
	25'	1.5'	33'	20'
40'	10'	5.0'	30'	17'+
	12'	4.5'	31'	18'+
	15'	4.0'	32'	19'-
	18'	3.5'	33'	20'-
	20'	3.0'	34'	20'
	25'	1.0'	38'	20'

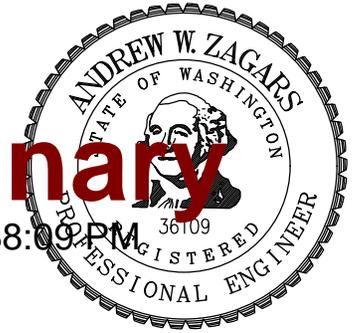


INTERSECTION DIAGRAM

NOTE: CORNER TREATMENTS MAY BE REQUIRED.

Preliminary

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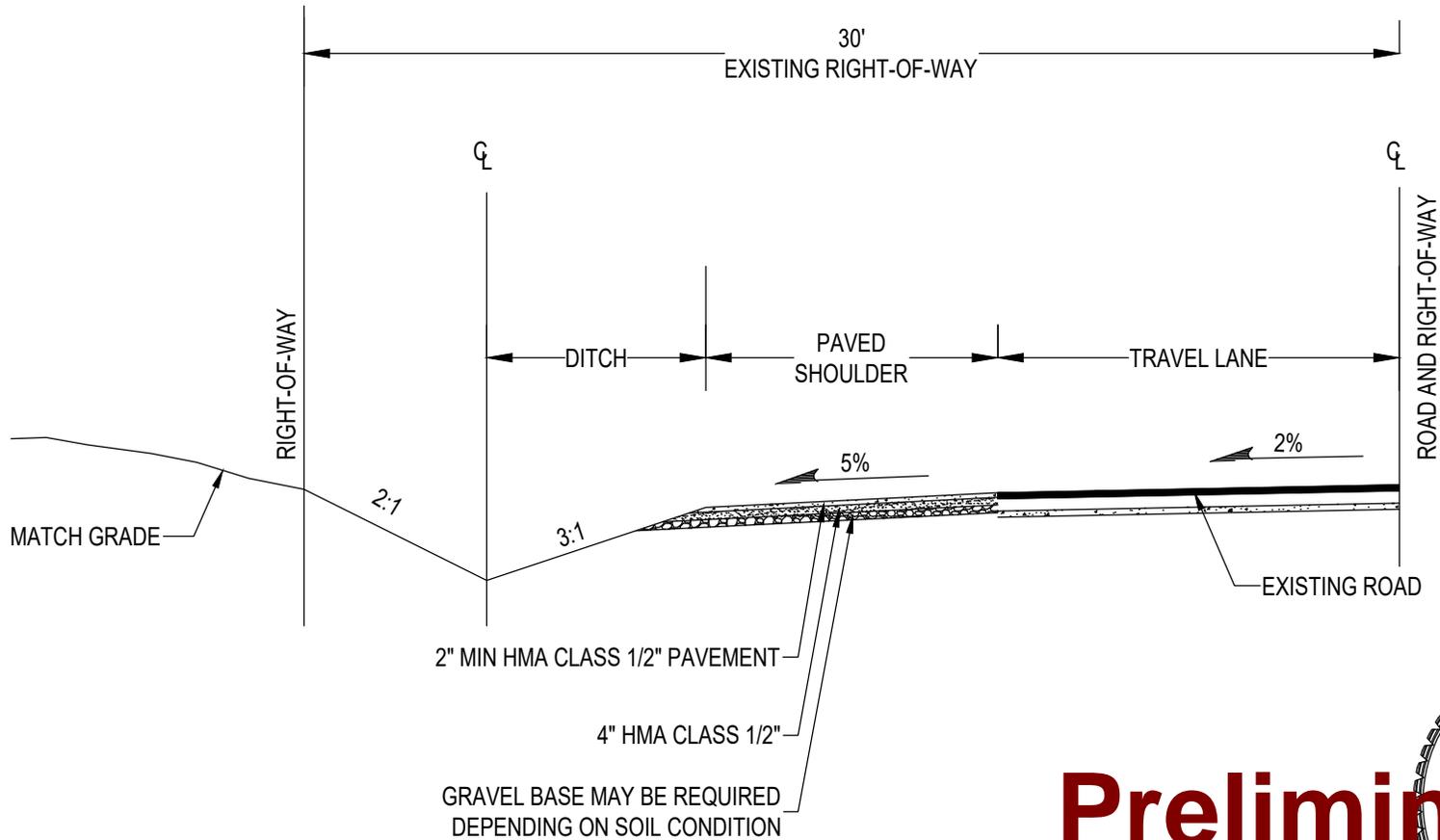


OPTIMUM CRITERIA

SET BACK DISTANCE	OPENING WIDTH
5.5' MAX	16' MIN.
5.0'	17' ±
4.5'	18' ±
4.0'	19' ±
3.5' OR LESS	20'

CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
TRAFFIC CIRCLE			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN TTC	CKD AWZ	DATE AUG-XX-2015 FILE FIG02-02

NOTE: "+" OR "-" DENOTES MINOR VARIATIONS

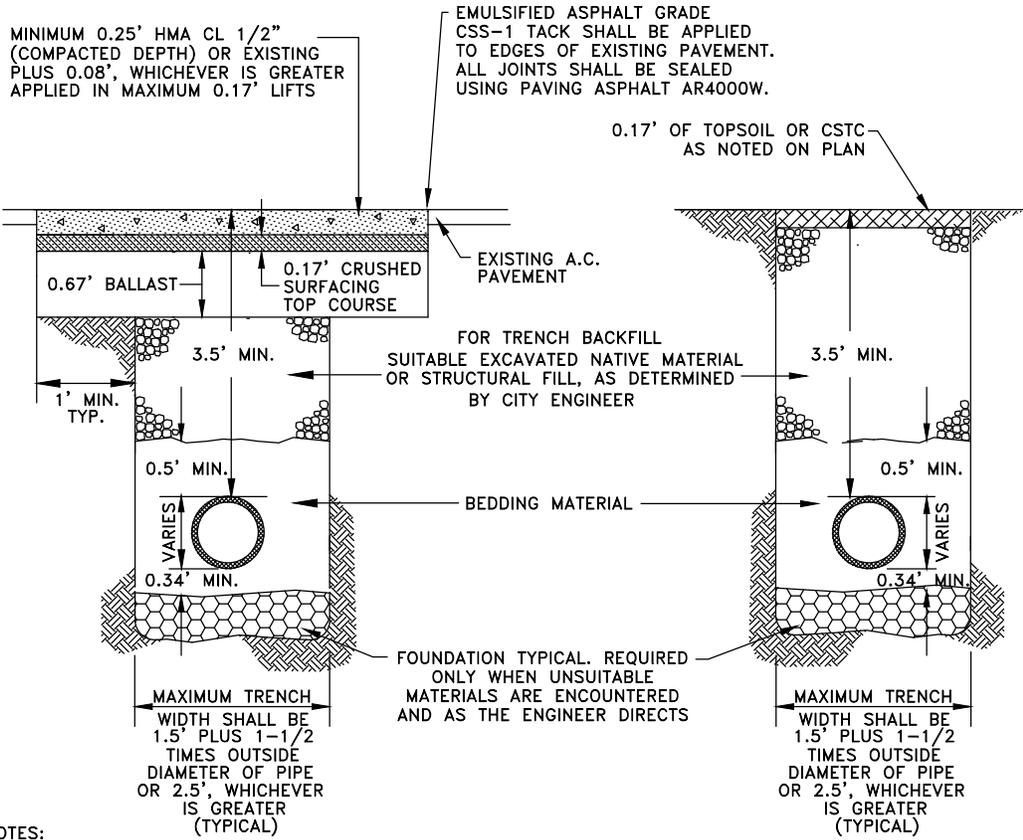


Preliminary

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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
SHOULDER TREATMENT			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN TTC	CKD AWZ	DATE AUG-XX-2015 FILE FIG02-03



NOTES:

1. DIMENSIONS SHOWN ARE MINIMUM; GREATER THICKNESS MAY BE REQUIRED BY CITY ENGINEER.
2. ALL MATERIALS EXCEPT A.C.P. AND BEDDING MATERIAL SHALL BE COMPACTED IN 6-INCH MAXIMUM LIFTS TO 95% DENSITY.
3. BEDDING SHALL CONFORM TO SECTION 9-03.16 OF STANDARD SPECIFICATIONS.
4. COMPACTION: BEDDING SHALL BE COMPACTED TO 95% MAX. AS DETERMINED BY ASTM D1557. BACKFILL SHALL BE COMPACTED TO 85% IN UNPAVED AREA, AND 95% IN PAVED OR SHOULDER AREAS AS DETERMINED BY ASTM D1557.
5. ALL MATERIALS, WORKMANSHIP, AND INSTALLATION SHALL BE IN CONFORMANCE WITH THE LATEST VERSION OF WSDOT STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION.
6. KEEP TRENCH BOTTOM COMPACTED WITH UNIFORM GRADE. A BELL JOINT SHALL BE REQUIRED AT EACH JOINT FOR PROPER SUPPORT. NO TEMPORARY SUPPORTS, I.E. BLOCKS, WILL BE ALLOWED TO SUPPORT PIPE. TRENCH BOTTOM SHALL BE TO GRADE PRIOR TO PIPE INSTALLATION.

Preliminary

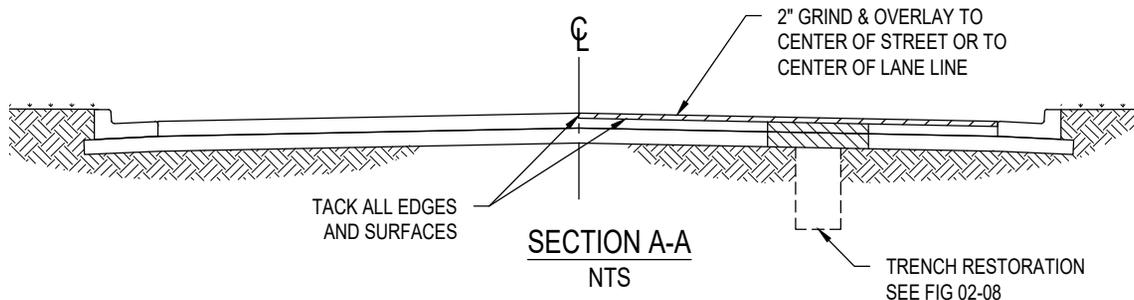
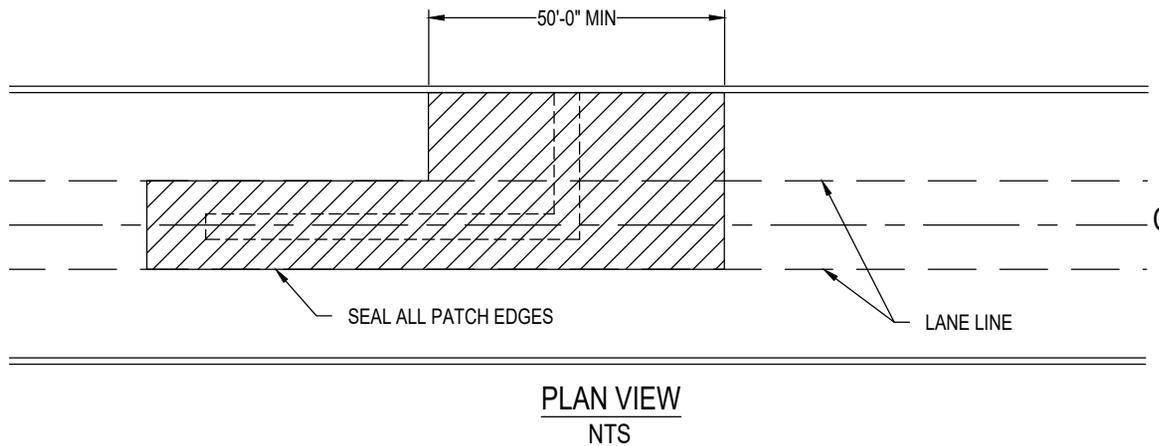
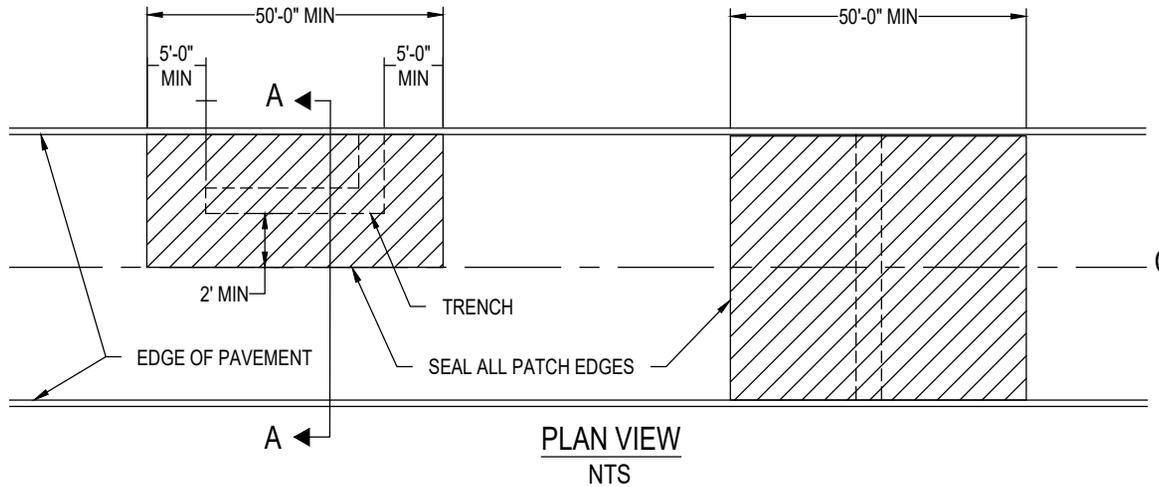
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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
TRENCH-PAVEMENT RESTORATION DETAIL			
APPROVED BY CITY ENGINEER _____		DATE _____	
DWN XXX	CKD XXX	DATE AUG-XX-2015	FILE FIG02-05a

REV

Exhibit 4

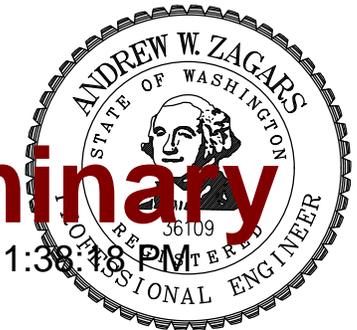


NOTES:

1. THIS DETAIL APPLIES TO ALL PAVEMENT CUTS.
2. DIMENSIONS SHOWN ARE MINIMUM. LIMITS MAY BE INCREASED TO MATCH NEARBY PAVING LIMITS OR OTHER PATCHES.
3. OVERLAY LIMITS MAY BE REDUCED BY CITY ON PAVEMENT IN FAIR CONDITION OR WORSE. SEE PAVEMENT CONDITION MAP FOR LOCATIONS.
4. REPAIR PAVEMENT PER WSDOT STANDARD SPECIFICATIONS SECTION 5-04.
5. HMA SHALL BE PLACED BY PAVERS MEETING THE REQUIREMENTS OF SECTION 5-04.3(3). ROLLERS SHALL MEET THE REQUIREMENTS OF SECTION 5-04.3(4)
6. LOWER ALL UTILITY CASTING PRIOR TO OVERLAY. ADJUST UTILITY CASTINGS TO FINISH GRADE AND RESTORE CHANNELIZATION AND LOOP DETECTORS.

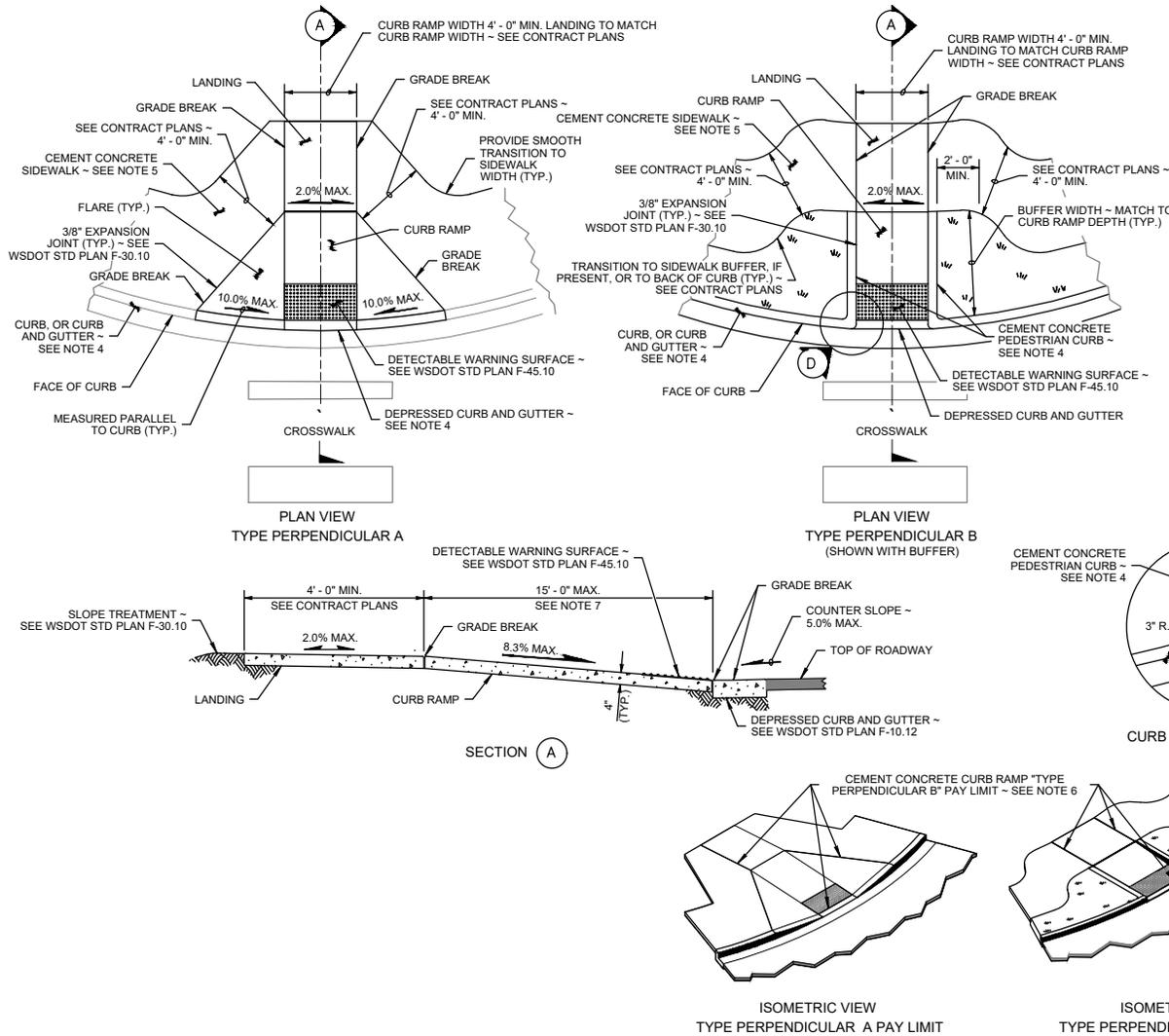
Preliminary

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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
HMA PAVEMENT OVERLAY FOR TRENCH REPAIR			
APPROVED BY CITY ENGINEER		DATE	
DWN	CKD	DATE	FILE
JG	XXX	AUG-XX-2015	FIG02-05b

REV



NOTES

1. Provide a separate Curb Ramp for each marked or unmarked crosswalk. Curb Ramp location shall be placed within the width of the associated crosswalk or as shown in the Contract Plans.
2. Where "GRADE BREAK" is called out, the entire length of the grade break between the two adjacent surface planes shall be flush.
3. Do not place Gratings, Junction Boxes, Access Covers, or other appurtenances in front of the Curb Ramp or on any part of the Curb Ramp or Landing.
4. See the Contract Plans for the curb design specified. See WSDOT STD Plan F-10.12 for Depressed Curb and Gutter, and Pedestrian Curb details.
5. See STD DWG 3-09 for Cement Concrete Sidewalk details. See Contract Plans for width and placement of sidewalk.
6. The Bid Item "Cement Concrete Curb Ramp Type ___" does not include the adjacent Curb, Curb and Gutter, Depressed Curb and Gutter, Pedestrian Curb, or Sidewalk.
7. The Curb Ramp maximum running slope shall not require the ramp length to exceed 15-feet to avoid chasing the slope indefinitely when connecting to steep grades. When applying the 15-foot maximum length, the running slope of the Curb Ramp shall be as flat as feasible.
8. Curb Ramp, Landing, and Flares shall receive broom finish. See WSDOT STD Specifications 8-14.

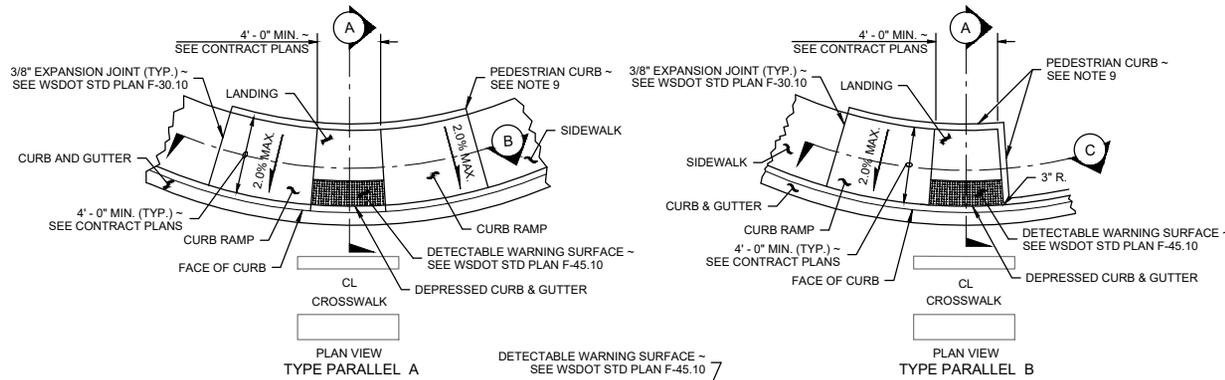
LEGEND

— SLOPE IN EITHER DIRECTION

PRELIMINARY

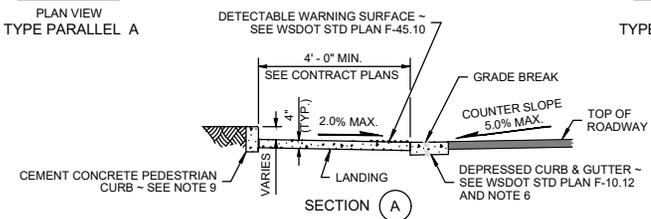
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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS				
PERPENDICULAR CURB RAMP				
APPROVED BY CITY ENGINEER _____		DATE _____		
REV	DWN XXX	CKD XXX	DATE AUG-XX-2015	FILE FIG02-06

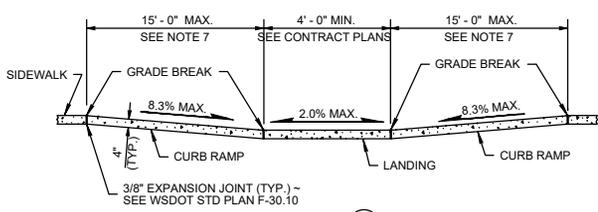


PLAN VIEW
TYPE PARALLEL A

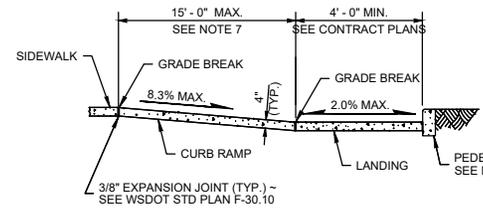
PLAN VIEW
TYPE PARALLEL B



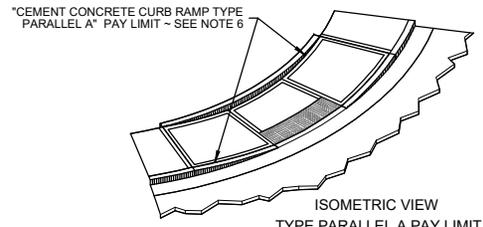
SECTION A



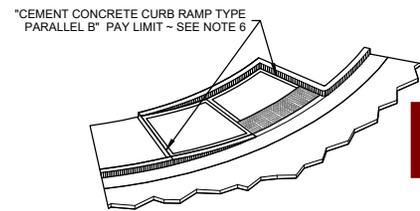
SECTION B



SECTION C



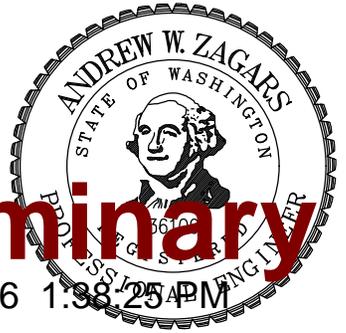
ISOMETRIC VIEW
TYPE PARALLEL A PAY LIMIT



ISOMETRIC VIEW
TYPE PARALLEL B PAY LIMIT

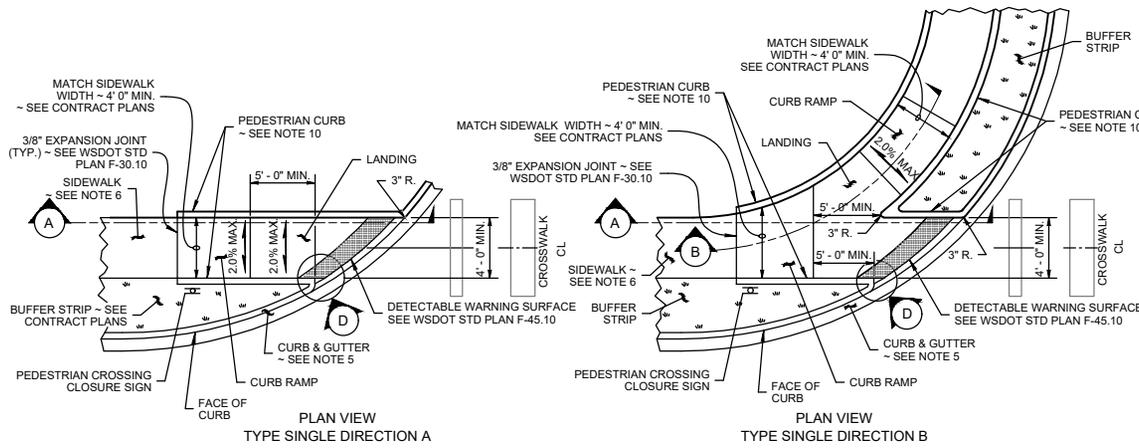
- NOTES
1. Provide a separate Curb Ramp for each marked or unmarked crosswalk. Curb Ramp location shall be placed within the width of the associated crosswalk, or as shown in the Contract Plans.
 2. Where "GRADE BREAK" is called out, the entire length of the grade break between the two adjacent surface planes shall be flush.
 3. Do not place Gratings, Junction Boxes, Access Covers, or other appurtenances in front of the Curb Ramp or on any part of the Curb Ramp or Landing.
 4. See Contract Plans for the curb design specified. See WSDOT STD Plan F-10.12 for Depressed Curb and Gutter, and Pedestrian Curb details.
 5. See STD DWG 3-09 for Cement Concrete Sidewalk Details. See Contract Plans for width and placement of sidewalk.
 6. The Bid Item "Cement Concrete Curb Ramp Type ___" does not include the adjacent Curb, Curb and Gutter, Depressed Curb and Gutter, Pedestrian Curb, or Sidewalks.
 7. The Curb Ramp maximum running slope shall not require the ramp length to exceed 15 feet to avoid chasing the slope indefinitely when connecting to steep grades. When applying the 15-foot max. length, the running slope of the curb ramp shall be as flat as feasible.
 8. Curb Ramp, Landing, and Flares shall receive broom finish. See WSDOT STD Specifications 8-14.
 9. Pedestrian Curb may be omitted if the ground surface at the back of the Curb Ramp and/or Landing will be at the same elevation as the Curb Ramp or Landing and there will be no material to retain.

LEGEND
↔ SLOPE IN EITHER DIRECTION



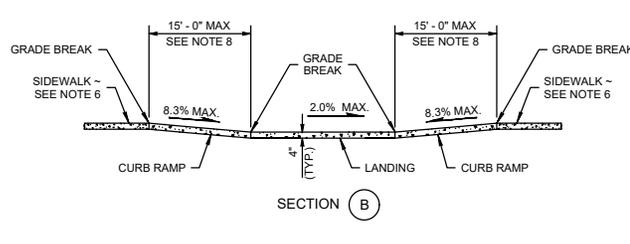
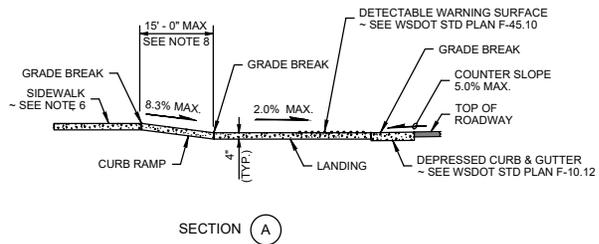
Preliminary
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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS				
PARALLEL CURB RAMP				
APPROVED BY CITY ENGINEER _____		DATE _____		
REV	DWN XXX	CKD XXX	DATE AUG-XX-2015	FILE FIG02-07



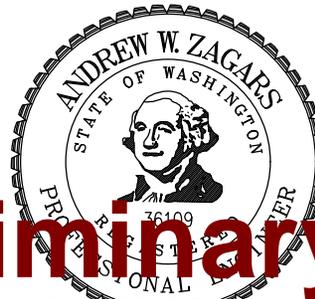
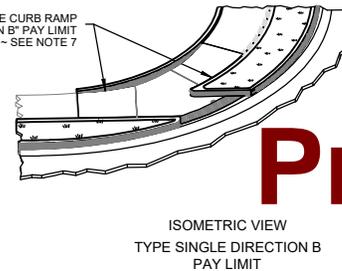
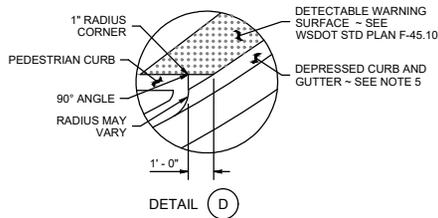
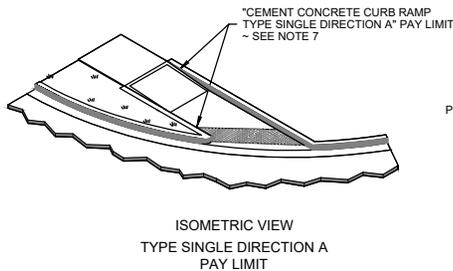
NOTES

1. This plan is to be used where pedestrian crossing in one direction is not permitted.
2. Curb ramp location shall be placed within the width of the associated crosswalk, or as shown in the Contract Plans.
3. Where "GRADE BREAK" is called out, the entire length of the grade break between the two adjacent surface planes shall be flush.
4. Do not place gratings, junction boxes, access covers or other appurtenances in front of the curb ramp or on any part of the curb ramp or landing.
5. See the Contract Documents for the curb design specified. See WSDOT STD Plan F-10.12 for Depressed Curb and Gutter and Pedestrian Curb details.
6. See STD DWG 3-09 for Cement Concrete Sidewalk Details. See contract plans for width and placement of sidewalk.
7. The bid item "Cement Concrete Curb Ramp Type ___" does not include the adjacent Curb or (Curb and Gutter), Depressed Curb and Gutter, Pedestrian Curb or Sidewalk, or the pedestrian crossing closure sign.
8. The curb ramp maximum running slope shall not require the ramp length to exceed 15 feet to avoid chasing the slope indefinitely when connecting to steep grades. When applying the 15 foot maximum length, the running slope of the curb ramp shall be as flat as feasible.
9. Curb ramps and landings shall receive broom finish. See WSDOT STD Specifications 8-14.
10. Pedestrian Curb may be omitted if the ground surface at the back of the Curb Ramp and/or landing will be at the same elevation as the Curb Ramp or Landing and there will be no material to retain.



LEGEND

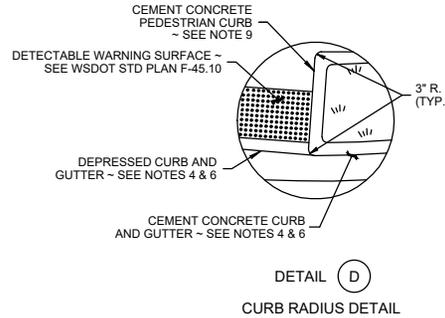
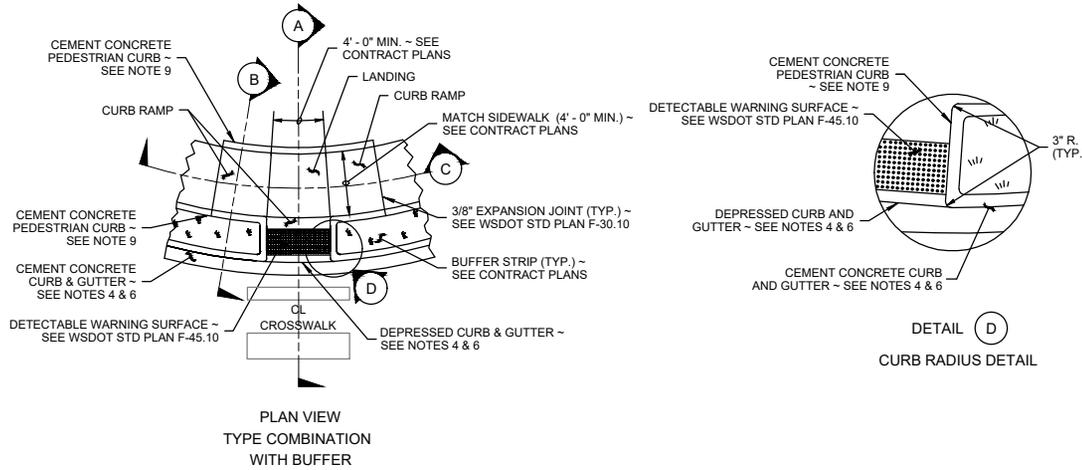
 SLOPE IN EITHER DIRECTION



Preliminary

11/09/2016 1:38:30 PM

CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
SINGLE DIRECTION CURB RAMP			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	DATE AUG-XX-2015
			FILE FIG02-08

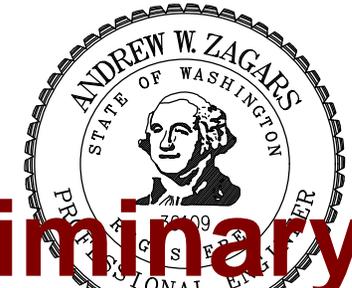
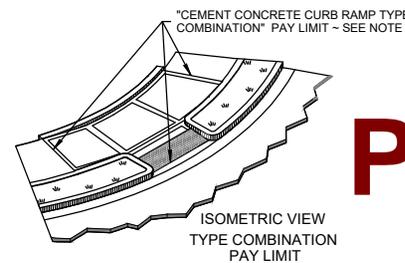
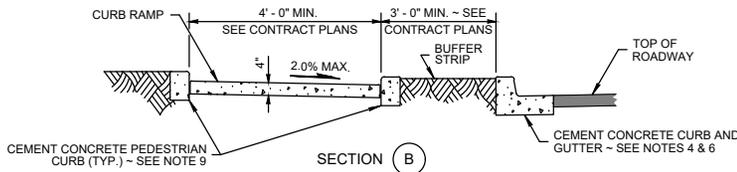
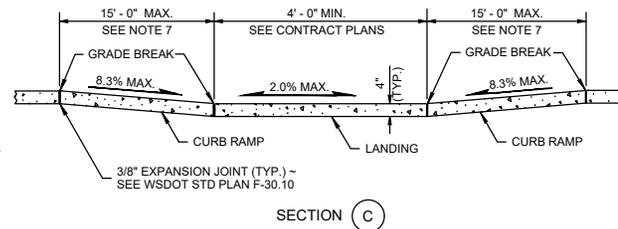
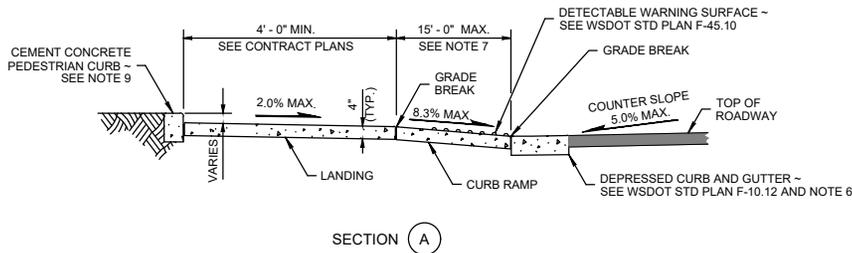


NOTES

1. Provide a separate Curb Ramp for each marked or unmarked crosswalk. Curb Ramp location shall be placed within the width of the associated crosswalk or as shown in the Contract Plans.
2. Where "GRADE BREAK" is called out, the entire length of the grade break between the two adjacent surface planes shall be flush.
3. Do not place Gratings, Junction Boxes, Access Covers, or other appurtenances in front of the Curb Ramp or on any part of the Curb Ramp or Landing.
4. See Contract Plans for the curb design specified. See WSDOT STD Plan F-10.12 for Depressed Curb, Gutter and Pedestrian Curb details.
5. See STD DWG 3-09 for Cement Concrete Sidewalk Details. See Contract Plans for width and placement of sidewalk.
6. The Bid Item "Cement Concrete Curb Ramp Type ..." does not include the adjacent Curb, Curb and Gutter, Depressed Curb and Gutter, Pedestrian Curb, or Sidewalks.
7. The Curb Ramp maximum running slope shall not require the ramp length to exceed 15 feet to avoid chasing the slope indefinitely when connecting to steep grades. When applying the 15-foot max. length, the running slope of the Curb Ramp shall be as flat as feasible.
8. Curb Ramp, Landing and Flares shall receive broom finish. See WSDOT STD Specifications 8-14.
9. Pedestrian Curb may be omitted if the ground surface at the back of the Curb Ramp and/or Landing will be at the same elevation as the Curb Ramp or Landing and there will not be material to retain.

LEGEND

↔ SLOPE IN EITHER DIRECTION



Preliminary

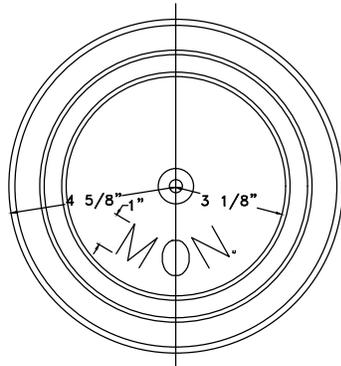
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CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS

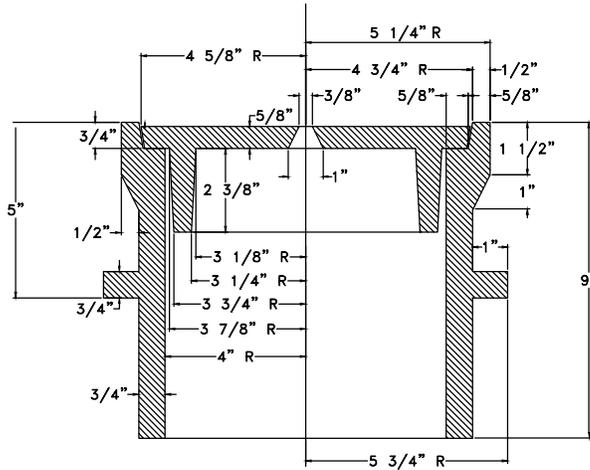
COMBINATION CURB RAMP

APPROVED BY
CITY ENGINEER _____ DATE _____

REV	DWN	CKD	DATE	FILE
	XXX	XXX	AUG-XX-2015	FIG02-09



PLAN OF COVER



PLAN

SECTION

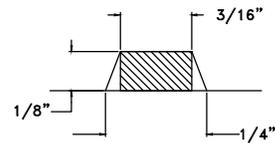
NOTES:

THE CASTINGS SHALL BE GRAY-IRON CASTINGS, ASTM DESIGNATION A 48, CLASS 40. THE COVER AND SEAT SHALL BE MACHINED SO AS TO HAVE PERFECT CONTACT AROUND THE ENTIRE CIRCUMFERENCE AND FULL WIDTH OF BEARING SURFACE.

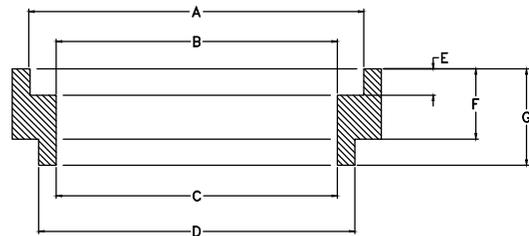
WHEN THE MONUMENT CASE AND COVER ARE PLACED IN CEMENT CONCRETE PAVEMENT THE CONCRETE BASE WILL BE NECESSARY.

APPROXIMATE WEIGHTS:

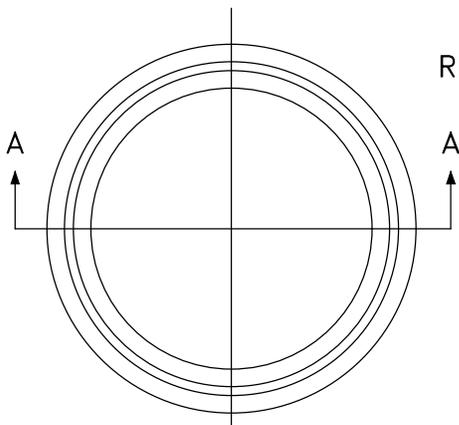
CASE 60 LBS.
COVER 19 LBS.
TOTAL 79 LBS.



SECTION OF LETTER



SECTION A-A

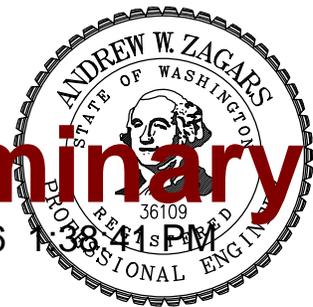


RISER RING

SIZE			
DIM	1-1/2"	2"	3"
A	10-1/2"	10-1/2"	10-1/2"
B	9-1/2"	9-1/2"	9-1/2"
C	8"	8"	8"
D	9"	9"	9"
E	3/4"	3/4"	3/4"
F	1-1/2"	2"	3"
G	2-1/4"	2-3/4"	3-3/4"

Preliminary

11/09/2016

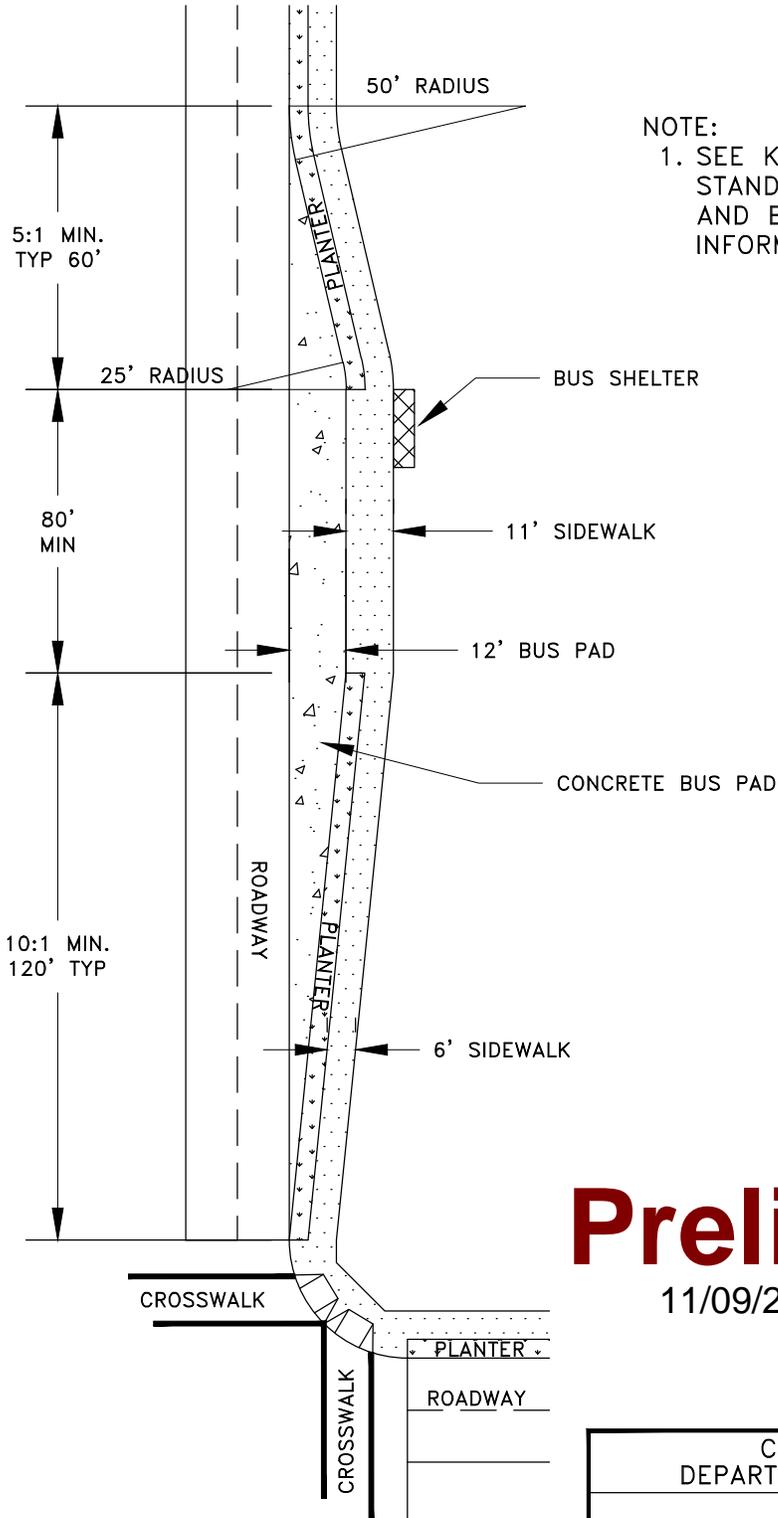


CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS
**MONUMENT CASE AND
COVER WITH RISER**

APPROVED BY _____ DATE _____
CITY ENGINEER _____

DWN XXX	CKD XXX	DATE AUG-XX-2015	FILE FIG02-11a
------------	------------	---------------------	-------------------

REV



NOTE:
 1. SEE KING COUNTY METRO STANDARDS FOR BUS PAD AND BUS SHELTER INFORMATION

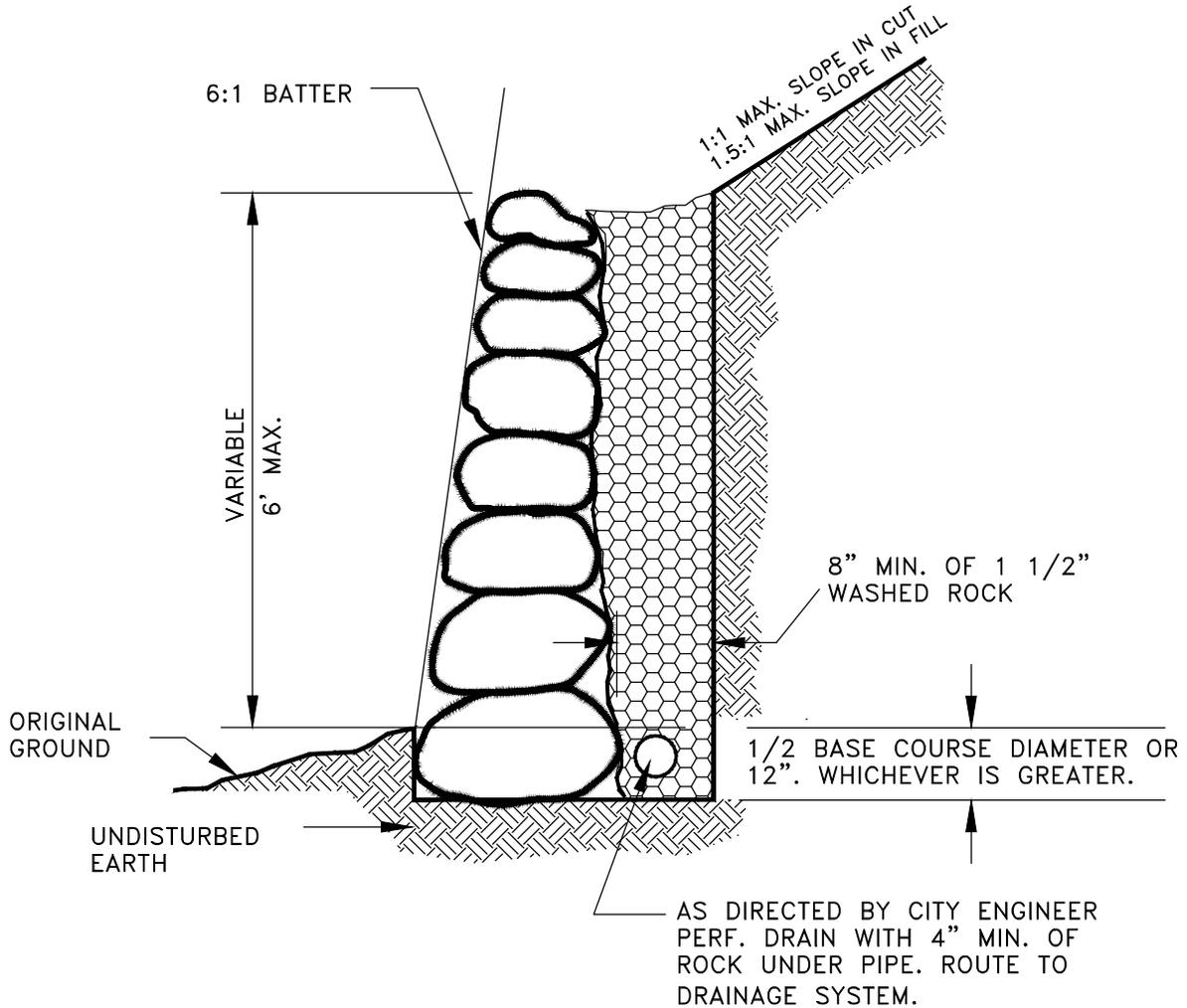
Preliminary

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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
BUS TURNOUT			
APPROVED BY CITY ENGINEER _____		DATE _____	
DWN XXX	CKD XXX	DATE AUG-XX-2015	FILE FIG02-14

REV

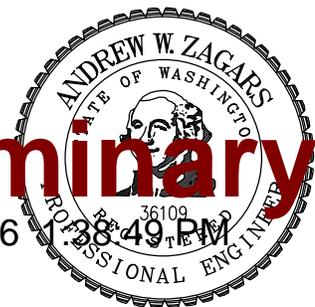


GENERAL NOTES:

1. Rockeries higher than 5' shall be constructed of rocks of graduated sizes from 5-man to 2-man from bottom to top. Rockeries of 5' or lower shall be constructed of 3-man to 2-man from bottom to top. Rock size categories shall include:
 - Two-man rocks (300 to 600 pounds), 13 inches in least dimension;
 - Three-man rocks (800 to 1200 pounds), 16 inches in least dimension;
 - Four-man rocks (1500 to 2200 pounds), 18 inches in least dimension;
 - Five-man rocks (2400 to 3400 pounds), 24 inches in least dimension.
2. The rockery shall be installed with a smooth face.
3. The long dimension of the rocks shall extend into the earth to provide maximum stability.
4. The rock shall be placed so as to lock into two rocks in the lower tier.
5. Call for inspection prior to base course being placed (for verification of rockery height, foundation material and rock size).
6. Design varying from those indicated shall carry the seal of a civil or geotechnical engineer experienced in soil mechanics.

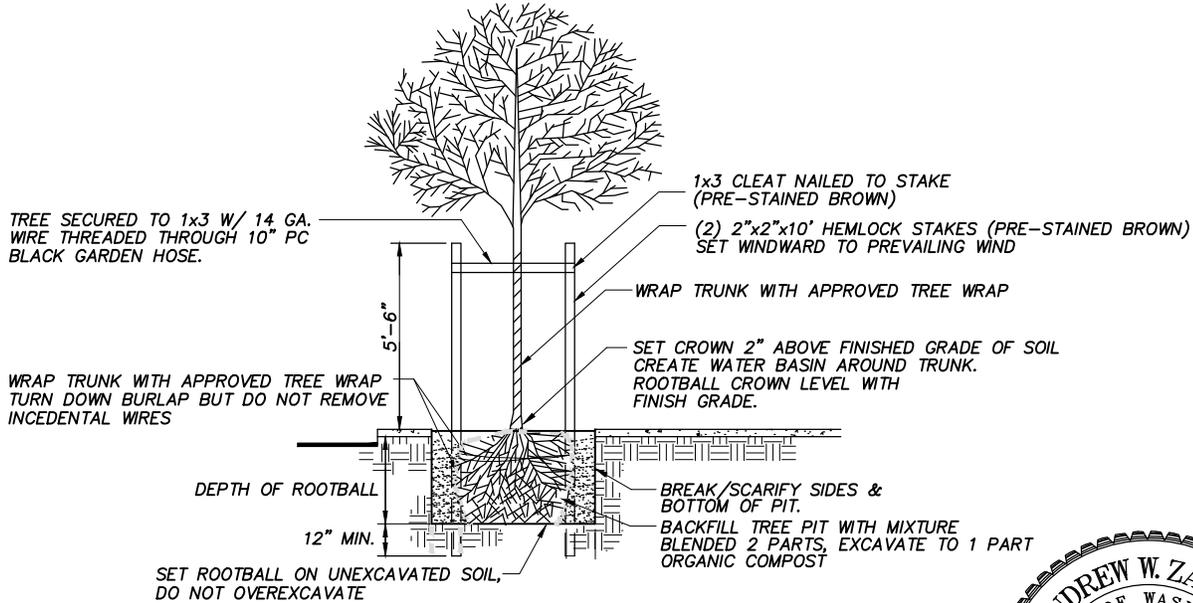
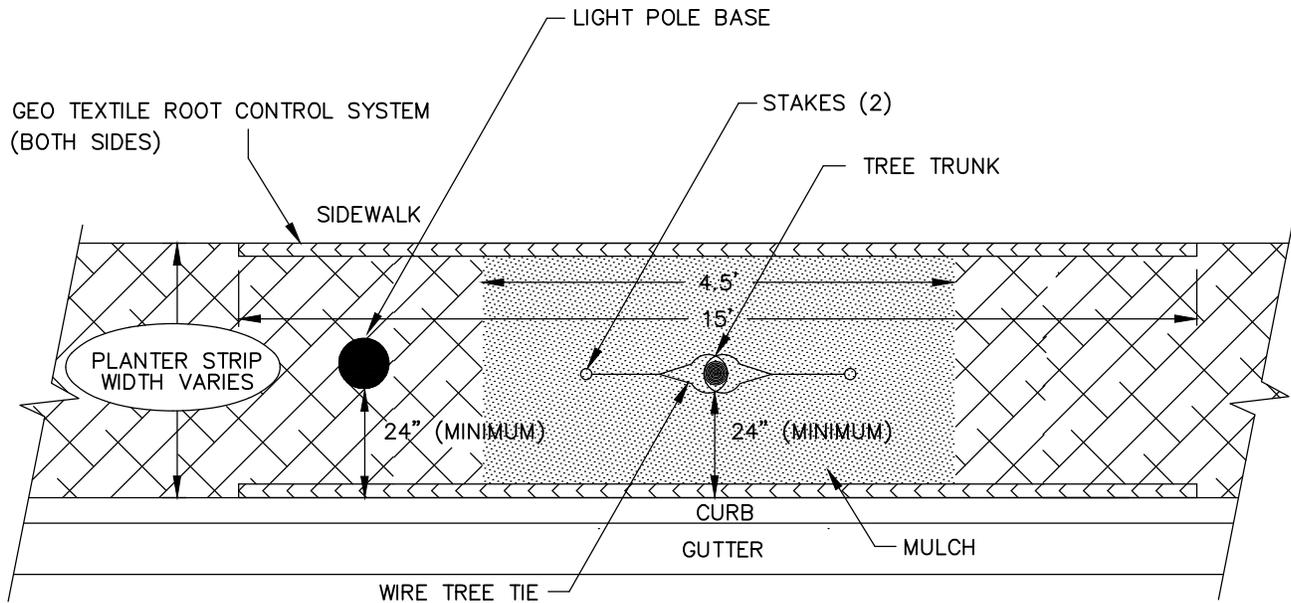
Preliminary

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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
ROCK RETAINING WALL			
APPROVED BY CITY ENGINEER		DATE	
DWN XXX	CKD XXX	DATE AUG-XX-2015	FILE FIG02-15

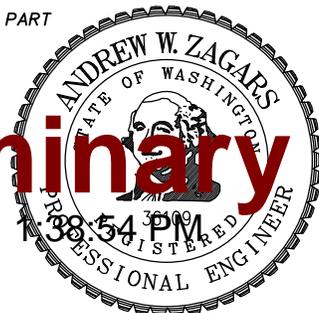
REV



STREET TREE SECTION
N.T.S.

Preliminary

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TOPSOILING NOTES

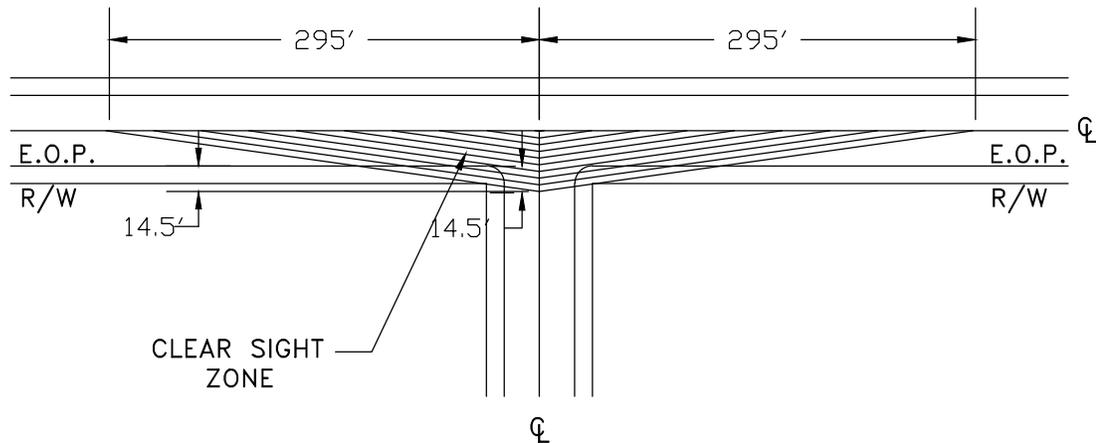
- 1.) ALL PLANT BEDS TO RECEIVE A UNIFORM LAYER OF PREPARED PLANTING MIX. 4" DEEP AND ROTOTILLED INTO SUBSOIL TO A DEPTH OF 8". PLANTING MIX TO BE EQUAL PARTS SANDYLOAM, PEAT HUMUS AND ORGANIC COMPOST
- 2.) BACKFILL FOR TREE PITS SHALL BE A UNIFORM BLENDED MIXTURE OF 2 PARTS EXCAVATE AND 1 PART ORGANIC COMPOST.
- 3.) ORGANIC COMPOST SHALL BE STEERCO, GRO-CO, CEDAR GROW COMPOST, NUTRI MULCH OR OTHER EQUAL POST CONSUMER RECYCLED HORTICULTURAL COMPOST PRODUCTS.

CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
PLANTER STRIP DETAIL			
APPROVED BY		DATE	
CITY ENGINEER _____		_____	
DWN	CKD	DATE AUG-XX-2015	FILE FIG02-18

REV

STOP CONTROLLED INTERSECTIONS

EXAMPLE: MAJOR STREET SPEED LIMIT = 20 M.P.H.



SIGHT DISTANCE (FT.)		
	(A.)	(B.)
SPEED LIMIT	ARTERIAL STREET	LOCAL STREET
20 MPH	295	295
25 MPH	355	355
30 MPH	415	415
35 MPH	470	470
40 MPH	530	530
50 MPH	590	590



Preliminary

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CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS

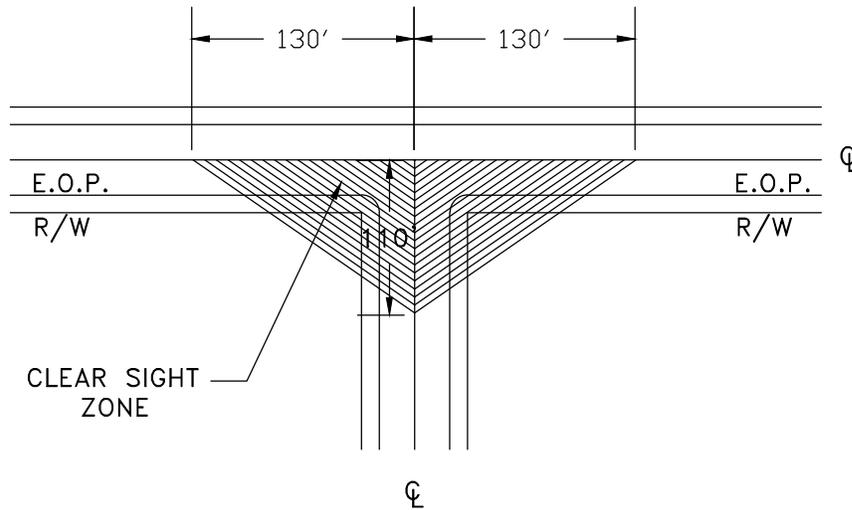
SIGHT OBSTRUCTION

APPROVED BY CITY ENGINEER _____		DATE _____	
DWN XXX	CKD XXX	DATE AUG-XX-2015	FILE FIG02-19A

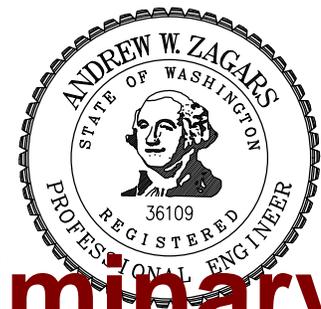
REV

UNCONTROLLED INTERSECTIONS

EXAMPLE: MAJOR STREET SPEED LIMIT = 30 M.P.H.
 MINOR STREET SPEED LIMIT = 25 M.P.H.



SIGHT DISTANCE (FT.)		
	(A.)	(B.)
SPEED LIMIT	ARTERIAL STREET	LOCAL STREET
20 MPH	90	90
25 MPH	110	110
30 MPH	130	130
35 MPH	155	155
40 MPH	180	180



Preliminary

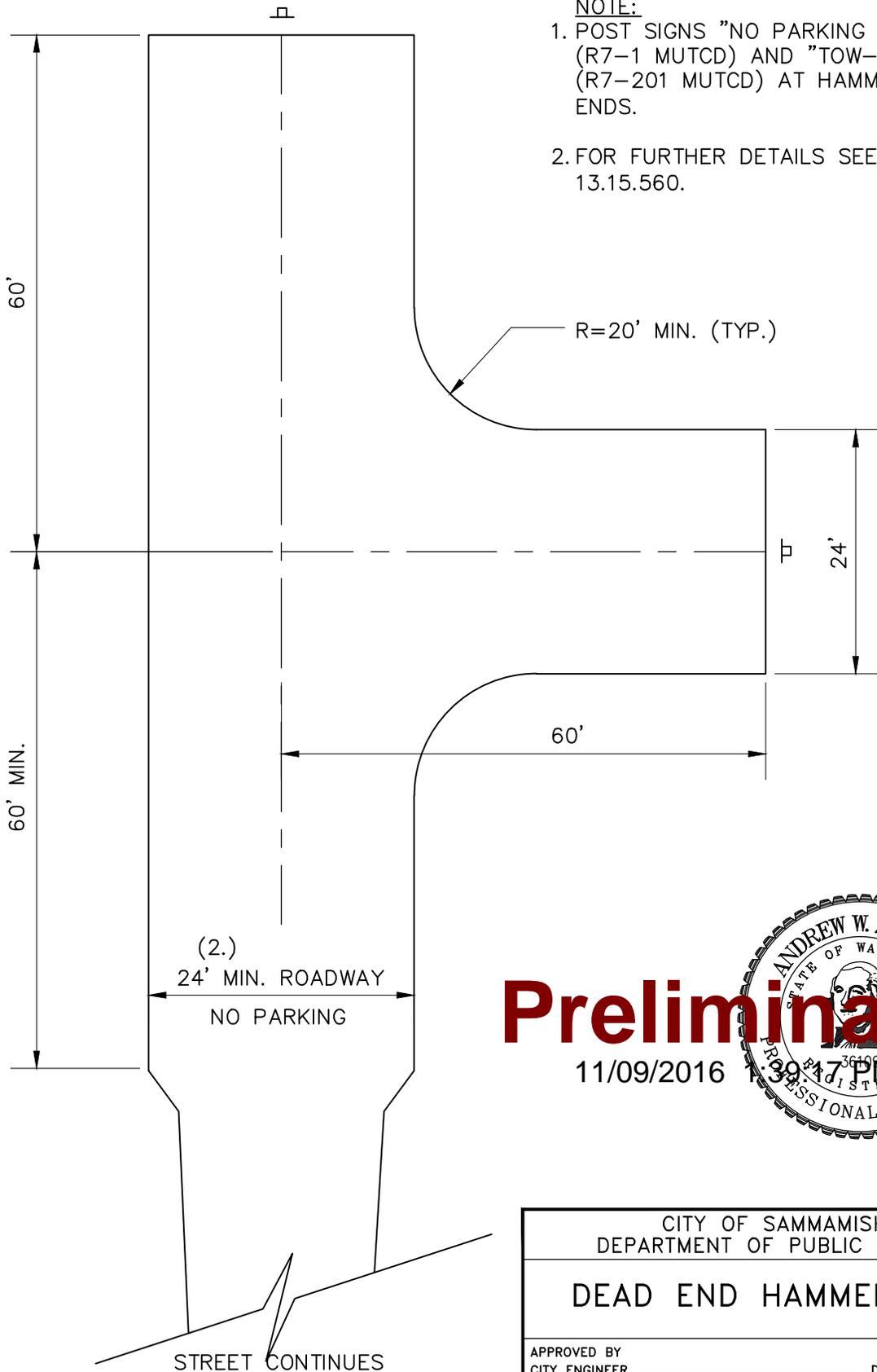
11/09/2016 1:39:05 PM

GENERAL NOTES:

1. CRITERIA FOR SIGHT DISTANCES ARE BASED ON THE CURRENT AASHTO STANDARDS.

CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
SIGHT OBSTRUCTION			
APPROVED BY CITY ENGINEER		DATE	
DWN XXX	CKD XXX	DATE AUG-XX-2015	FILE FIG02-19B

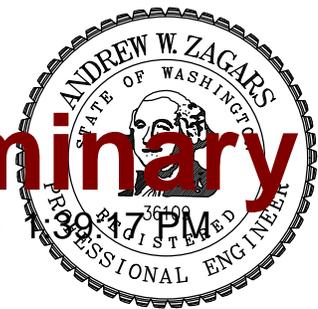
REV



- NOTE:**
1. POST SIGNS "NO PARKING FIRE LANE" (R7-1 MUTCD) AND "TOW-AWAY ZONE" (R7-201 MUTCD) AT HAMMERHEAD ENDS.
 2. FOR FURTHER DETAILS SEE UPMC 13.15.560.

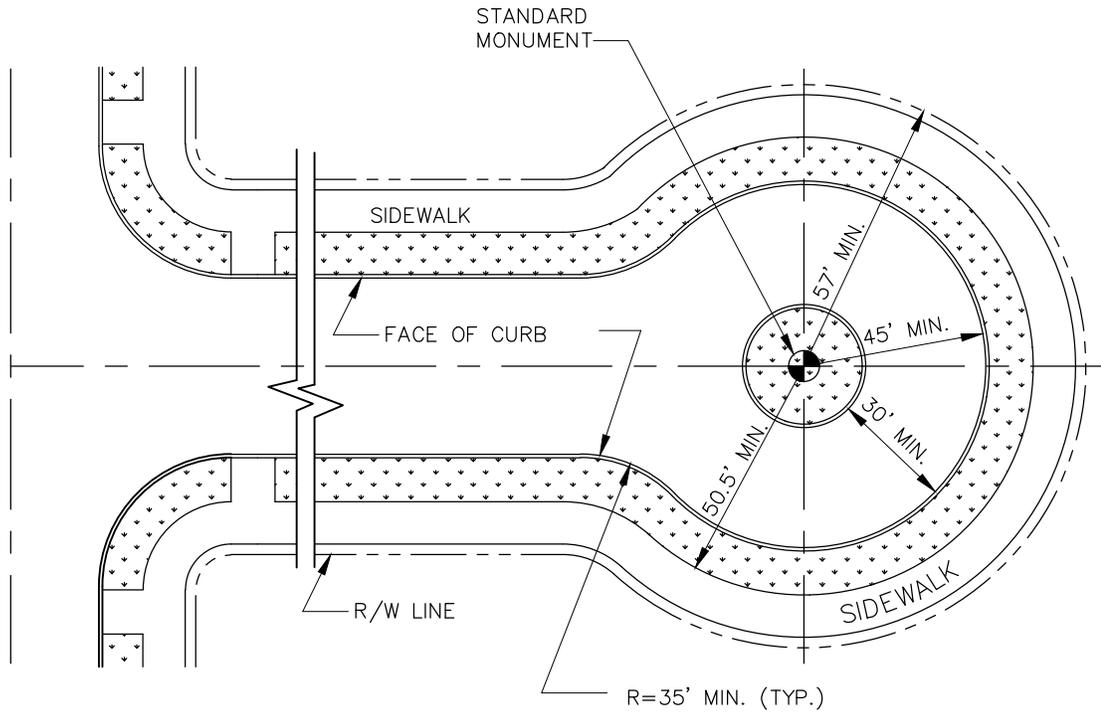
Preliminary

11/09/2016



CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
DEAD END HAMMERHEAD			
APPROVED BY CITY ENGINEER		DATE	
DWN XXX	CKD XXX	DATE AUG-XX-2015	FILE FIG02-21

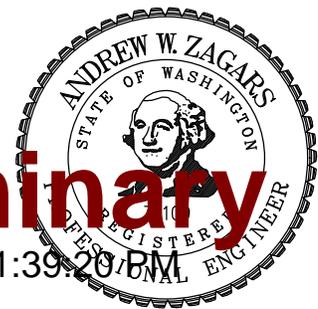
REV



NOTES:
SEE FIG 3-08a FOR CURBS.

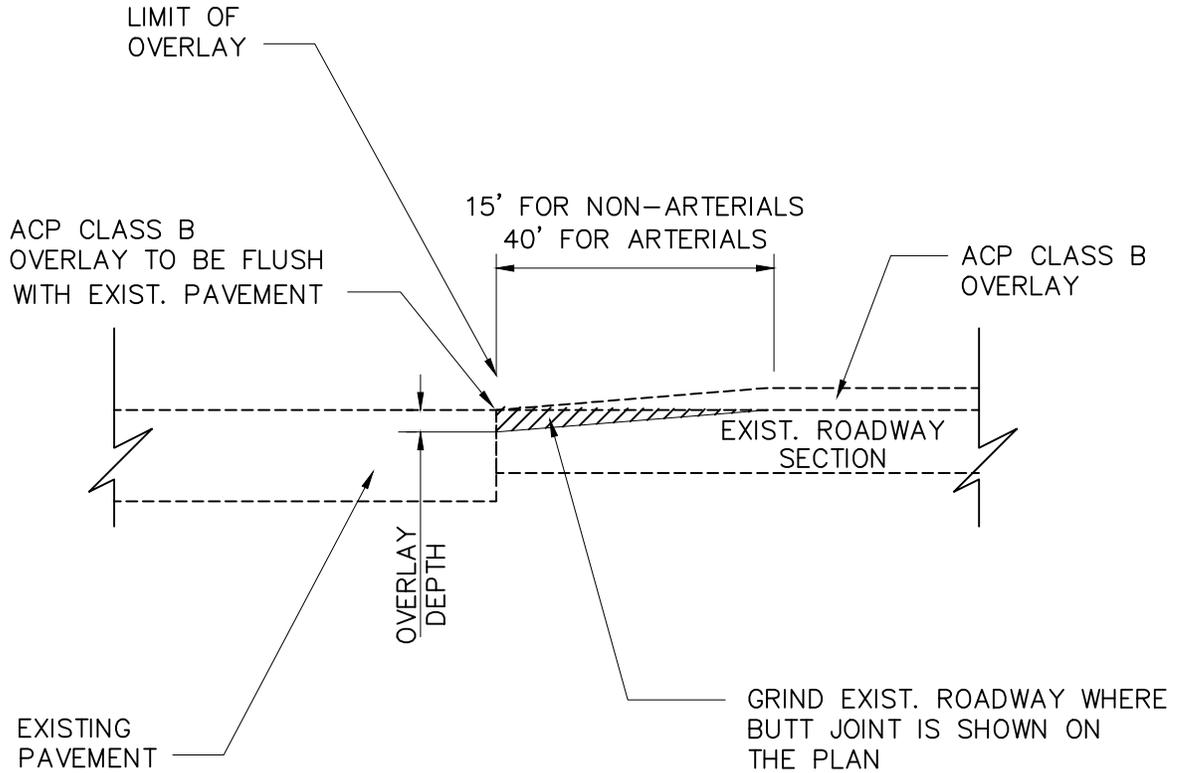
Preliminary

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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
PERMANENT CUL-DE-SAC			
APPROVED BY CITY ENGINEER		DATE	
DWN XXX	CKD XXX	DATE AUG-XX-2015	FILE FIG02-22

REV

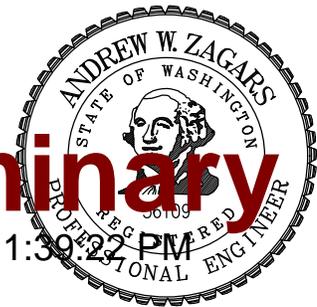


NOTES:

1. EMULSIFIED ASPHALT GRADE CSS-1. TACK SHALL BE APPLIED TO EDGES OF EXISTING PAVEMENT. ALL JOINTS SHALL BE SEALED USING PAVING ASPHALT AR4000W.

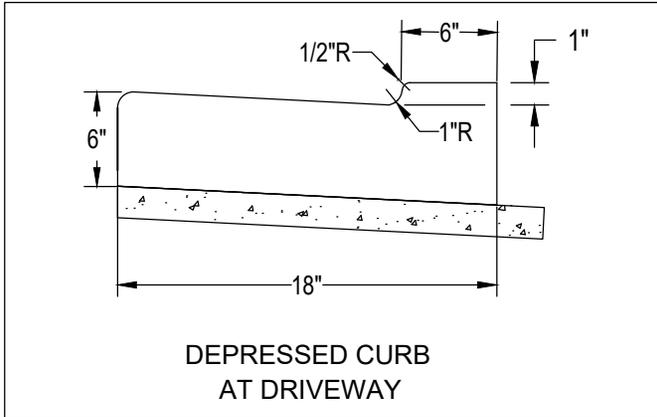
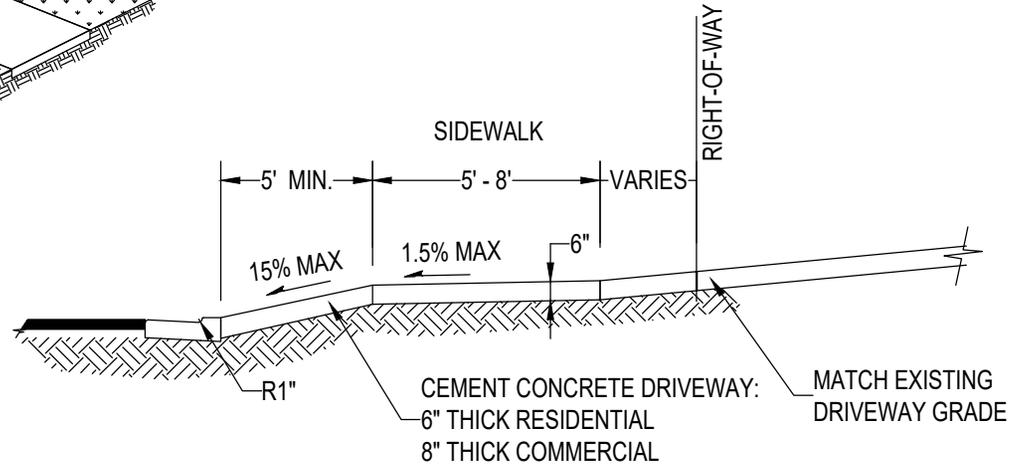
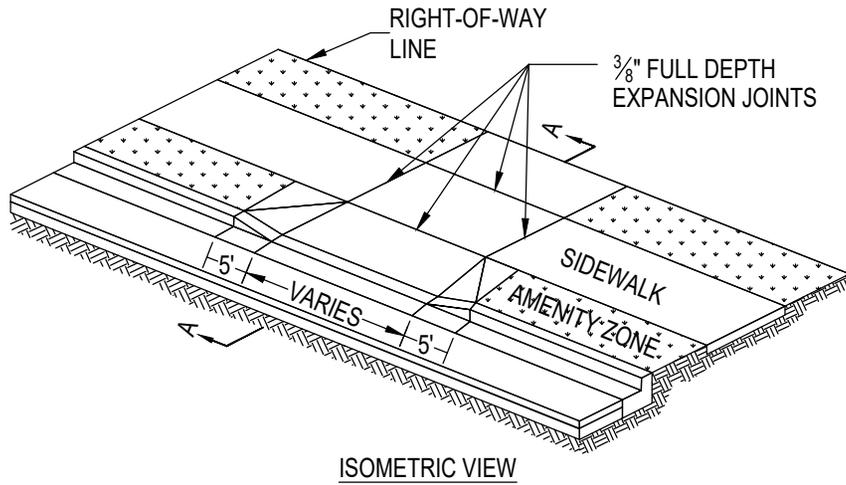
Preliminary

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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
BUTT JOINT DETAIL			
APPROVED BY CITY ENGINEER		DATE	
DWN XXX	CKD XXX	DATE AUG-XX-2015	FILE FIG02-23

REV



NOTES:

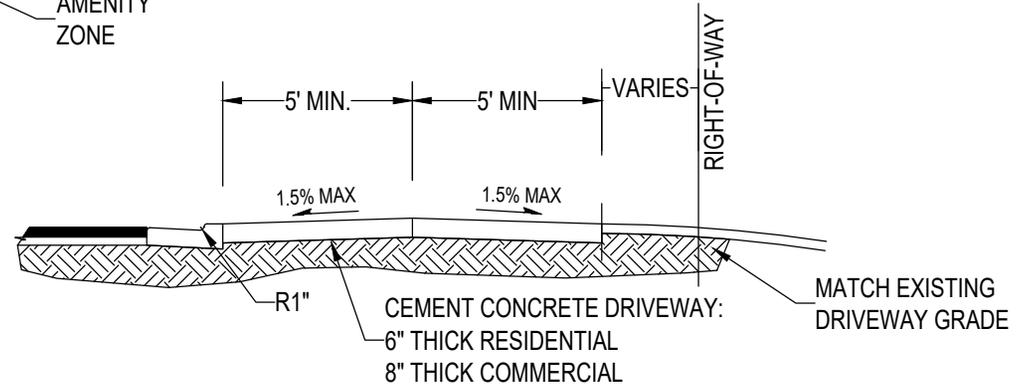
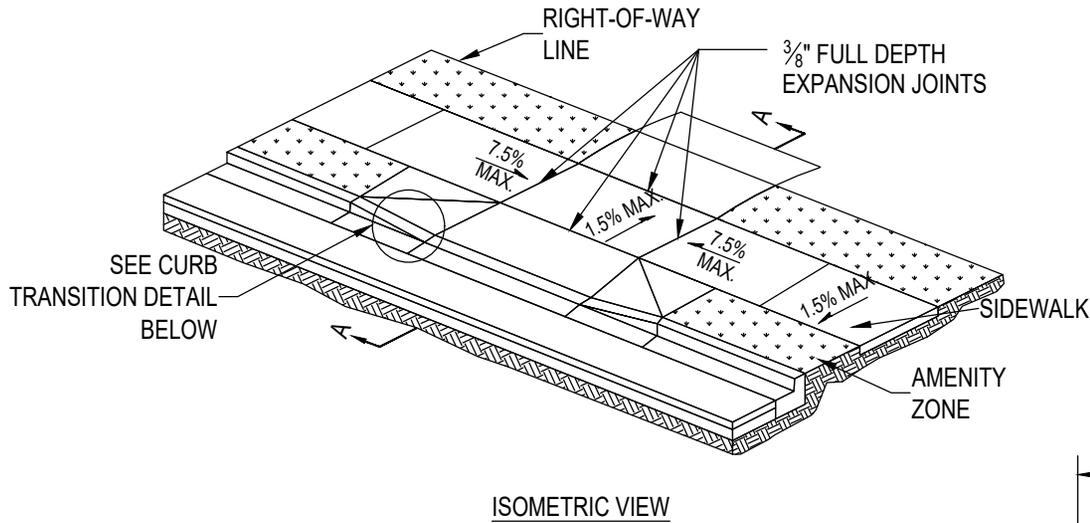
1. MATERIAL - WSDOT CONCRETE CLASS 4000.
2. FULL DEPTH EXPANSION JOINT SHALL BE INSTALLED ON CENTER OF APPROACH IF DRIVEWAY WIDTH IS 15' OR GREATER.
3. CURB SHALL BE IN COMPLIANCE WITH STD DWG 3-08a.
4. NO REBAR SHALL BE PLACED IN CURB, GUTTER, DRIVEWAY, OR SIDEWALK.

Preliminary

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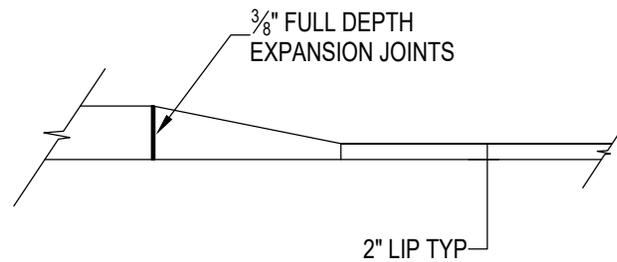


CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
CURB AND GUTTER SECTION DRIVEWAY APPROACH			
APPROVED BY CITY ENGINEER		DATE	
REV	DWN TTC	CKD AWZ	FILE AUG-XX-2015 FIG03-01



NOTES:

1. MATERIAL - WSDOT CONCRETE CLASS 4000.
2. FULL DEPTH EXPANSION JOINT SHALL BE INSTALLED IF DRIVEWAY WIDTH IS 10' OR GREATER.
3. CURB SHALL BE IN COMPLIANCE WITH STD DWG 3-08a.
4. NO REBAR SHALL BE PLACED IN CURB, GUTTER, DRIVEWAY, OR SIDEWALK.



CURB TRANSITION DETAIL

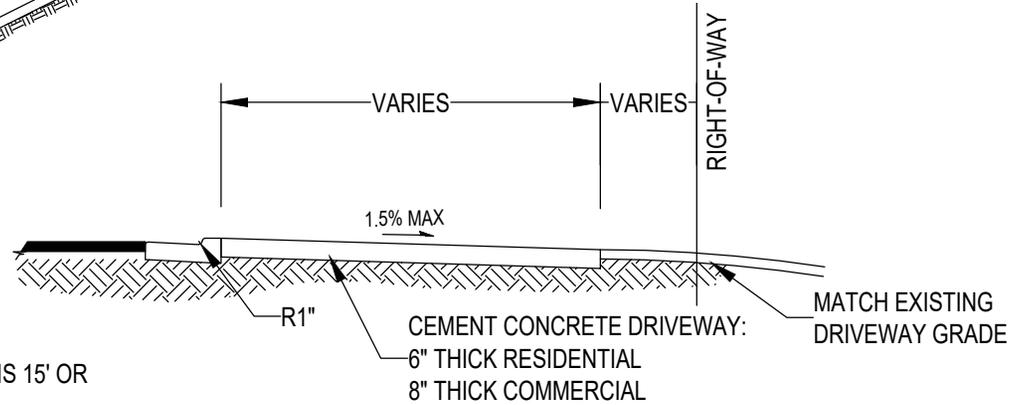
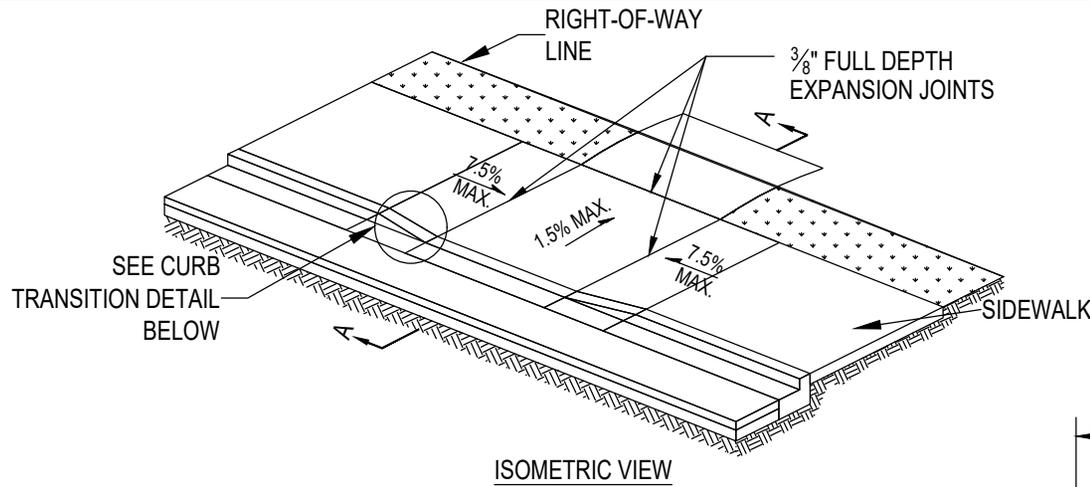
Preliminary

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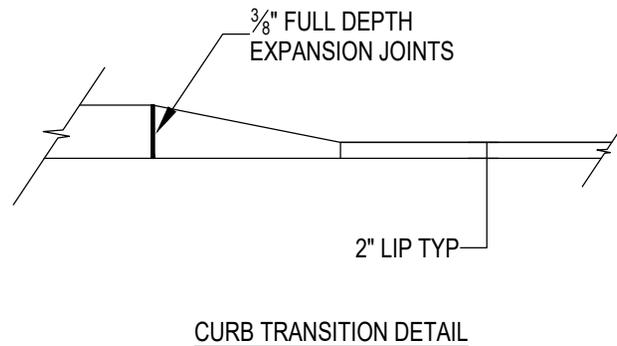
CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
DRIVEWAY APPROACH: REVERSE SLOPE			
APPROVED BY CITY ENGINEER		DATE	
DWN	TTC	CKD	AWZ
DATE AUG-XX-2015		FILE FIG03-02	

Exhibit 4



NOTES:

1. MATERIAL - WSDOT CONCRETE CLASS 4000.
2. FULL DEPTH EXPANSION JOINT SHALL BE INSTALLED IF DRIVEWAY WIDTH IS 15' OR GREATER.
3. CURB SHALL BE IN COMPLIANCE WITH STD DWG 3-08a.
4. NO REBAR SHALL BE PLACED IN CURB, GUTTER, DRIVEWAY, OR SIDEWALK.



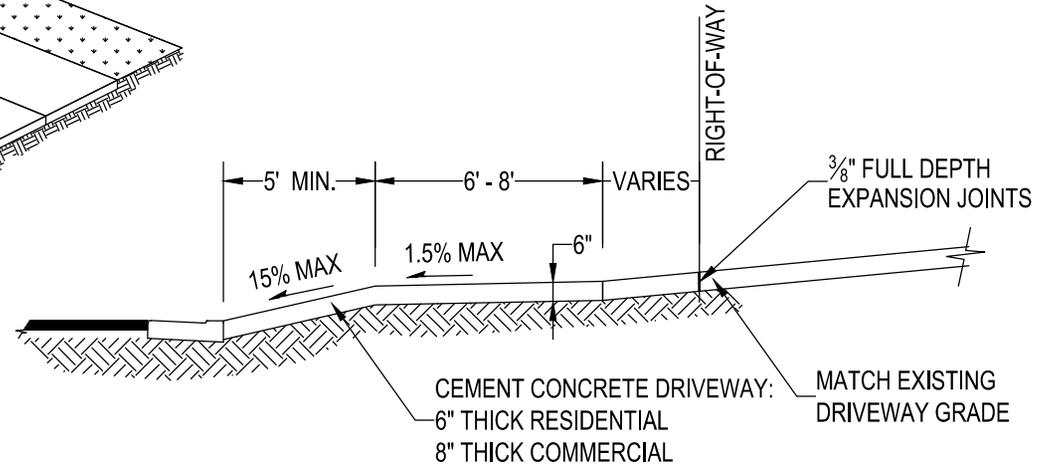
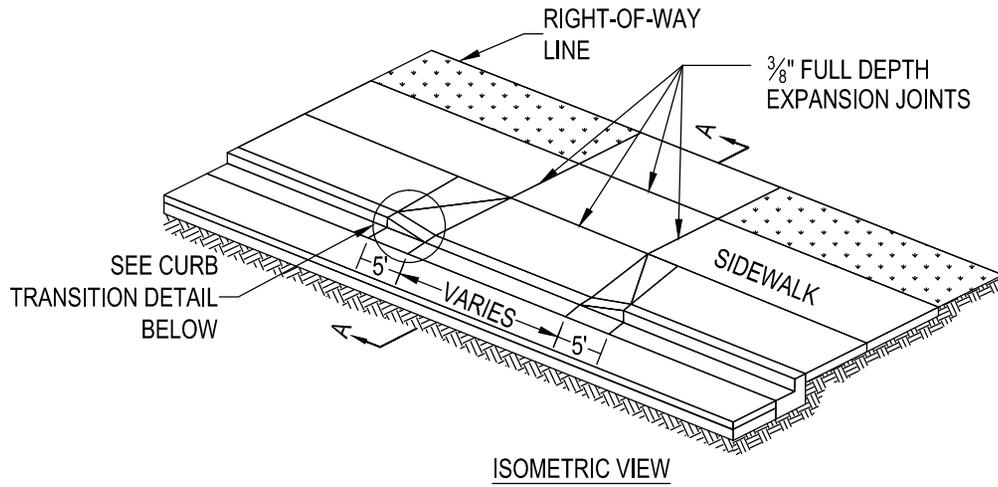
Preliminary

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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
DRIVEWAY APPROACH: REVERSE SLOPE WITHOUT AMENITY ZONE			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN TTC	CKD AWZ	DATE AUG-XX-2015 FILE FIG03-03

Exhibit 4



NOTES:

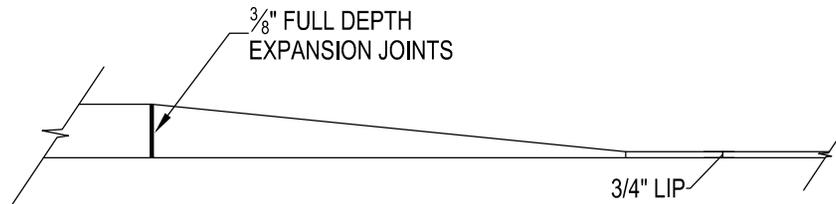
1. MATERIAL - WSDOT CONCRETE CLASS 4000.
2. FULL DEPTH EXPANSION JOINT SHALL BE INSTALLED IF DRIVEWAY WIDTH IS 15' OR GREATER.
3. CURB SHALL BE IN COMPLIANCE WITH STD DWG 3-12.
4. NO REBAR SHALL BE PLACED IN CURB, GUTTER, DRIVEWAY, OR SIDEWALK.

SECTION A-A



Preliminary

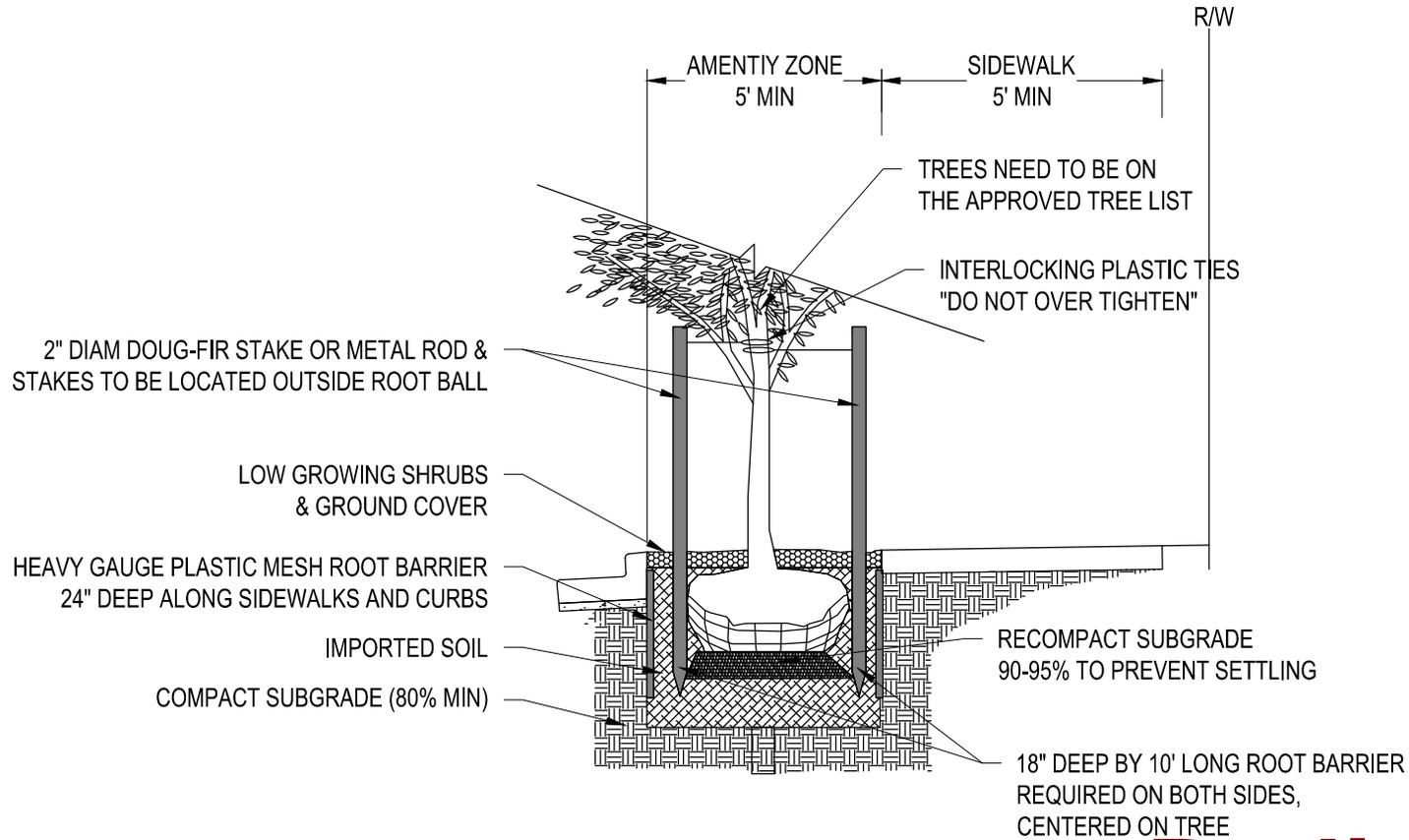
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CURB TRANSITION DETAIL

CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS
DRIVEWAY APPROACH
WITHOUT AMENITY ZONE
(8' SIDEWALK WIDTH)

APPROVED BY CITY ENGINEER		DATE	
DWN	CKD	DATE	FILE
TTC	AWZ	AUG-XX-2015	FIG03-04



Preliminary

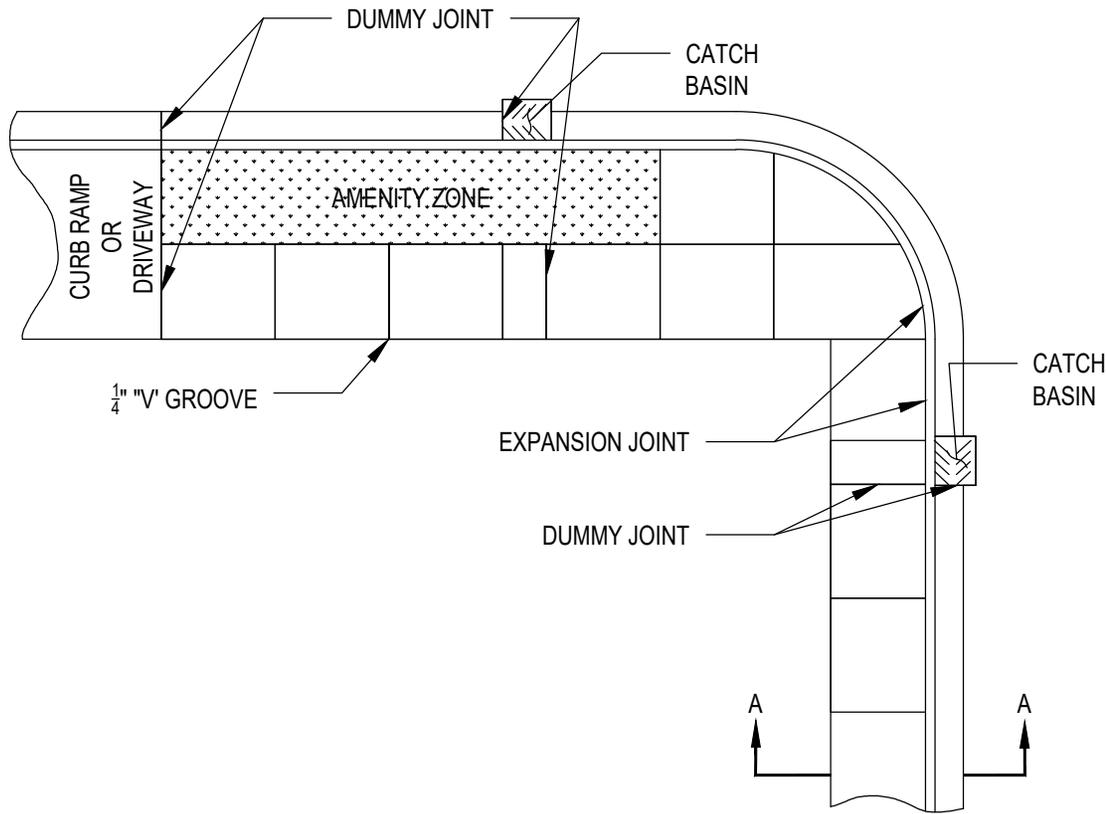
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NOTES:

1. TREE PIT SHALL NOT BE LESS THAN 2 TIMES ROOT BALL DIAM.
2. CUT ALL TIES & FOLD BACK BURLAP FROM UPPER 1/3 OF ROOT BALL.
3. WATER DAILY UNTIL ESTABLISHED, FERTILIZE & USE GROWTH HORMONE.

CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
AMENITY ZONE			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN TTC	CKD AWZ	DATE AUG-XX-2015 FILE FIG03-05

Exhibit 4

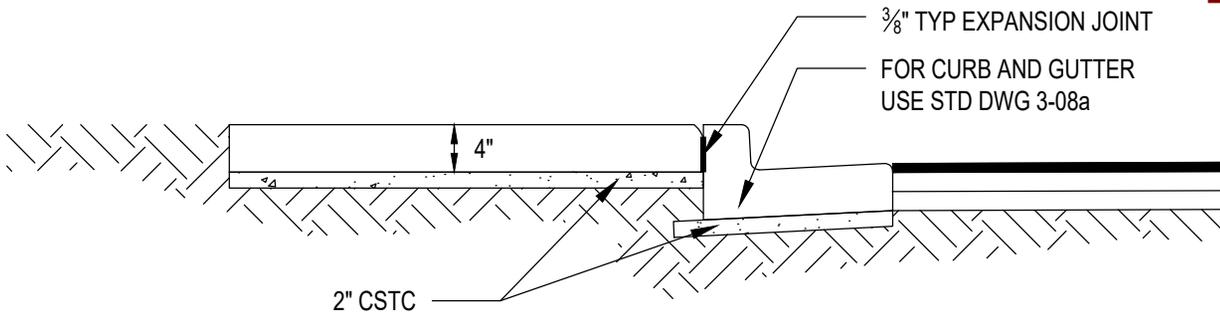


- _____ DUMMY JOINT @ MAX. 15' C-C,
10' TYP, 15' MAX
- _____ EXPANSION JOINT
ALONG CURB
- _____ 1/4" "V" GROOVE
@ MAX. 5' C-C

NOTES:

1. CONCRETE SHALL HAVE 4" PERIMETER EDGING.
2. SIDEWALK JOINTS SHOULD MATCH EXPANSION JOINTS.

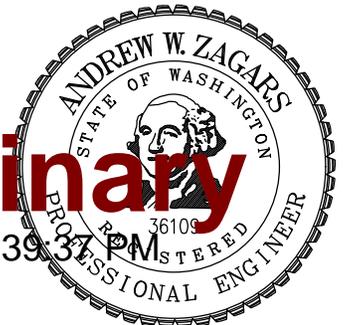
VERTICAL CURB & SIDEWALK



SECTION A-A

Preliminary

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CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS

SIDEWALK

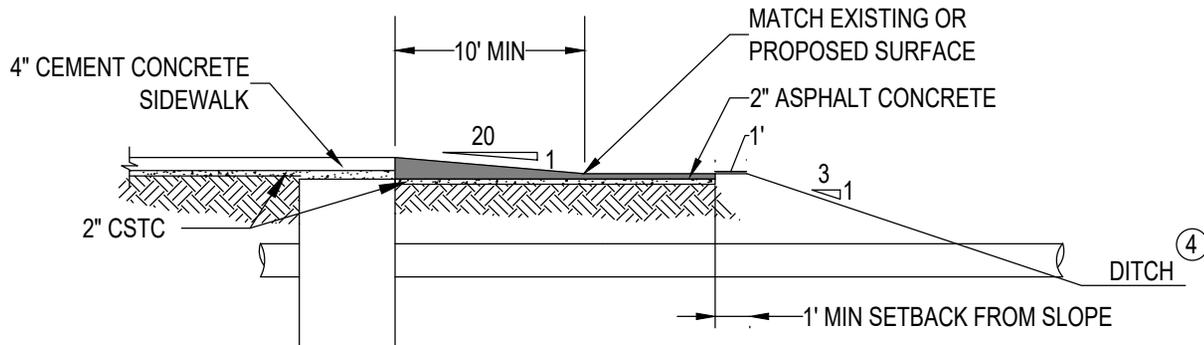
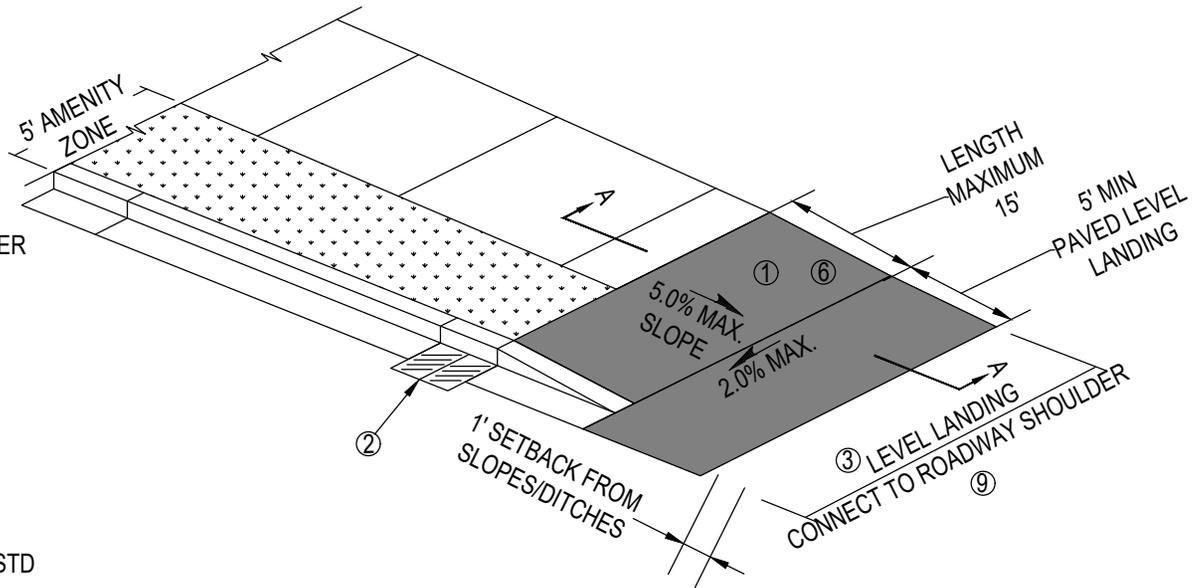
APPROVED BY CITY ENGINEER _____		DATE _____	
DWN	CKD	DATE	FILE
TTC	AWZ	AUG-XX-2015	FIG03-06

REV	
-----	--

Exhibit 4

NOTES:

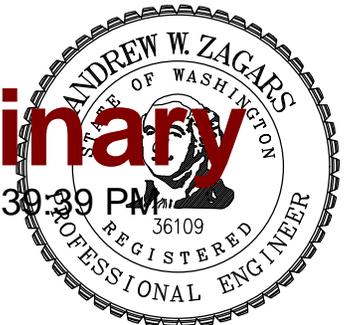
- ① RAMP, CURB TAPER, AND LEVEL LANDING ALL ASPHALT OVER 2" CSTC.
- ② CATCH BASINS LOCATE AT END OF IMPROVEMENTS TO FACILITATE FUTURE EXTENSIONS/CONNECTIONS.
- ③ FOR WIDTHS OF PAVEMENT AND SHOULDER SEE STD DWG 1-01, 1-02, 1-03, 1-05.
- ④ FOR TRANSITIONS ADJACENT TO DITCHES, DITCH SLOPING (3:1 TYPICAL), 1' SETBACK & PIPE BEVEL END DESIGN (SEE STD DWG 7-01) MAY BE REQUIRED.
5. FOR CURB AND SIDEWALK JOINTS SEE STD DWG 3-06.
- ⑥ DETECTABLE WARNING PATTERN (TRUNCATED DOMES) MAY BE REQUIRED IF RAMP CROSSES TRAVEL LANE OF PUBLIC STREET OR AS SPECIFIED BY THE CITY TRAFFIC ENGINEER (SEE STD DWG 2-06).
7. CURB RADIUS REQUIRED AT INTERSECTIONS.
- ⑧ EXISTING SHOULDER MAY REQUIRE RESTORATION WITH CSTC.



SECTION A-A

Preliminary

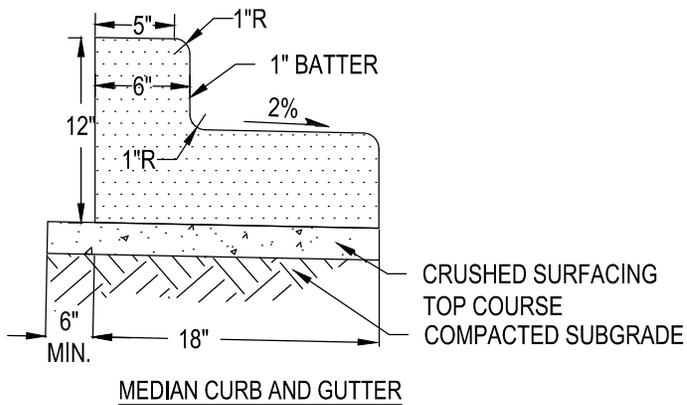
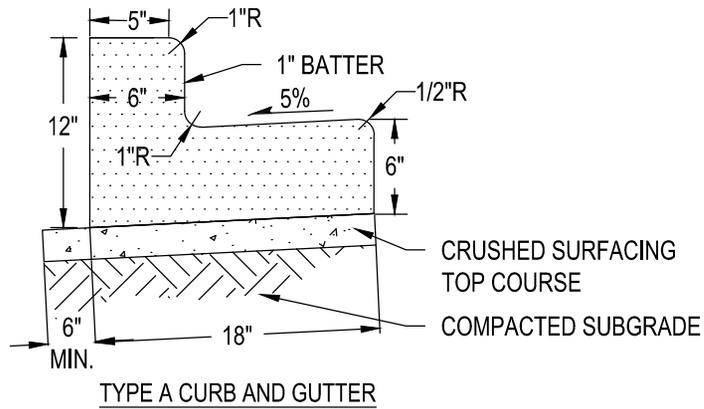
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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
ASPHALT TRANSITION RAMP TO SHOULDER			
APPROVED BY CITY ENGINEER		DATE	
DWN TTC	CKD AWZ	DATE AUG-XX-2015	FILE FIG03-07

REV

Exhibit 4



NOTES:

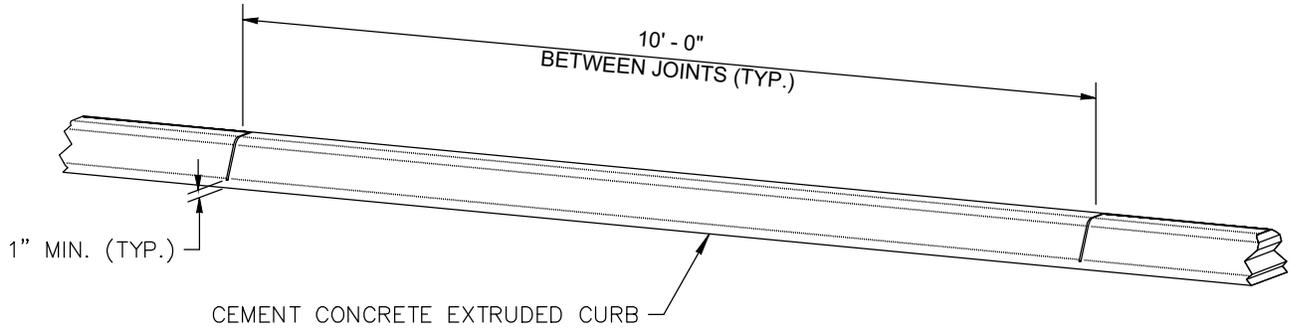
1. CONSTRUCT 10 FT LONG CURB TYPE TRANSITION BETWEEN DIFFERENT CURB TYPES.

Preliminary

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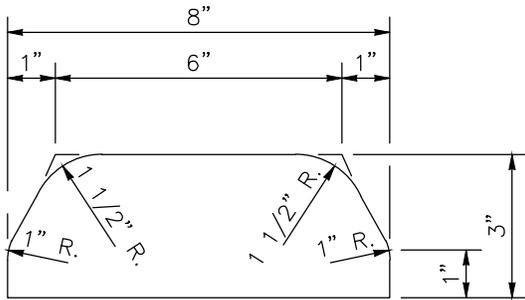


CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
CURBS			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN TTC	CKD AWZ	DATE AUG-XX-2015 FILE FIG03-8a

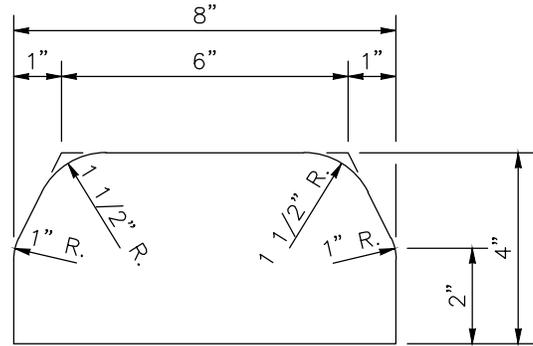


NOTES:

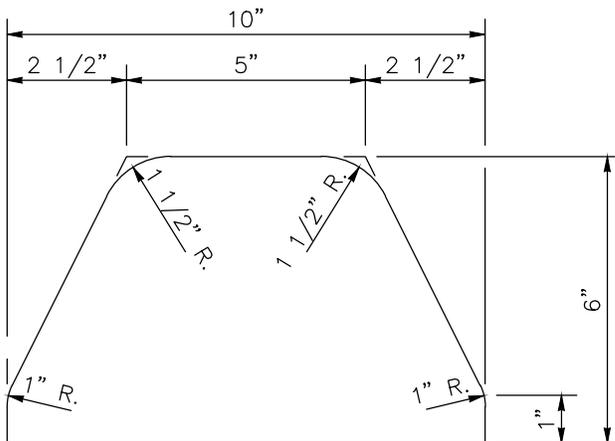
1. INSTALL PAVEMENT 2" BEYOND BACK OF CURB.
2. BOND EXTRUDED CURB TO EXISTING PAVEMENT WITH MORTAR PASTE.
3. JOINTS MAY BE FORMED DURING INSTALLATION USING A RIGID DIVIDER OR SAWCUT AFTER CONCRETE CURES TO MINIMUM STRENGTH.



TYPE 4
(CEMENT CONCRETE)



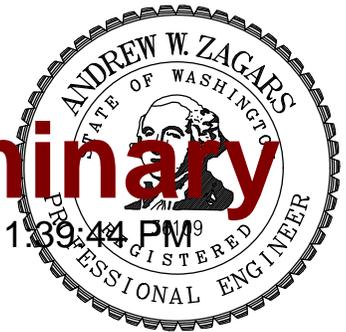
TYPE 5
(CEMENT CONCRETE)



TYPE 6
(CEMENT CONCRETE)

Preliminary

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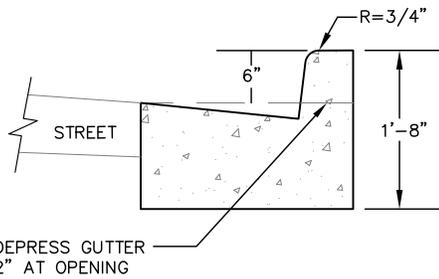
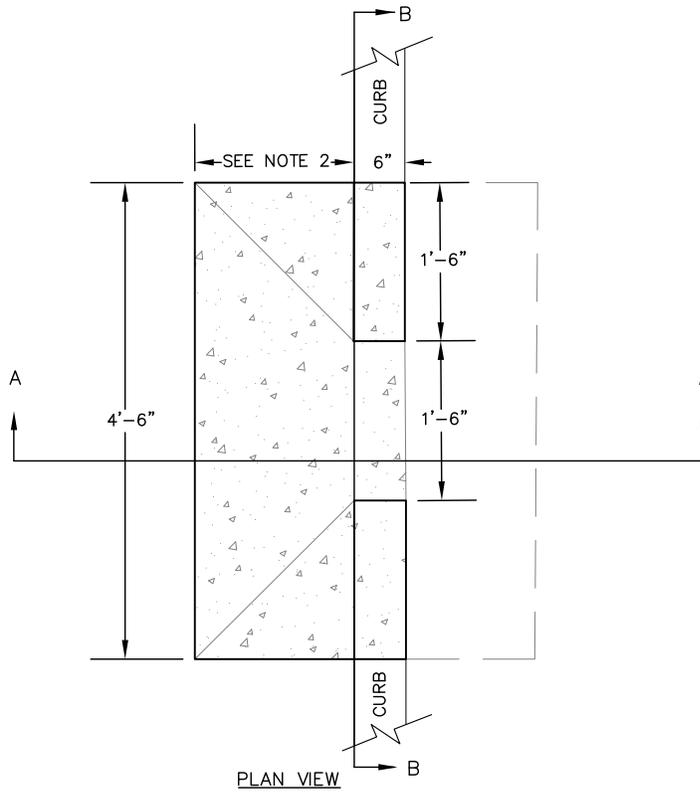
CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS

EXTRUDED CURB
DETAIL

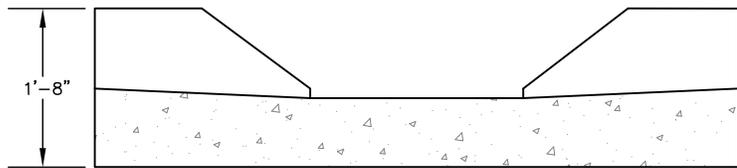
APPROVED BY
CITY ENGINEER _____ DATE _____

REV

DWN	CKD	DATE	FILE
XXX	XXX	AUG-XX-2015	FIG03-08b



SECTION A-A



SECTION B-B

NOTES:

1. SPLASH PADS ARE REQUIRED AT ALL INLETS.
2. MATCH GUTTER PAN OF ADJACENT CURB AND GUTTER.



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- NOT TO SCALE -

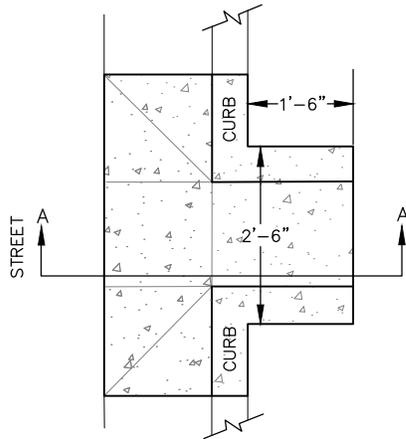
CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS

CONCRETE CURB INLET

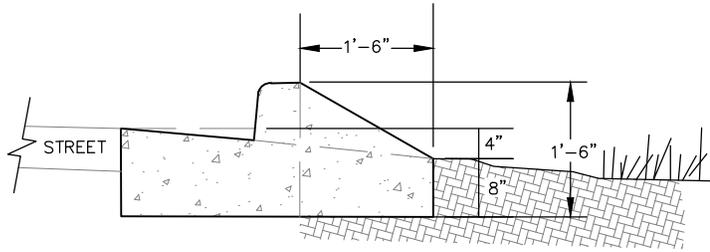
APPROVED BY _____ DATE _____
CITY ENGINEER

DWN	CKD	DATE	FILE
LG		SEPT-7-2016	3-09a

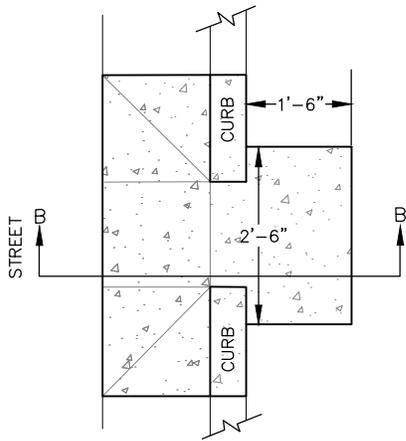
REV



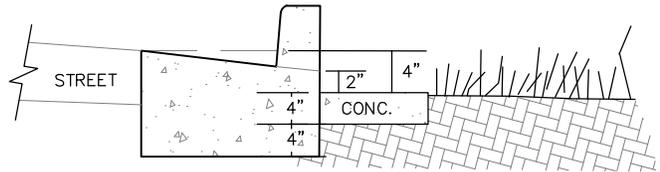
DETAIL A - WITH WINGWALLS AND CONCRETE PAD



SECTION A-A



DETAIL B - WITH CONCRETE PAD ONLY



SECTION B-B

Preliminary

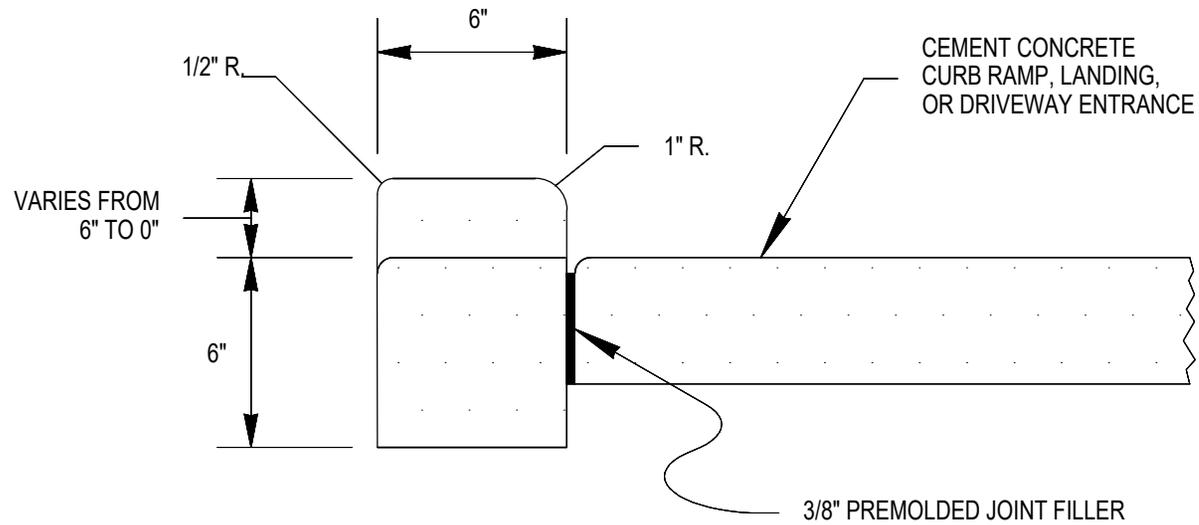
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- NOT TO SCALE -

CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
CONCRETE CURB INLET			
APPROVED BY CITY ENGINEER		DATE	
DWN	LG	CKD	DATE SEPT-7-2016
			FILE 3-09b

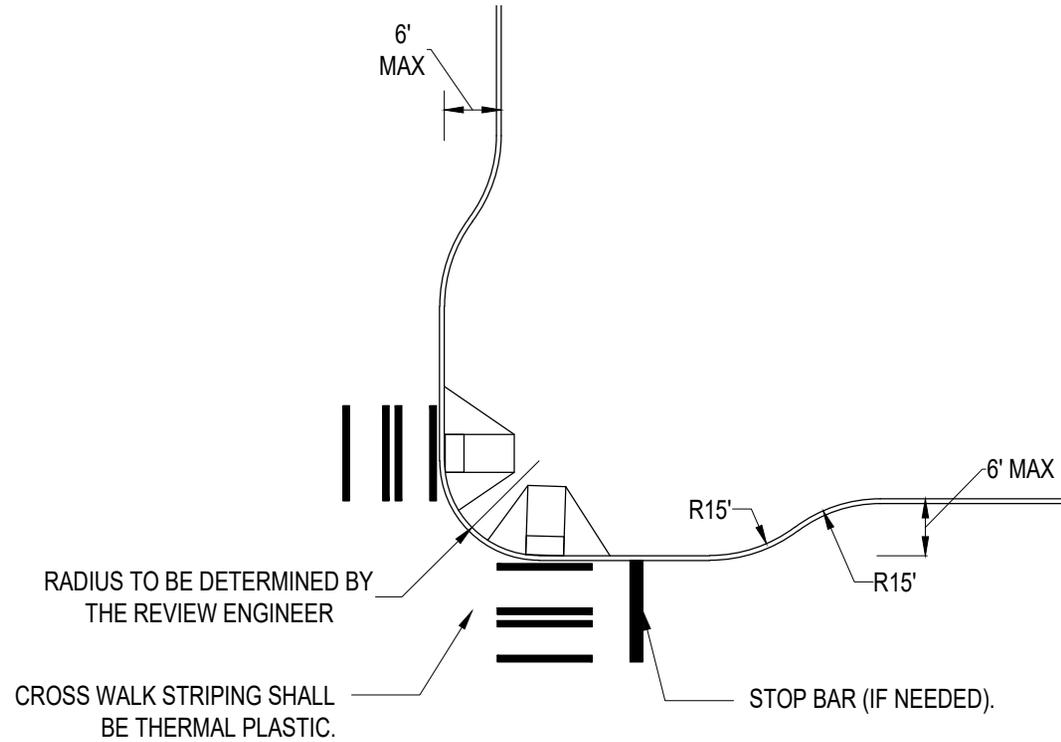
REV



Preliminary

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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
PEDESTRIAN CURB			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	FILE AUG-XX-2015 FIG03-11



Preliminary

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NOTES:

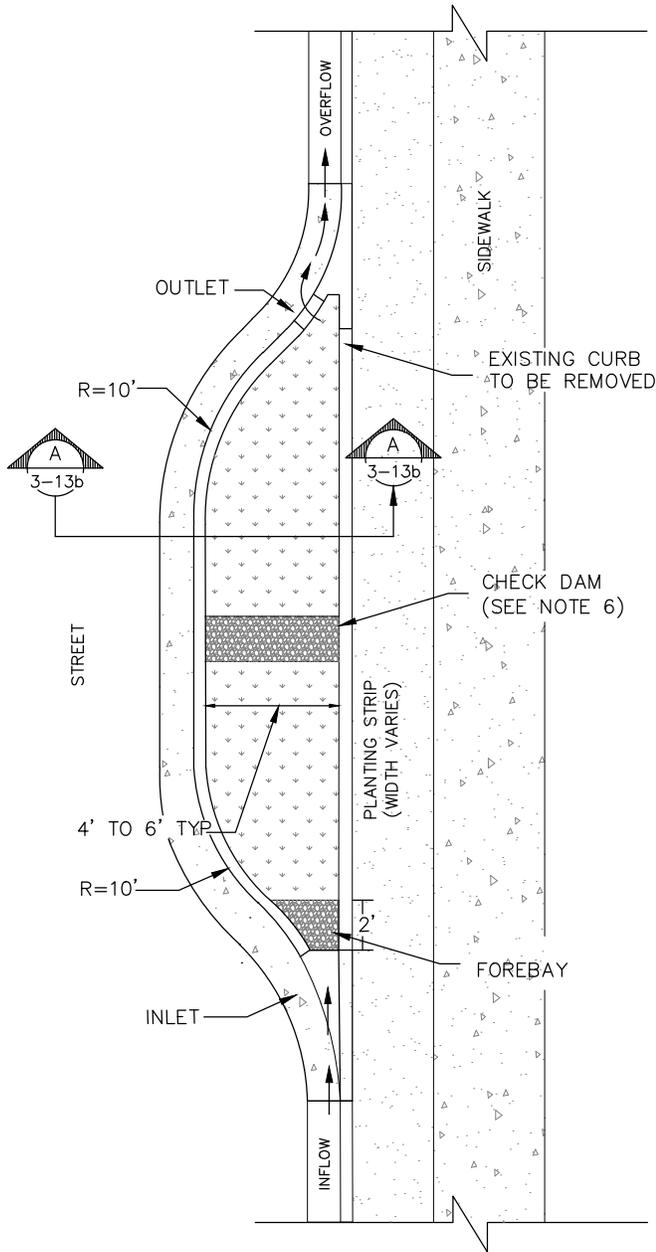
1. INTERSECTION RADII SHALL ACCOMMODATE DESIGN VEHICLES APPLICABLE TO STREET.
2. LENGTH OF CURB EXTENSIONS MUST RECOGNIZE SITE CONDITIONS, E.G. DRIVEWAY LOCATIONS.

CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS

CURB EXTENSION

APPROVED BY CITY ENGINEER _____ DATE _____

REV	DWN	CKD	DATE	FILE
	XXX	XXX	AUG-XX-2015	FIG03-12



PLAN VIEW

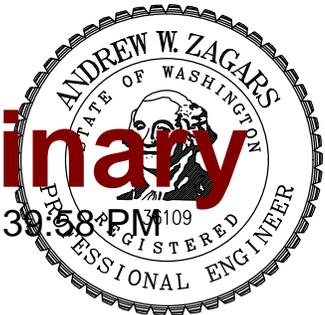
NOTES:

1. AREA AND DEPTH OF FACILITY ARE BASED UPON ENGINEERING CALCULATIONS AND RIGHT OF WAY CONSTRAINTS.
2. LONGITUDINAL SLOPE OF PLANTER MATCHES ROAD.
3. INCLUDE BEGINNING AND ENDING STATIONS FOR EACH FACILITY. PROVIDE STATIONS AND ELEVATIONS AT EVERY INLET, OUTLET, AND CHECK DAM.
4. SIDEWALK ELEVATION MUST BE SET ABOVE INLET AND OUTLET ELEVATIONS TO ALLOW OVERFLOW TO DRAIN TO STREET BEFORE SIDEWALK.
5. INLETS AND OUTLETS REQUIRED.
6. CHECK DAMS MAY BE REQUIRED.
7. SEE CITY SURFACE WATER DESIGN MANUAL FOR FACILITY MEDIA REQUIREMENTS.
8. SPECIAL REQUIREMENTS FOR WATER LINES, METERS, AND FIRE HYDRANTS. SEE WATER DISTRICT FOR REQUIREMENTS.
9. UTILITY LINES MAY NEED TO BE SLEEVED OR RELOCATED.
10. WHERE FEASIBLE, WIDTH OF STORMWATER FACILITY SHOULD EXTEND INTO EXISTING PLANTING STRIP.

IMPORTANT: Utility conflicts and existing conditions can create major design variables. Locate utilities and survey existing conditions prior to beginning design work.

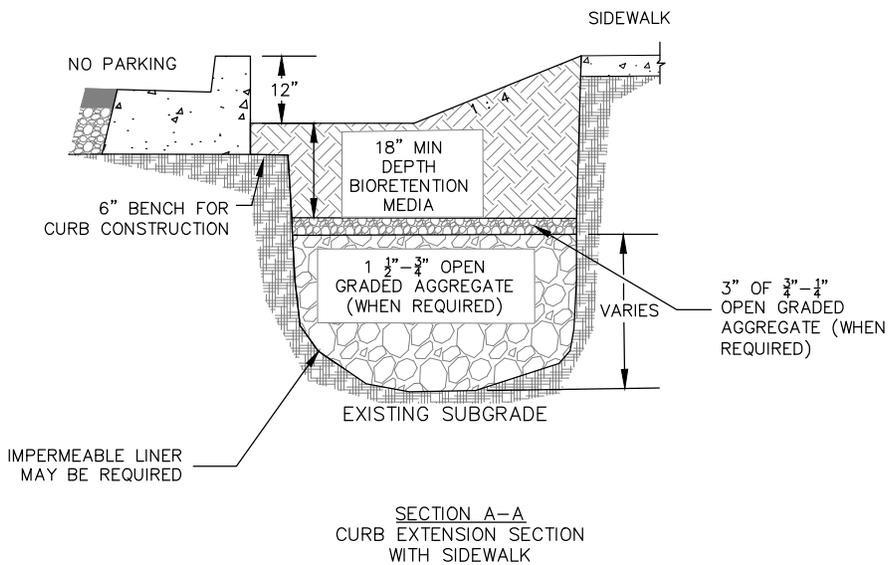
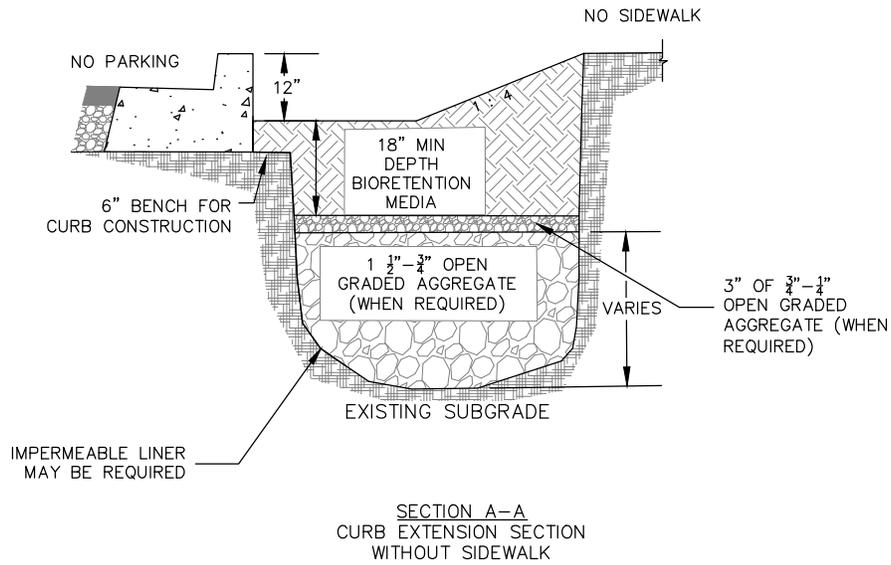
Preliminary

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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
CURB EXTENSION SECTION			
APPROVED BY CITY ENGINEER _____		DATE _____	
DWN LG	CKD	DATE SEPT-7-2016	FILE FIG03-13A



- NOT TO SCALE -



Preliminary

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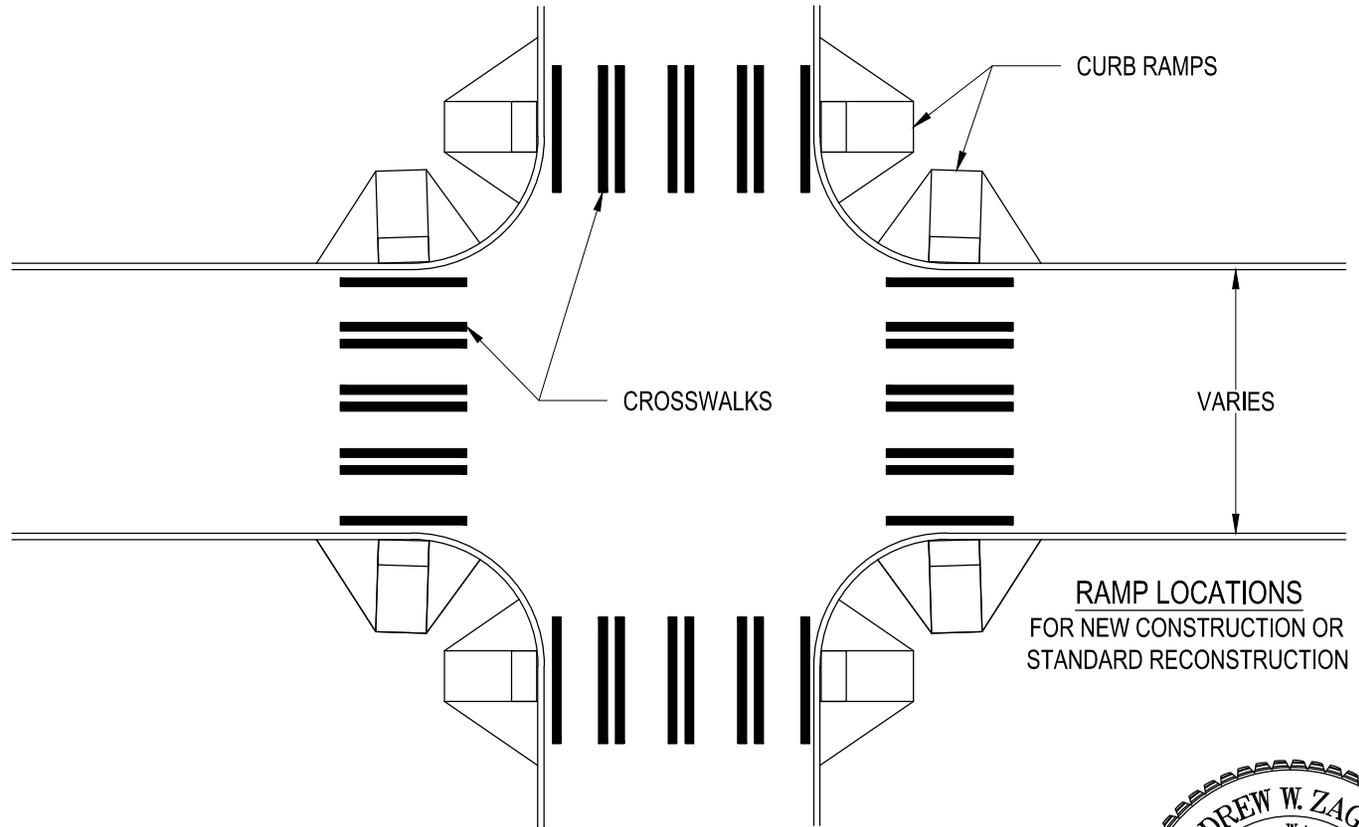
CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS

CURB EXTENSION SECTION

APPROVED BY _____ DATE _____
CITY ENGINEER

DWN	LG	CKD	DATE SEPT-7-2016	FILE FIG03-13B
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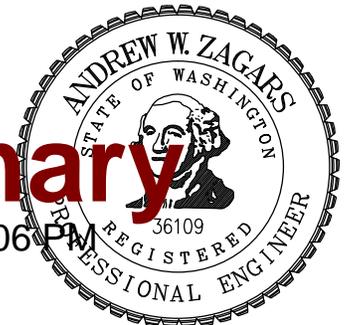


NOTES:

1. CURB RAMP CONSTRUCTION MUST COMPLY WITH CURRENT ADA STANDARDS.
2. CONSTRUCT RAMP WITH A MINIMUM 1' CLEARANCE FROM FIXED OBJECTS SUCH AS HYDRANTS, POLES, INLETS, AND OTHER UTILITIES.
3. CONSTRUCT RAMP IN ACCORDANCE WITH FIG02-06.
4. CROSSWALKS ARE ONLY MARKED PER PLAN OR AS DIRECTED BY ENGINEER.
5. WHEN RAMPS ARE CONSTRUCTED ON ONE SIDE OF STREET, RAMPS SHALL BE CONSTRUCTED AT CORRESPONDING LOCATIONS ON OPPOSITE SIDE OF STREET.

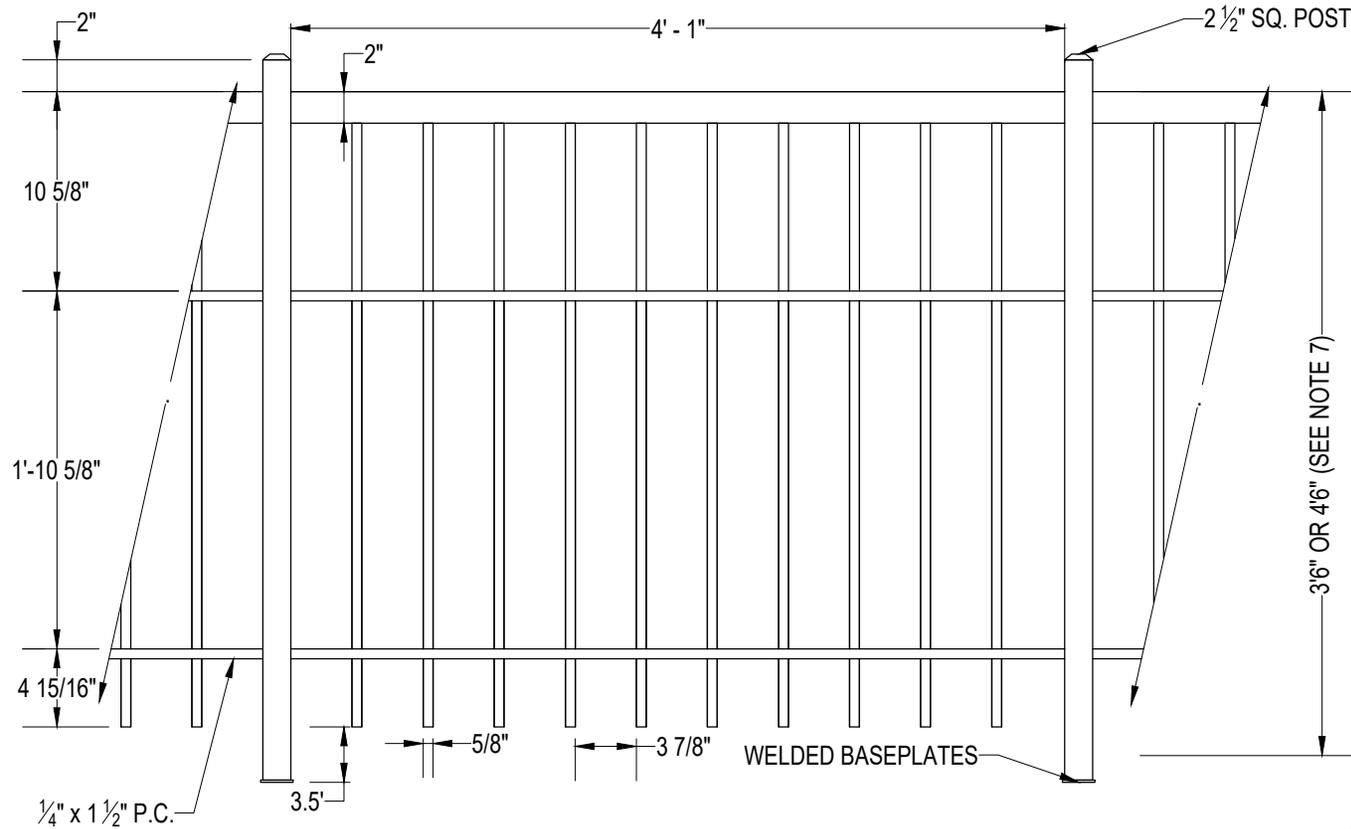
Preliminary

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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
CURB RAMP LOCATIONS			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	DATE AUG-XX-2015
			FILE FIG03-14

Exhibit 4



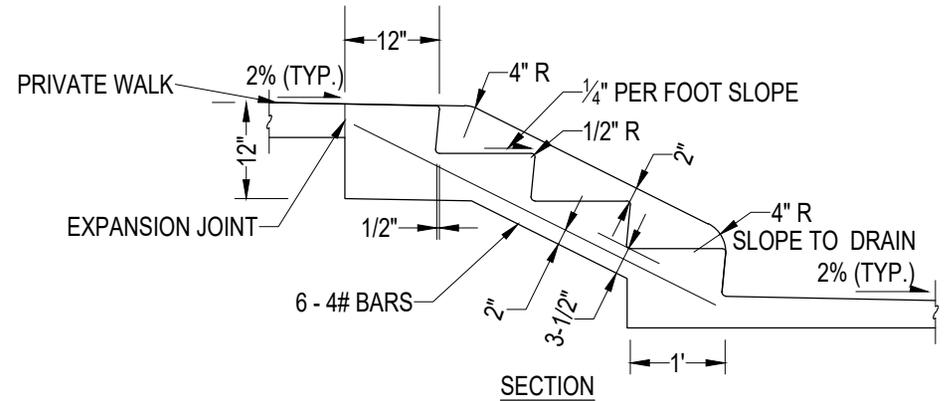
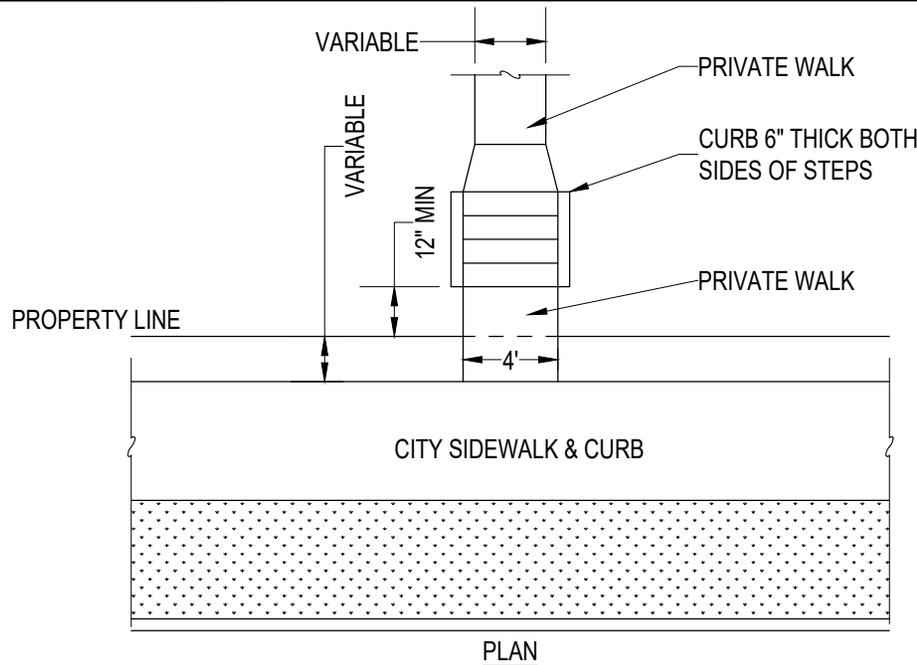
NOTES:

1. SHOP DRAWINGS OF RAILING SHALL BE SUBMITTED FOR APPROVAL SHOWING COMPLETE DIMENSIONS AND DETAILS OF FABRICATION AND INCLUDING AN ERECTION DIAGRAM. MATERIALS BEING USED SHALL BE SPECIFIED IN THE SHOP DRAWINGS.
2. ALL ALUMINUM PARTS SHALL BE GIVEN A CLEAR ANODIC COATING AT LEAST 0.0006 INCH THICK AND BE HOT WATER SEALED AND SHALL HAVE A UNIFORM FINISH.
3. CUTTING SHALL BE DONE BY SAWING OR MILLING AND ALL CUTS SHALL BE TRUE AND SMOOTH. FLAME CUTTING WILL NOT BE PERMITTED.
4. PIPE RAILING, PIPE BALUSTERS AND PIPE RAILING SPLICES SHALL BE ADEQUATELY WRAPPED TO ENSURE SURFACE PROTECTION DURING HANDLING AND TRANSPORTATION TO THE JOB SITE.
5. WELDING OF ALUMINUM SHALL BE IN ACCORDANCE WITH THE LATEST AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS.
6. ALLOW FOR EXPANSION AT APPROXIMATELY EVERY FOURTH POST.
7. TOP OF RAIL:
 - 3 FEET 6 INCHES FOR PEDESTRIAN USES
 - 4 FEET 6 INCHES FOR COMBINED BICYCLE AND PEDESTRIAN USES
8. 50LB RAIL LOADING PER IBC, CURRENT EDITION.
9. ALL CONCEALED FASTENERS THROUGHOUT.
10. MILD STEEL.
11. BLACK POWDER COATED.



CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
PEDESTRIAN RAILING			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	DATE AUG-XX-2015
			FILE FIG03-15

Exhibit 4

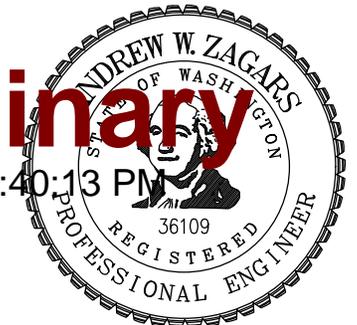


NOTES:

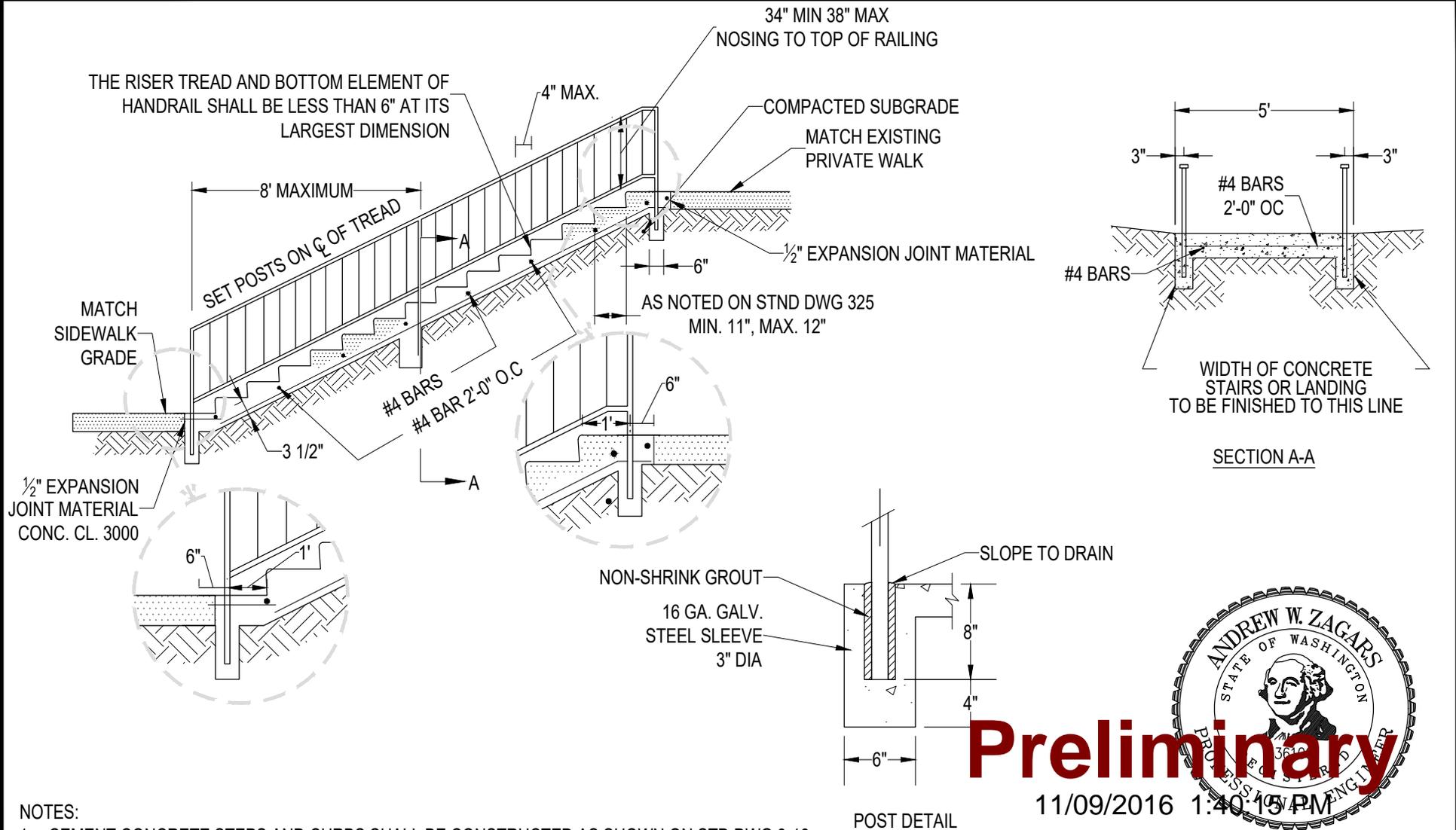
1. STEPS SHALL BE A MINIMUM OF 4'-0" WIDE, CURB TO CURB, PLUS 6" CURBS ON EACH SIDE.
2. CEMENT CONCRETE SHALL BE CLASS 4000psi TROWEL FINISH.
3. NUMBER OF STEPS SHALL SUIT INDIVIDUAL CONDITIONS, WITH TREAD AND RISER DIMENSIONS TO SUIT THE GRADE.
4. RISERS SHALL BE 5" MINIMUM, 7" MAXIMUM: TREAD SHALL BE 11" MINIMUM, 12" MAXIMUM.
5. HANDRAIL REQUIRED ON BOTH SIDES PER IBC.
6. ALL STEPS SHALL BE UNIFORM HEIGHT & DEPTH.

Preliminary

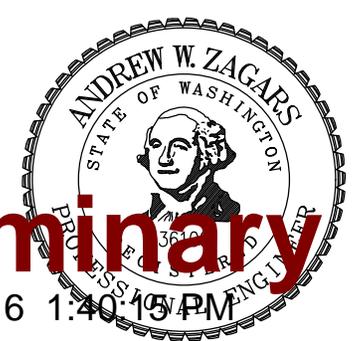
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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
STAIRS			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	DATE AUG-XX-2015 FILE FIG03-16



Preliminary



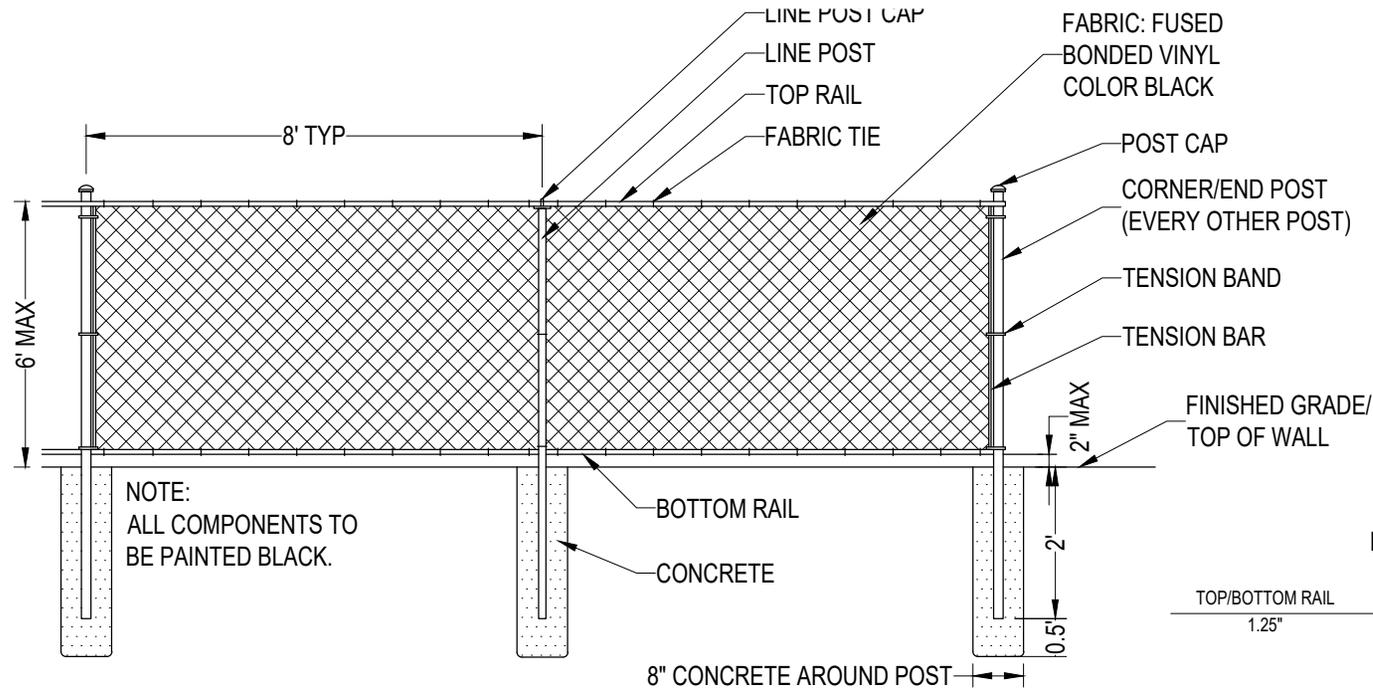
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NOTES:

1. CEMENT CONCRETE STEPS AND CURBS SHALL BE CONSTRUCTED AS SHOWN ON STD DWG 3-16.
2. HEIGHT OF RAILING SHALL BE 36" MINIMUM, 38" MAXIMUM TOP OF NOSING TO TOP OF RAILING.
3. PEDESTRIAN RAILING SHALL BE CONSTRUCTED AS SHOWN ON STD DWG 3-15.
4. CLEAR SPACE BETWEEN BALUSTERS SHALL BE A MAXIMUM OF 4".
5. ALL STEPS SHALL HAVE HANDRAIL ON BOTH SIDES.

CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
CEMENT CONCRETE STAIRWAY			
APPROVED BY CITY ENGINEER		DATE	
REV	DWN XXX	CKD XXX	FILE AUG-XX-2015 FIG03-17

Exhibit 4

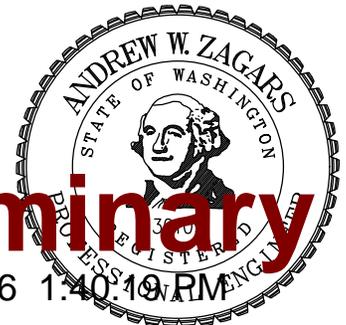


NOTE:
 ALL COMPONENTS TO BE PAINTED BLACK.

PIPE SCHEDULE (ALL DIMENSION I.D.)		
TOP/BOTTOM RAIL	CORNER/ END POST	LINE POST
1.25"	2.5"	2"

NOTES:

1. RAILING SHALL BE ALUMINUM PIPE RAIL OR APPROVED EQUIVALENT. INSTALLATION PER MANUFACTURER'S RECOMMENDATIONS.
2. SHOP DRAWINGS OF RAILING SHALL BE SUBMITTED FOR APPROVAL SHOWING COMPLETE DIMENSIONS AND DETAILS OF FABRICATION AND INCLUDING AN ERECTION DIAGRAM. MATERIALS BEING USED SHALL BE SPECIFIED IN THE SHOP DRAWINGS.
3. ALL ALUMINUM PARTS SHALL BE GIVEN A BLACK ANODIC COATING AT LEAST 0.0006 INCH THICK AND BE HOT WATER SEALED AND SHALL HAVE A UNIFORM FINISH.
4. WIRE FABRIC SHALL BE GIVEN A BLACK FUSED BONDED VINYL COATING TO MATCH FINISHED POSTS.
5. CUTTING SHALL BE DONE BY SAWING OR MILLING AND ALL CUTS SHALL BE TRUE AND SMOOTH. FLAME CUTTING WILL NOT BE PERMITTED.
6. ALL MATERIALS SHALL BE ADEQUATELY WRAPPED TO ENSURE SURFACE PROTECTION DURING HANDLING AND TRANSPORTATION TO THE JOB SITE.
7. ANY WELDING OF ALUMINUM SHALL BE IN ACCORDANCE WITH THE LATEST AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS.
8. RAILS, POSTS AND FORMED ELBOWS SHALL BE A.S.T.M B-241 OR B-429 ALLOY, 6063-T6 SCHEDULE 40 (STD. PIPE). BRACKETS, ENDCAPS AND OTHER FITTINGS SHALL BE A.S.T.M. 6063-T5. SPLICES AND REINFORCING SLEEVES SHALL BE DRAWN ALUMINUM TUBING 6063-T832.
9. TOP OF RAIL: 3 FEET 6 INCHES MIN FOR PEDESTRIAN USES
 4 FEET 6 INCHES MIN FOR COMBINED BICYCLE AND PEDESTRIAN USES



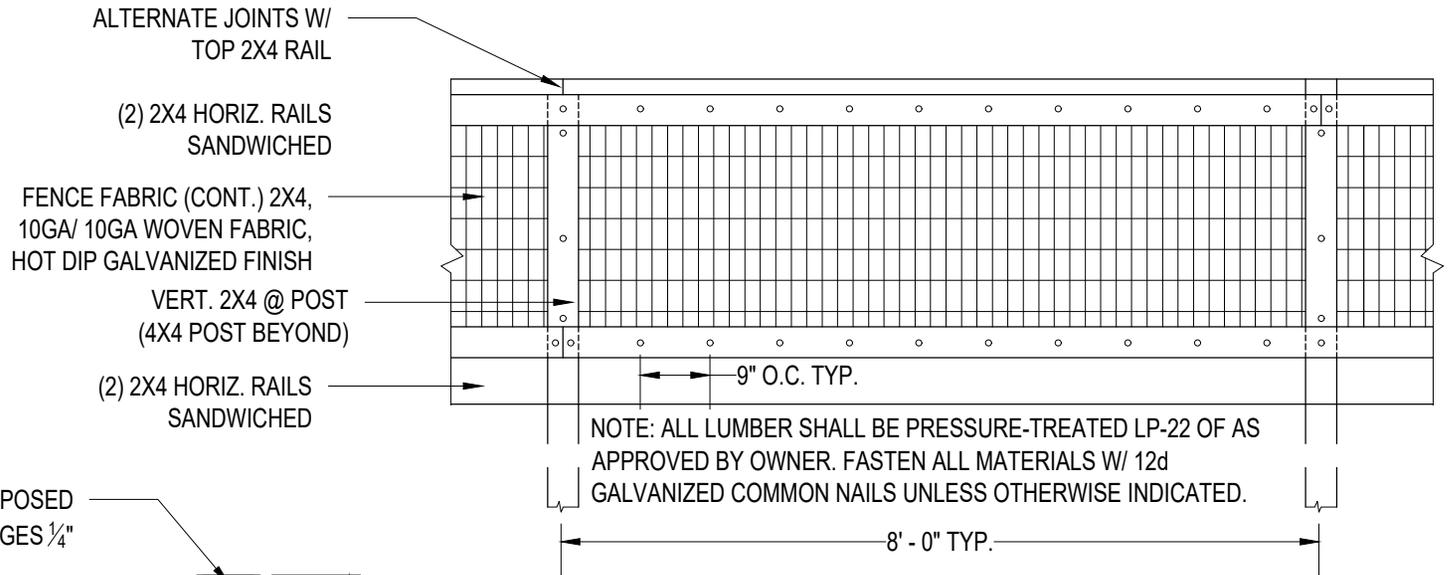
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CITY OF SAMMAMISH
 DEPARTMENT OF PUBLIC WORKS

CHAIN LINK FENCE

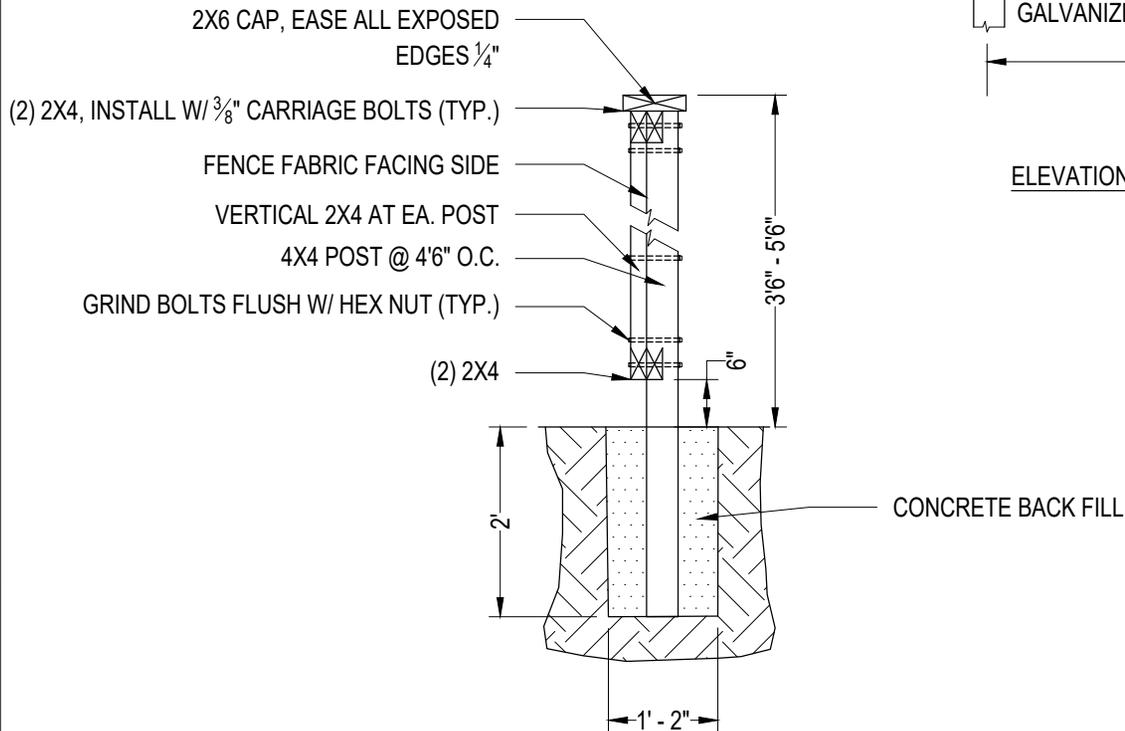
APPROVED BY CITY ENGINEER		DATE	
DWN	CKD	DATE AUG-XX-2015	FILE FIG03-18
XXX	XXX		

REV	
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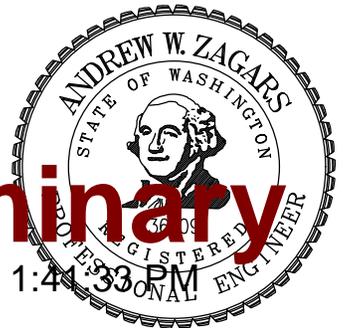
NOTE: ALL LUMBER SHALL BE PRESSURE-TREATED LP-22 OF AS APPROVED BY OWNER. FASTEN ALL MATERIALS W/ 12d GALVANIZED COMMON NAILS UNLESS OTHERWISE INDICATED.

ELEVATION



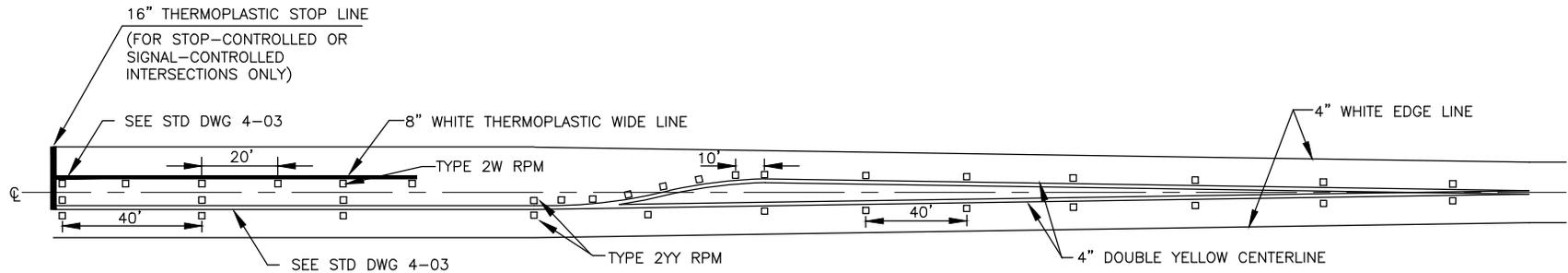
SECTION

NOTE: DIAGONAL BRACE RAILS (4x4) TO BE INSTALLED AT ALL END SECTIONS, TOP OF BRACE AT TOP OF END SECTION/CORNER.

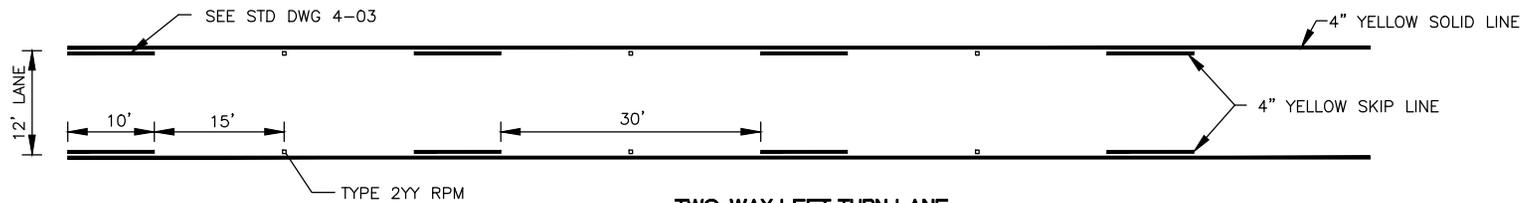


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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
GREENBELT FENCE			
APPROVED BY CITY ENGINEER		DATE	
REV	DWN XXX	CKD XXX	FILE AUG-XX-2015 FIG03-20



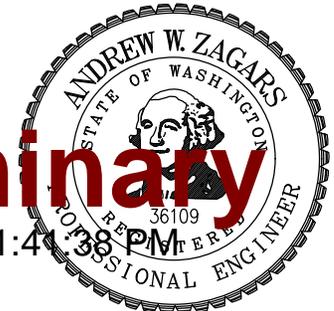
LEFT TURN LANE AND MEDIAN



TWO-WAY LEFT TURN LANE

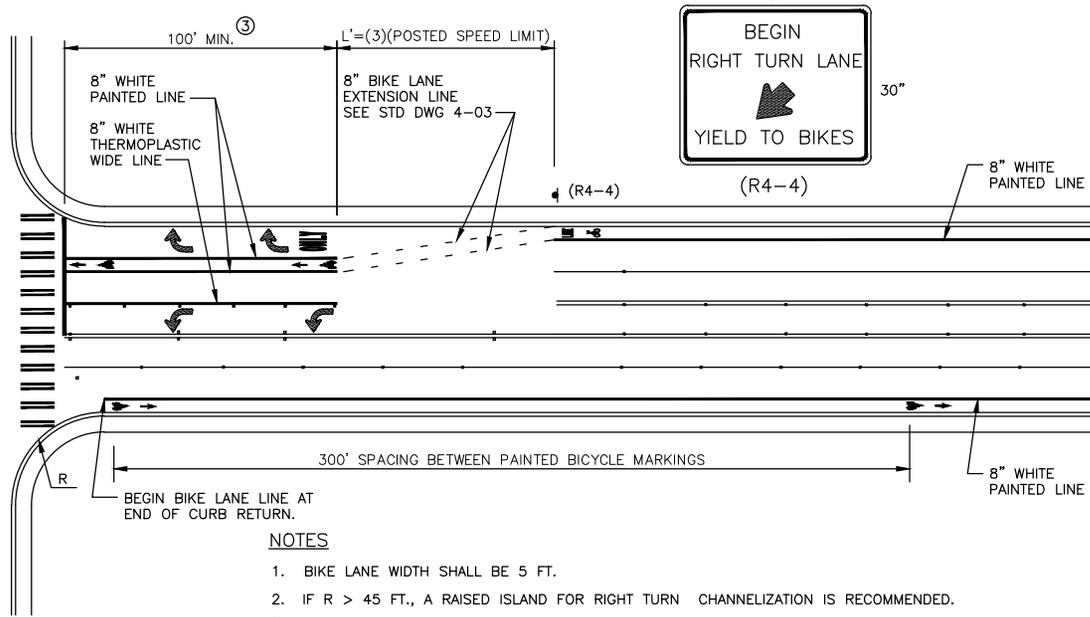
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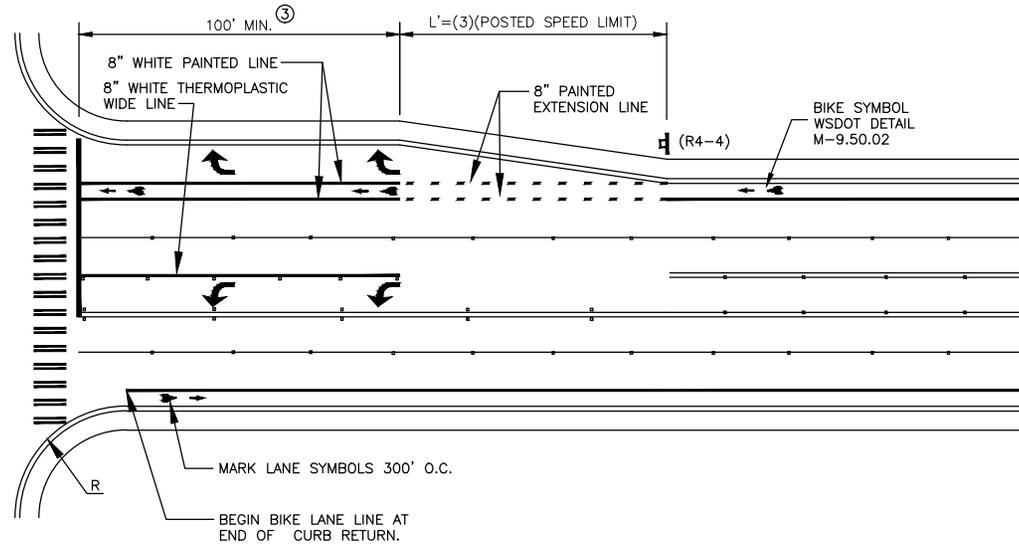
CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
CHANNELIZATION – LEFT TURN LANES			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	FILE AUG-XX-2015 FIG04-01

Exhibit 4

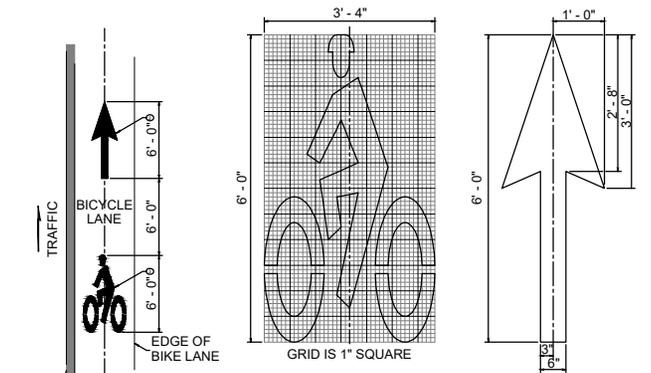


NOTES

1. BIKE LANE WIDTH SHALL BE 5 FT.
2. IF R > 45 FT., A RAISED ISLAND FOR RIGHT TURN CHANNELIZATION IS RECOMMENDED.
- ③ POCKET LENGTH SHALL BE SUPPORTED BY TRAFFIC ANALYSIS
4. PLACE R3-18 SIGN IF THE BIKE LANE TERMINATES AT OR BEFORE THE APPROACHING INTERSECTION.
5. RIGHT TURN LANES, LEFT TURN LANES, AND TWO-WAY LEFT TURN LANES SHALL BE 12 FT. IN WIDTH.
6. TURN LANE ARROWS SHALL BEGIN AT THE START OF THE TURN LANE AND 40 FT. BEHIND THE STOP LINE. IF NEEDED LONGER LANES MAY BE REQUIRED. ADDITIONAL ARROWS 150 FT. APART.



NOT TO SCALE

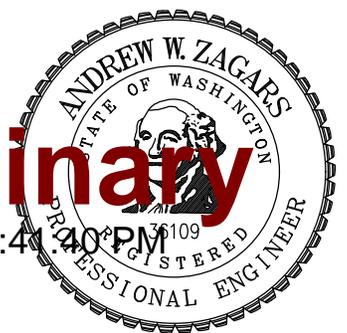


NOTES

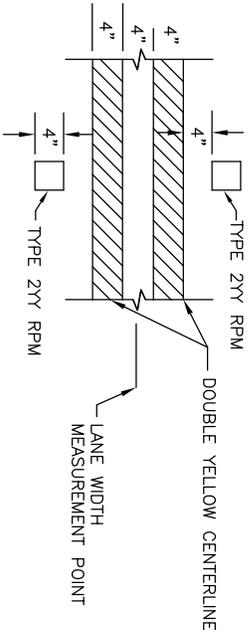
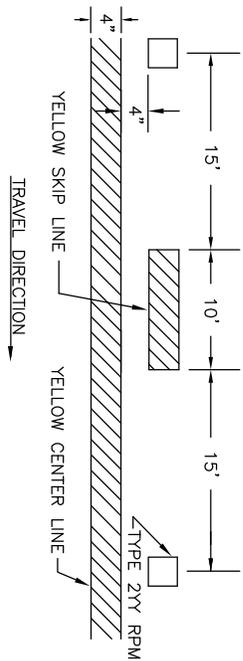
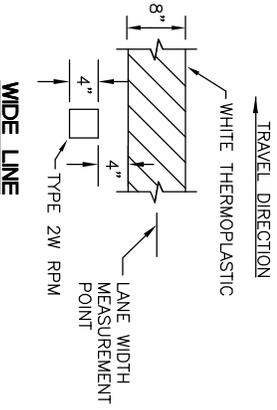
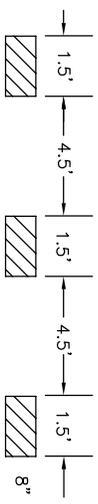
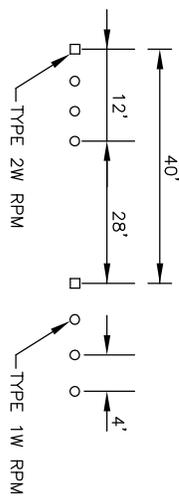
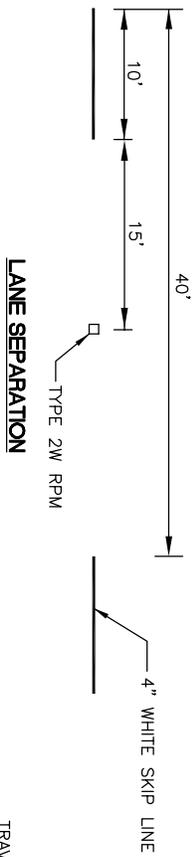
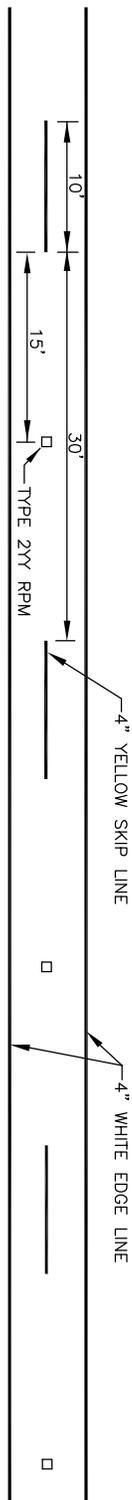
1. WSDOT DETAIL M-0.50.02
2. 2' x 6' WHITE BIKE LANE ARROW
3. BIKE RIDER SYMBOL

Preliminary

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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
CHANNELIZATION – VEHICLE AND BICYCLES			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	FILE FIG04-02

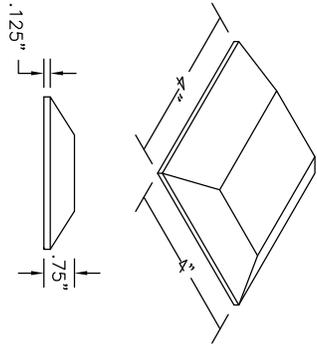


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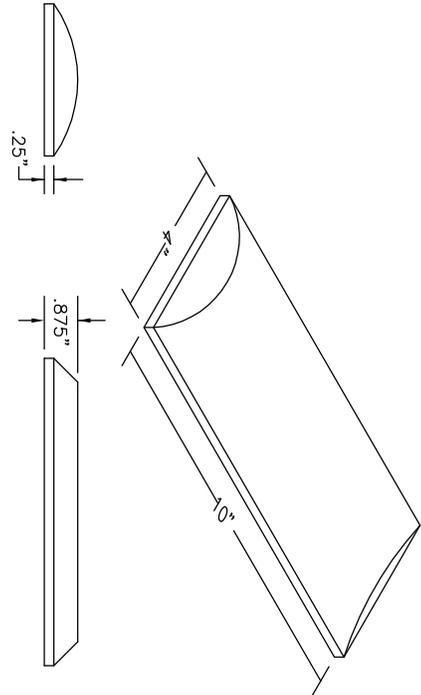
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CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS
PAVEMENT MARKINGS

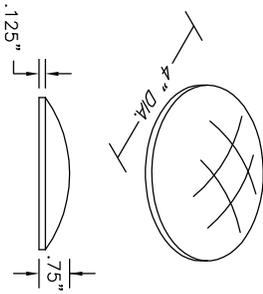
REV	APPROVED BY	DATE	FILE
	CITY ENGINEER		FIG04-03A
	DWN		
	CKD		
	XXX		
	DATE		
	AUG-XX-2015		
	REV. NO. X		



TYPE 2 RPM



TYPE 3 RPM



TYPE 1 RPM

RAISED PAVEMENT MARKER COLORS	
TYPE 1W	NONREFLECTORIZED WHITE
TYPE 1Y	NONREFLECTORIZED YELLOW
TYPE 2W	REFLECTORIZED WHITE - ONE SIDE ONLY
TYPE 2Y	REFLECTORIZED YELLOW - ONE SIDE ONLY
TYPE 2YY	REFLECTORIZED YELLOW - BOTH SIDES

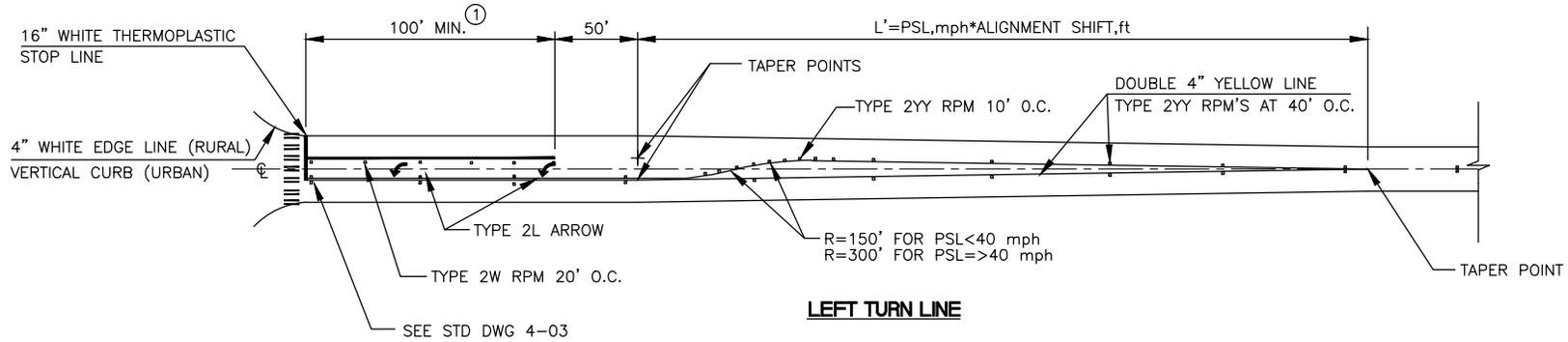


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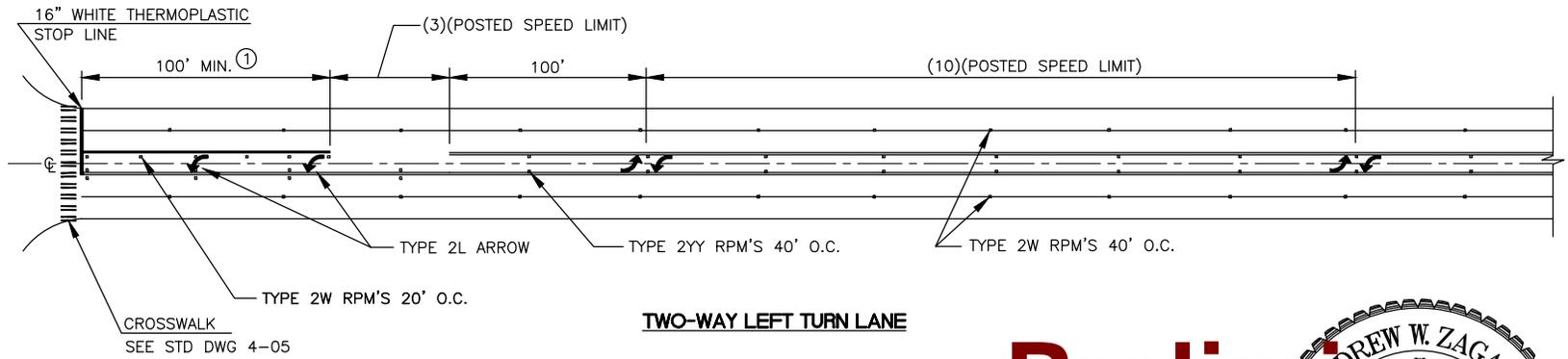
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CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS
RAISED PAVEMENT MARKERS

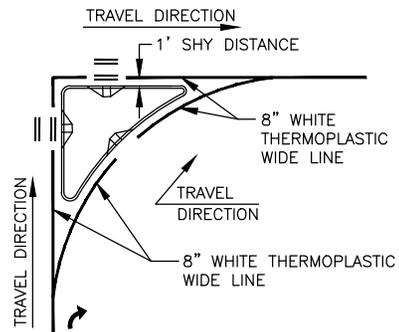
APPROVED BY		DATE	
CITY ENGINEER	_____		_____
REV	DWN	CKD	FILE
XXX	XXX	XXX	FIG04-03B
			DATE
			AUG-XX-2015



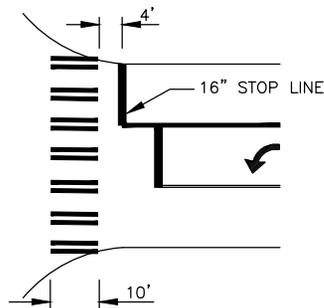
LEFT TURN LINE



TWO-WAY LEFT TURN LANE



ISLAND LINE DETAIL
(RAISED ISLAND IS OPTIONAL)



CROSSWALK AND STOP LINE

NOTES

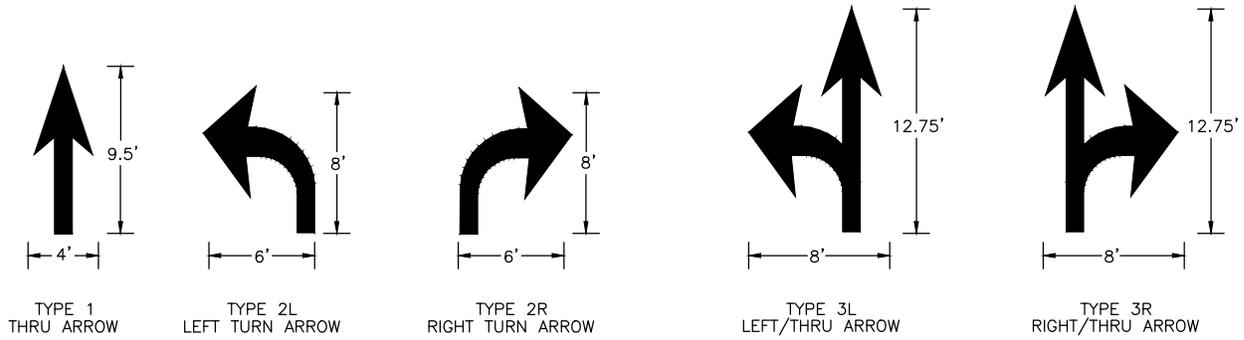
- ① POCKET LENGTHS SHALL BE SUPPORTED BY TRAFFIC ANALYSIS.
- PSL = POSTED SPEED LIMIT

Preliminary

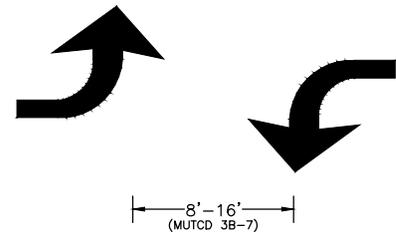
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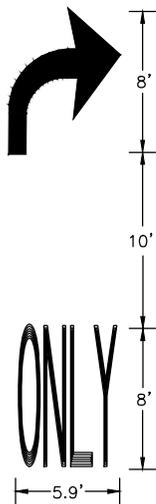
CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
INTERSECTION APPROACH STRIPING			
APPROVED BY CITY ENGINEER	DATE		
REV	DWN XXX	CKD XXX	FILE FIG04-04



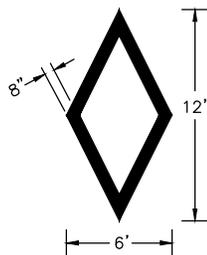
CROSSWALK STRIPING



TWO WAY LEFT TURN LANE
ARROW SPACING



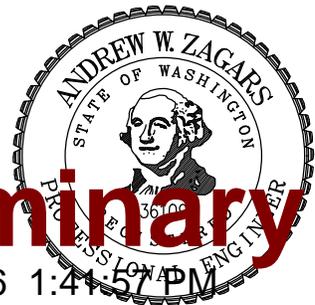
DROP LANE



HIGH OCCUPANCY VEHICLE (HOV)

Preliminary

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NOTES

1. ALL PAVEMENT SYMBOLS SHALL BE THERMOPLASTIC.

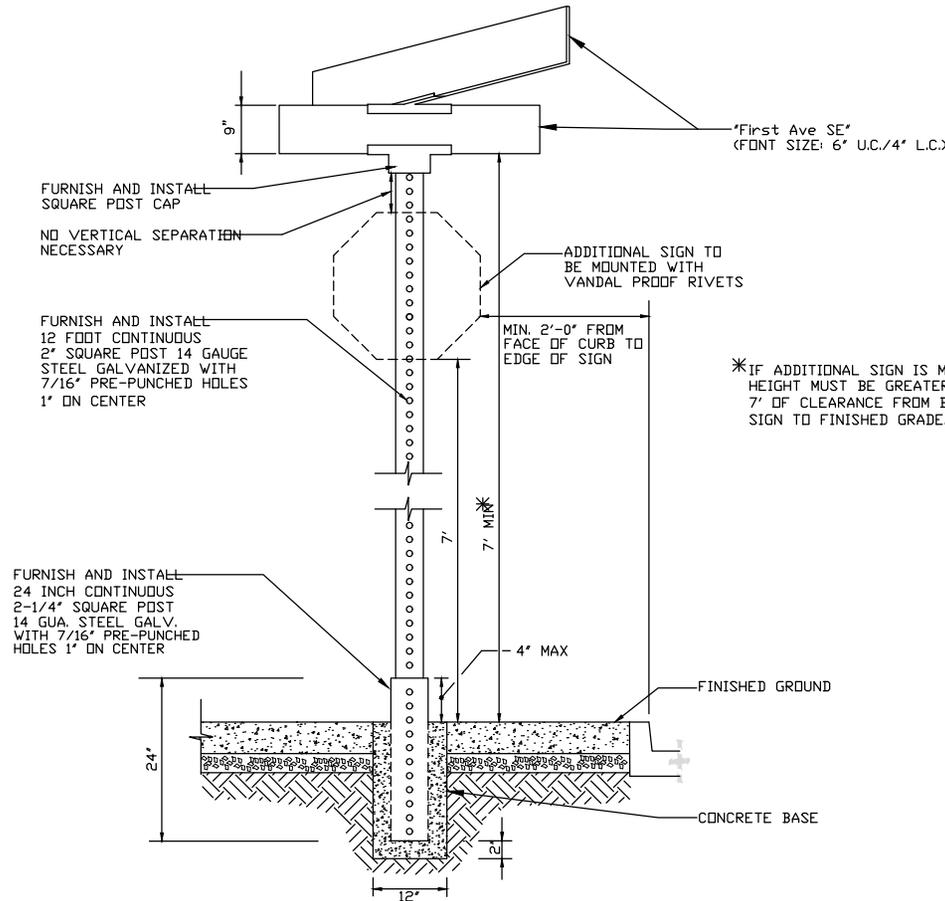
CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS

PAVEMENT SYMBOLS

APPROVED BY
CITY ENGINEER _____ DATE _____

REV

DWN	CKD	DATE	FILE
XXX	XXX	AUG-XX-2015	FIG04-05



*IF ADDITIONAL SIGN IS MOUNTED ON POLE, HEIGHT MUST BE GREATER TO ALLOW FOR 7' OF CLEARANCE FROM BOTTOM OF SECOND SIGN TO FINISHED GRADE.

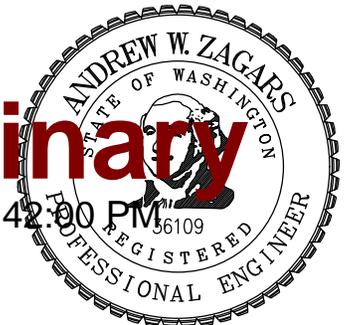
NOTES:

1. ALL EXISTING SIGNS THAT ARE TO BE RELOCATED SHALL BE INSTALLED ON NEW POSTS AND HARDWARE.
2. 2" TELESARE GALVANIZED POSTS
3. 2 1/4" TELESARE GALVANIZED ANCHORS, 24" LONG
4. SET ANCHORS 20" DEEP, WRAP ANCHORS AND SET IN CONCRETE. BOLTS TO BE 2" ABOVE FINISHED GRADE
5. SIGNS TO BE V.I.P. (DIAMOND GRADE)
6. SIGNS TO BE ATTACHED WITH VANDAL PROOF RIVETS
7. D-3'S TO BE E.G. BACKGROUND DIAMOND GRADE LETTERING
8. D-3'S TO BE MOUNTED WITH ALUMINUM CAPS AND CROSS BRACKETS
9. WHITE LEGEND ON GREEN BACKGROUND

STREET SIGN INSTALLATION DETAIL
NOT TO SCALE

Preliminary

11/09/2016 1:42:00 PM

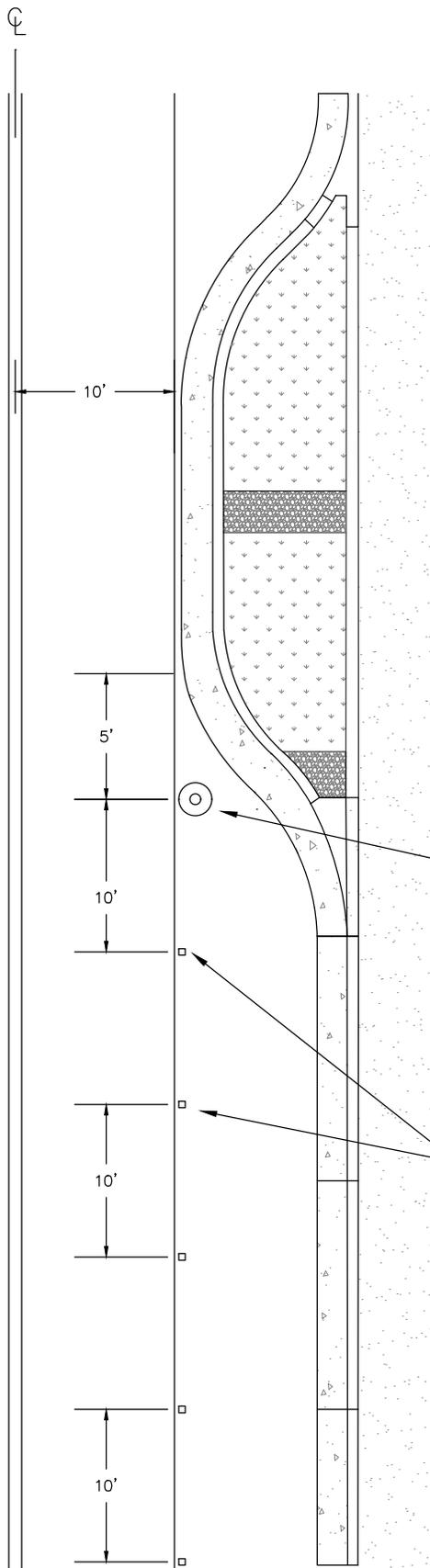


CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS

STREET SIGN INSTALLATION

APPROVED BY _____ DATE _____
CITY ENGINEER

REV	DWN XXX	CKD XXX	DATE AUG-XX-2015	FILE FIG04-06
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NOTES:

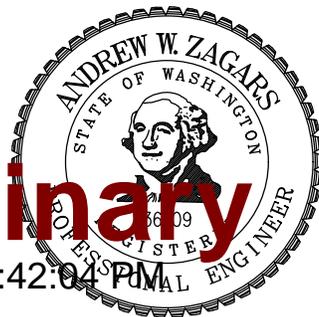
1. 5 - TYPE 2 WHITE RPMS (10' O.C.) FOLLOWING THE DELINEATOR. SEE FIG04-03B FOR RMP DIMENSIONS.
2. COORDINATE WITH THE TRAFFIC ENGINEER ABOUT ADDITIONAL ROADWAY CHANNELIZATION.

18" WHITE DELINEATOR POST

TYPE 2W RPM

Preliminary

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CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS

CURB EXTENSION/CHICANE
CHANNELIZATION

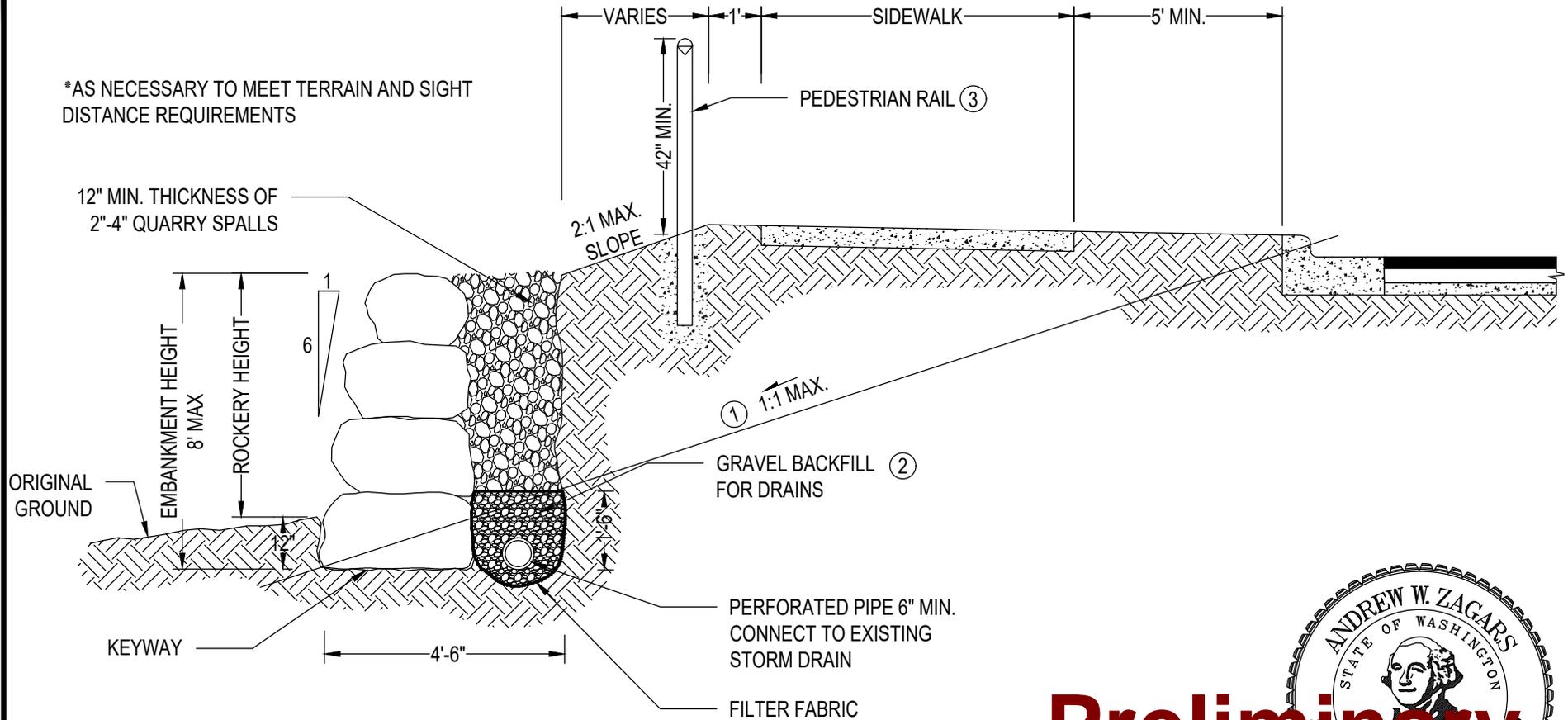
APPROVED BY
CITY ENGINEER _____ DATE _____

DWN	LG	CKD	DATE	FILE
			NOV-9-2016	FIG04-07

REV

- NOT TO SCALE -

Exhibit 4



*AS NECESSARY TO MEET TERRAIN AND SIGHT DISTANCE REQUIREMENTS

12" MIN. THICKNESS OF 2"-4" QUARRY SPALLS

2:1 MAX. SLOPE

42" MIN.

PEDESTRIAN RAIL ③

SIDEWALK

5' MIN.

① 1:1 MAX.

GRAVEL BACKFILL FOR DRAINS ②

PERFORATED PIPE 6" MIN. CONNECT TO EXISTING STORM DRAIN

FILTER FABRIC

ORIGINAL GROUND

EMBANKMENT HEIGHT 8' MAX

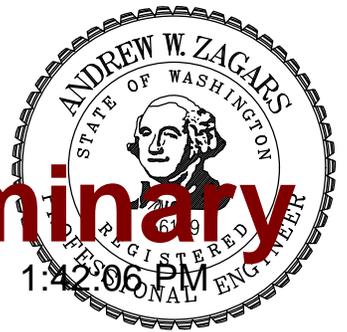
ROCKERY HEIGHT 6

KEYWAY

4'-6"

Preliminary

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NOTES:

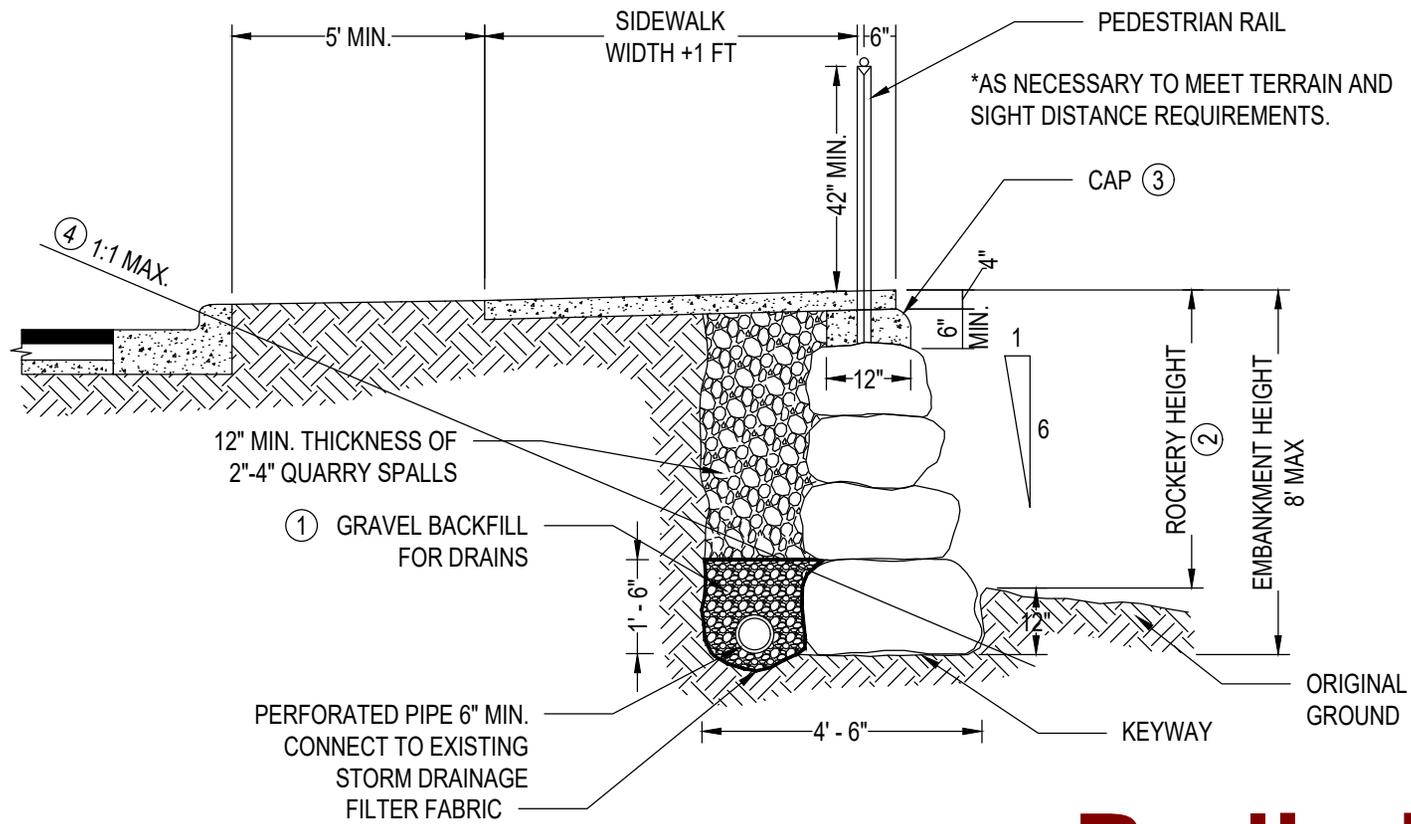
- ① FLATTER SLOPE MAY BE REQUIRED IN LESS STABLE SOIL.
- ② SEE WSDOT/APWA STD SPECIFICATION 9-03.12[4].
- ③ A PEDESTRIAN RAIL, PER STD DWG 3-15, IS REQUIRED WHEN ROCKERY HEIGHT IS 2'-6" OR GREATER. THE USAGE OF A CHAIN LINK FENCE MAY BE APPROVED.
- 4. TRAFFIC BARRIERS MAY BE REQUIRED ON ROADS WITH SPEED LIMITS OF 30 MPH OR GREATER, WHERE ROCKERY HEIGHTS EXCEED 6'. SEE CHAPTER 1610 OF THE CURRENT WSDOT DESIGN MANUAL.
- 5. ALL ROCKERIES OVER 4' IN HEIGHT ON PUBLIC OR PRIVATE PROPERTY SHALL REQUIRE STRUCTURAL REVIEW.

CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS

ROCK FACING —
FILL SECTION

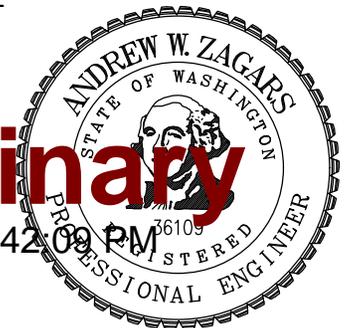
APPROVED BY CITY ENGINEER _____ DATE _____

REV	DWN	CKD	DATE	FILE
	XXX	XXX	AUG-XX-2015	FIG05-01



Preliminary

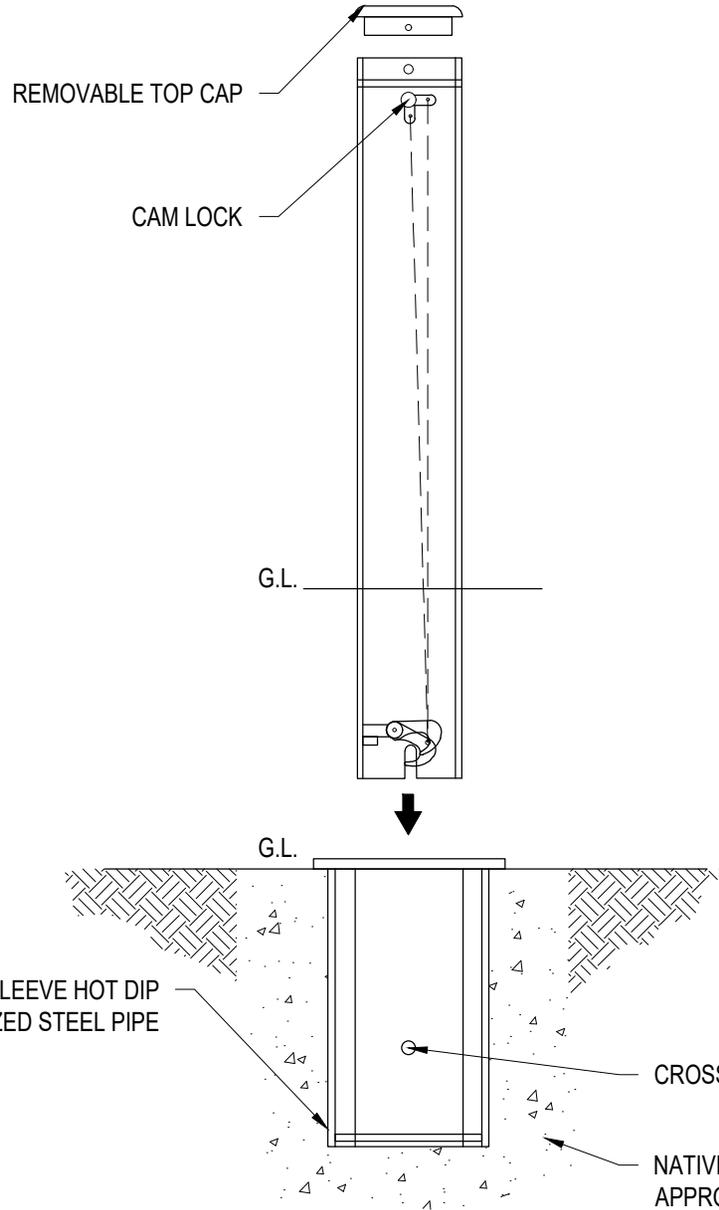
11/09/2016 1:42:09 PM



NOTES:

- ① WSDOT/APWA STD SPECIFICATION 9-03.12[4].
- ② A PEDESTRIAN RAIL, PER STD DWG 3-15, IS REQUIRED WHEN ROCKERY HEIGHT IS 2'-6" OR GREATER. THE USAGE OF A CHAIN LINK FENCE MAY BE APPROVED.
- ③ CAP SHALL BE CONCRETE CLASS 3000.
- ④ FLATTER SLOPE MAY BE REQUIRED IN LESS STABLE SOILS.
- 5. TRAFFIC BARRIERS MAY BE REQUIRED ON ROADS WITH SPEED LIMITS OF 30 MPH OR GREATER, WHERE HEIGHTS EXCEED 6'. SEE CHAPTER 1610 OF THE CURRENT WSDOT DESIGN MANUAL.
- 6. ALL ROCKERIES OVER 4' IN HEIGHT ON PUBLIC OR PRIVATE PROPERTY SHALL REQUIRE STRUCTURAL REVIEW.

CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
ROCK FACING UNDER SIDEWALK			
APPROVED BY CITY ENGINEER		DATE	
REV	DWN XXX	CKD XXX	FILE AUG-XX-2015 FIG05-02



NOTES:

1. NUTS, BOLTS, AND WASHERS CONFORM TO ASTM A307.
2. ALL STEEL PIPES SHALL BE GALVANIZED.
3. CONCRETE SHALL BE CLASS C.
4. BOLLARD PLACEMENT SHALL BE APPROVED BY THE DIRECTOR OR DESIGNEE.

Preliminary

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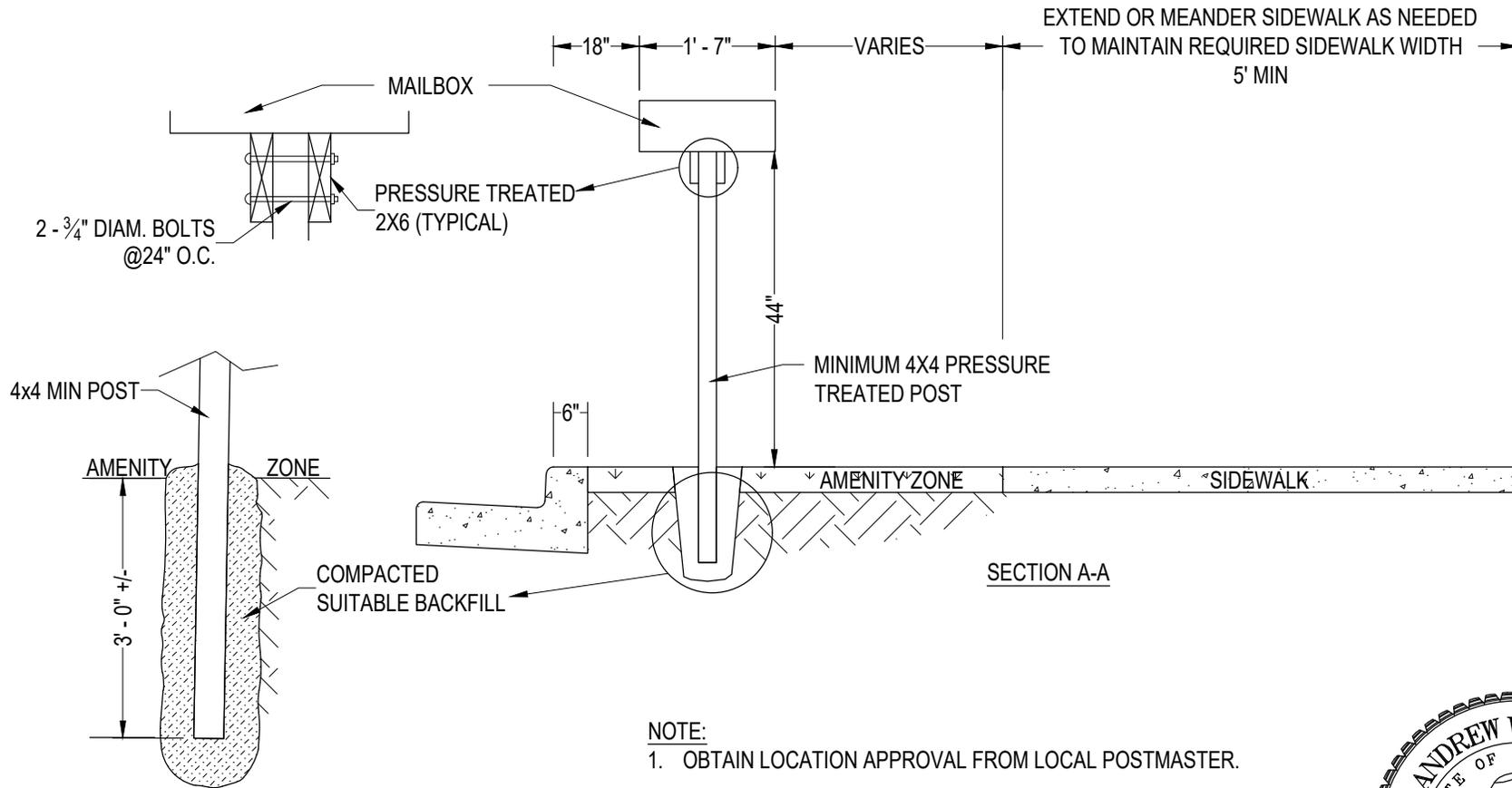


CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS

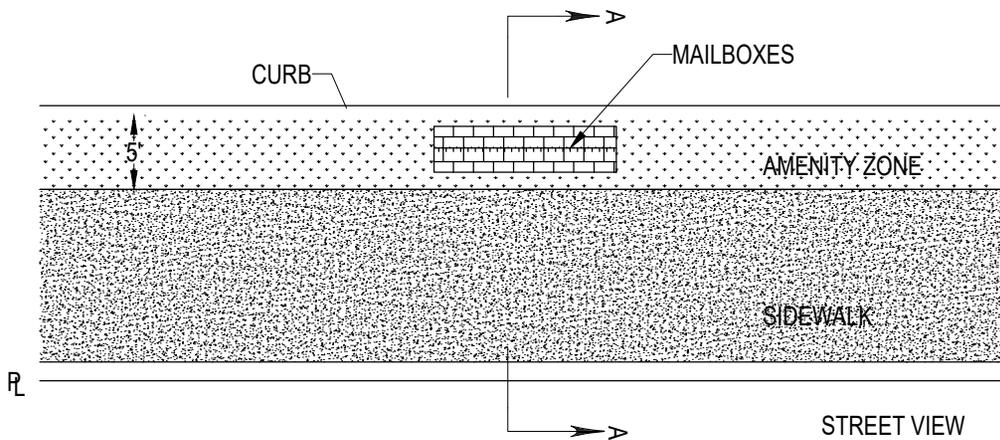
BOLLARDS

APPROVED BY _____ DATE _____
CITY ENGINEER

REV	DWN XXX	CKD XXX	DATE AUG-XX-2015	FILE FIG05-03
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NOTE:
1. OBTAIN LOCATION APPROVAL FROM LOCAL POSTMASTER.

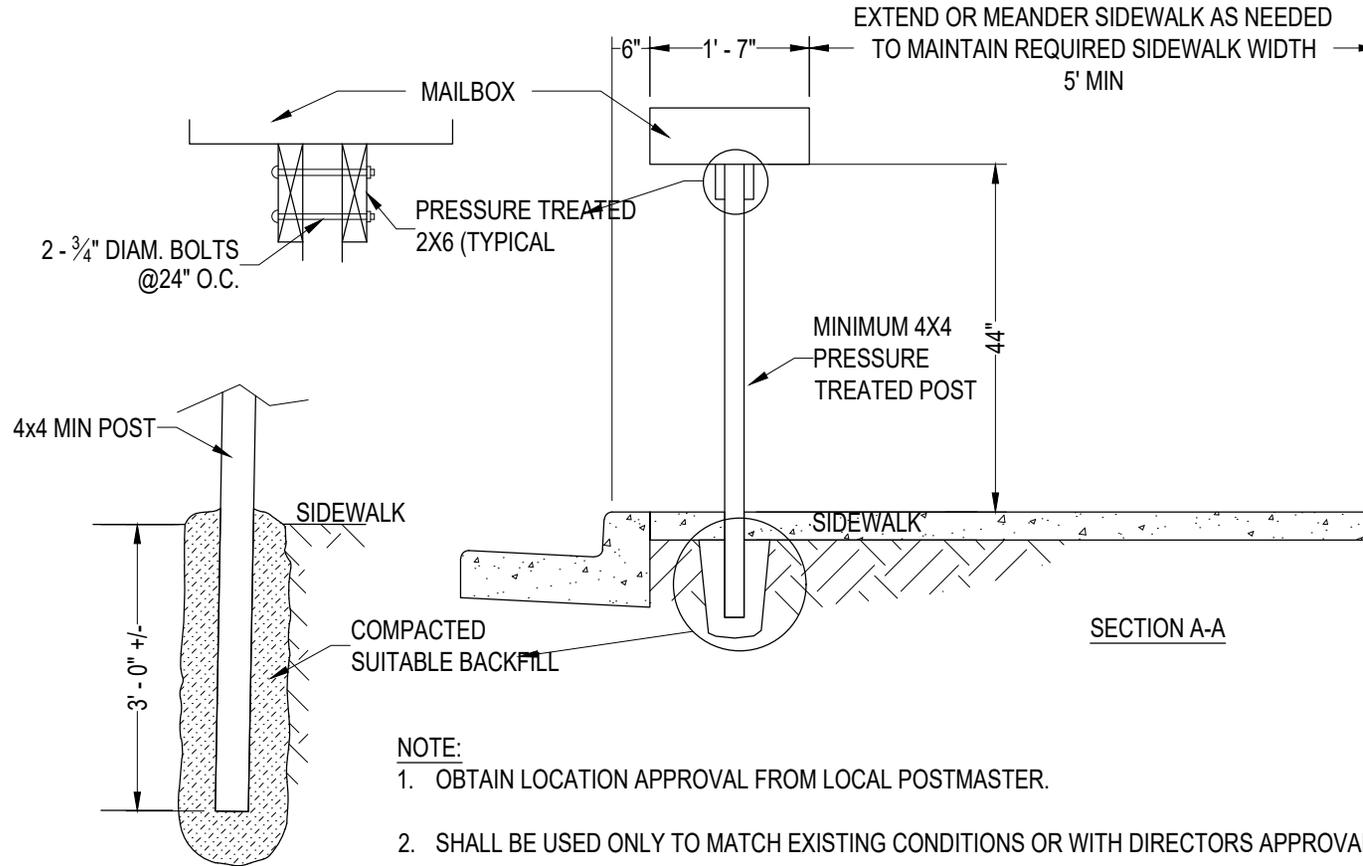


Preliminary

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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
MAILBOX STAND NON-ARTERIAL			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	FILE AUG-XX-2015 FIG05-04



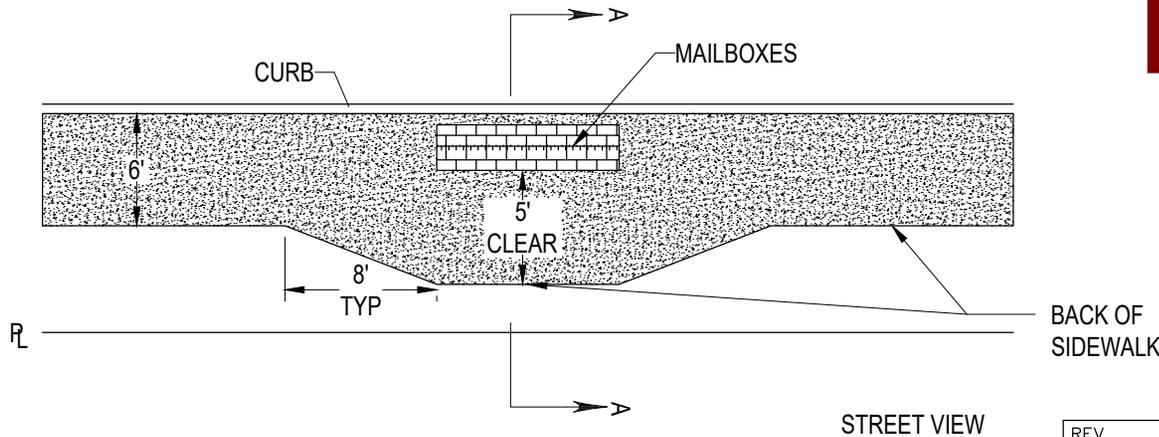
NOTE:

1. OBTAIN LOCATION APPROVAL FROM LOCAL POSTMASTER.
2. SHALL BE USED ONLY TO MATCH EXISTING CONDITIONS OR WITH DIRECTORS APPROVAL.

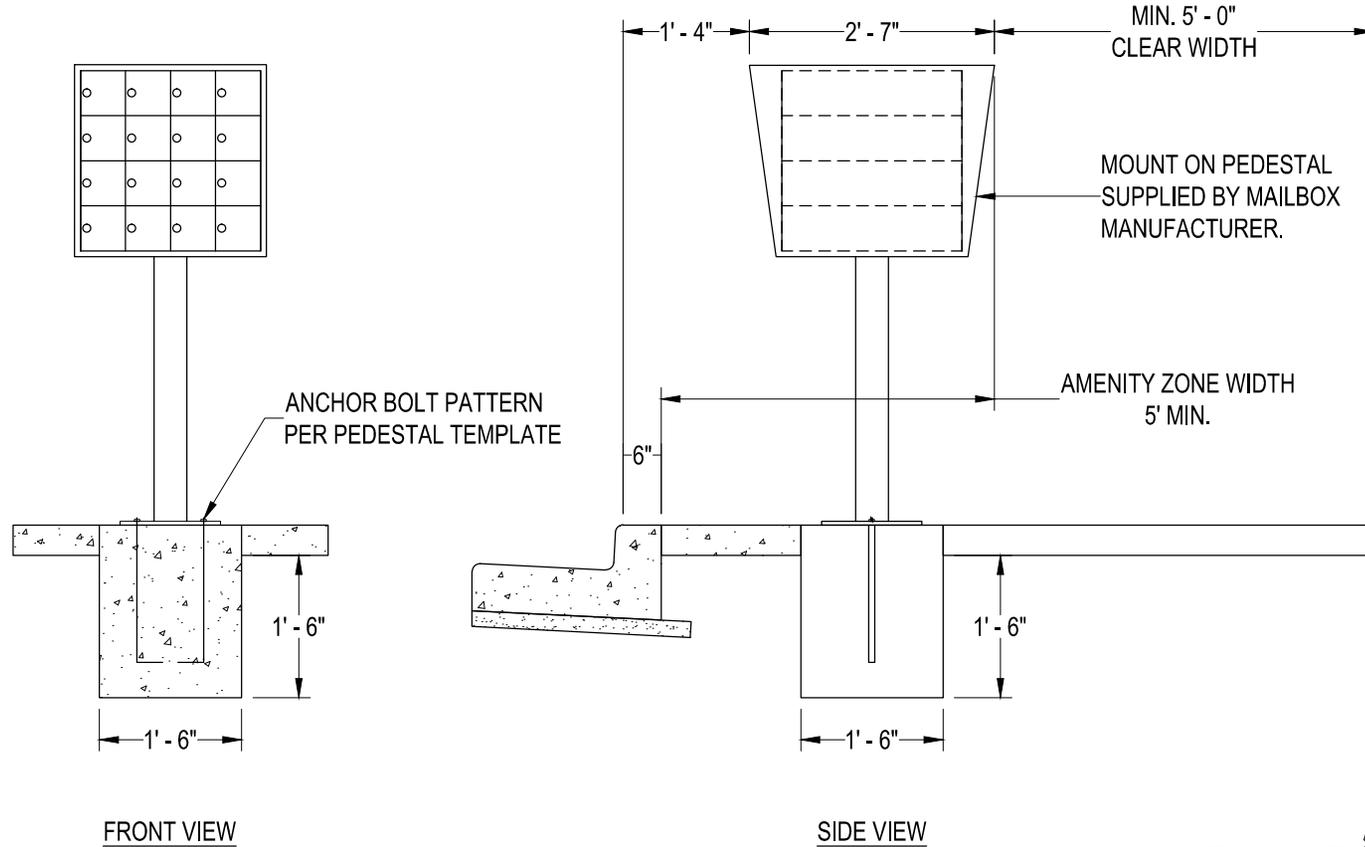


Preliminary

11/09/2016 1:42:17 PM



CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
MAILBOX STAND WITHOUT AMENITY ZONE			
APPROVED BY CITY ENGINEER		DATE	
DWN	CKD	DATE AUG-XX-2015	FILE FIG05-05
XXX	XXX		

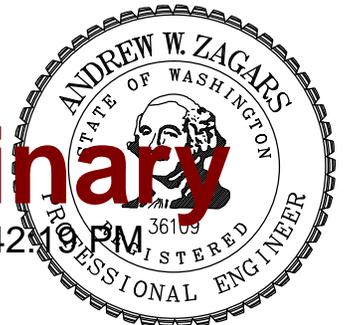


NOTES:

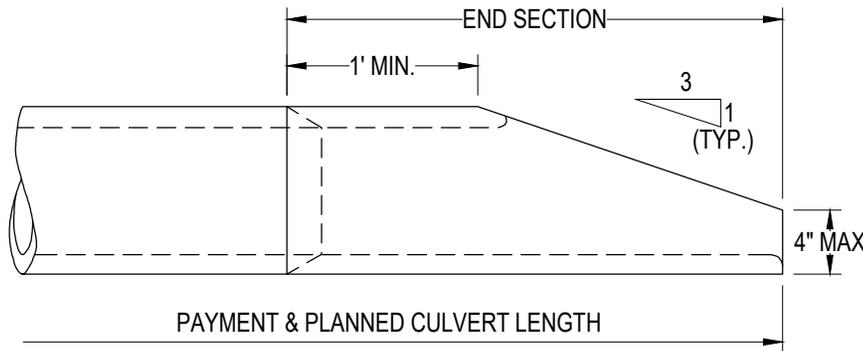
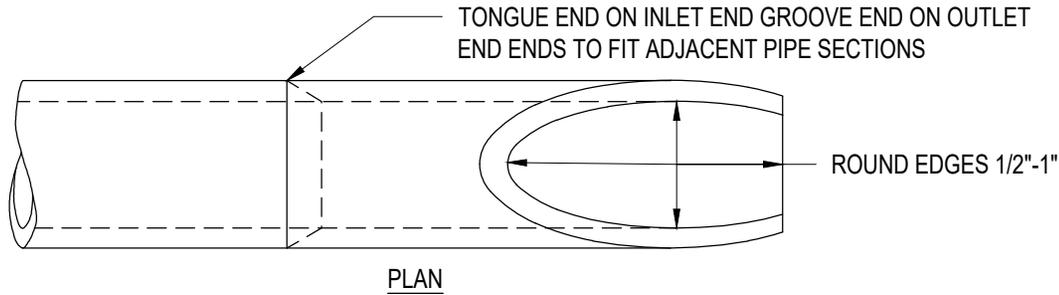
1. OBTAIN LOCATION APPROVAL FROM LOCAL POSTMASTER.
2. USE PEDESTAL MOUNTED 4C MAILBOX.

Preliminary

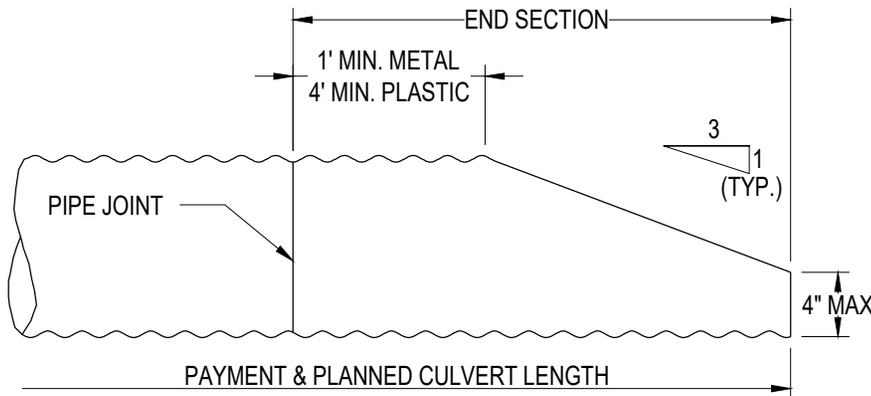
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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
NEIGHBORHOOD DELIVERY & COLLECTION BOX UNIT INSTALLATION			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	DATE AUG-XX-2015 FILE FIG05-06



ELEVATION CONCRETE PIPE



METAL & PLASTIC PIPE

NOTES:

1. SIDE SLOPE SHALL BE WARPED TO MATCH THE BEVELED PIPE END. WHEN CULVERT IS ON SKEW, BEVELED END SHALL BE ROTATED TO CONFORM TO SLOPE. IF SLOPE DIFFERS FROM 3:1, PIPE SHALL BE BEVELED TO MATCH SLOPE.
2. TRASH RACK MAY BE REQUIRED BY DIRECTOR OR DESIGNEE. (SEE STD DWG 7-02 FOR DETAILS).
3. INLET/OUTLET PROTECTION SHALL BE REQUIRED.

Preliminary

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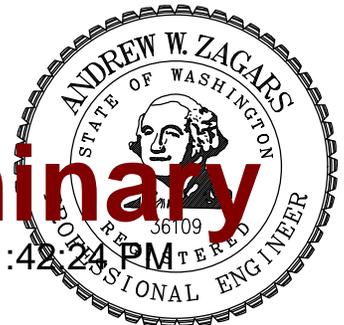
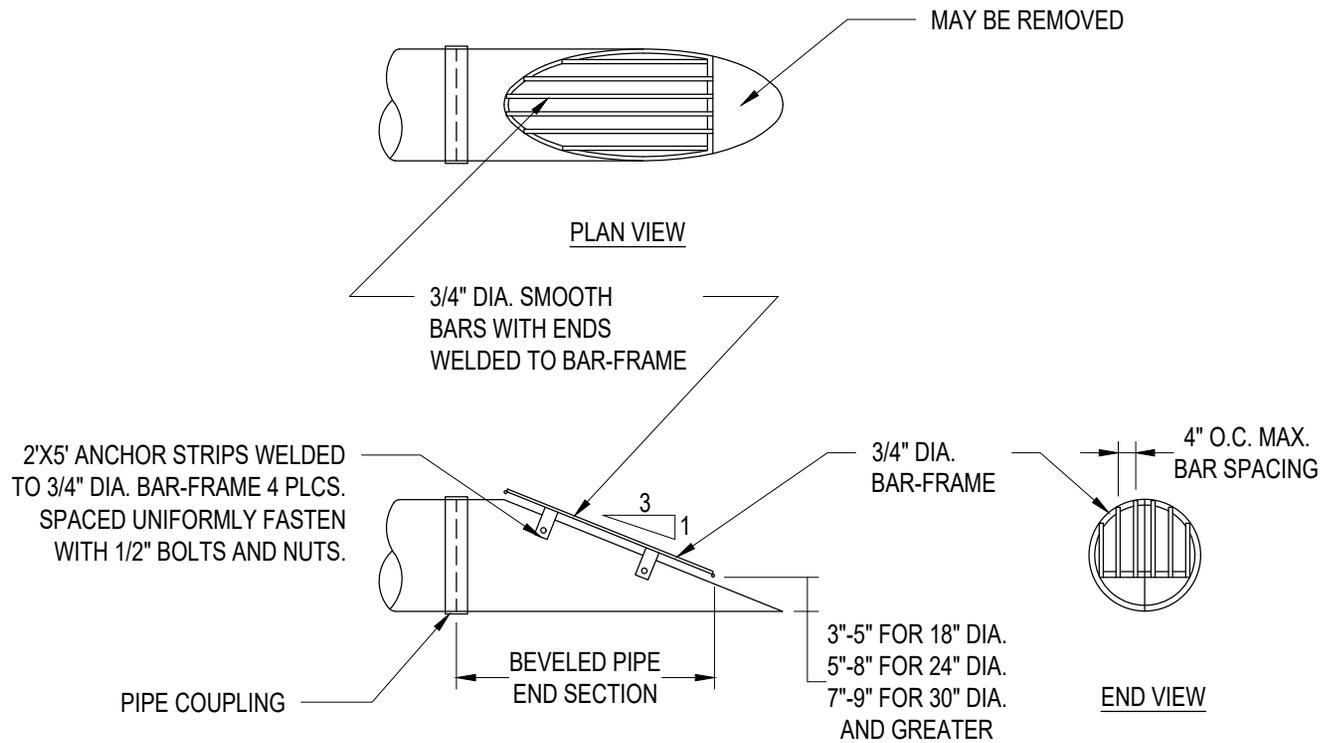


CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS

BEVELED END PIPE SECTION

APPROVED BY CITY ENGINEER _____ DATE _____

REV	DWN XXX	CKD XXX	DATE AUG-XX-2015	FILE FIG07-01
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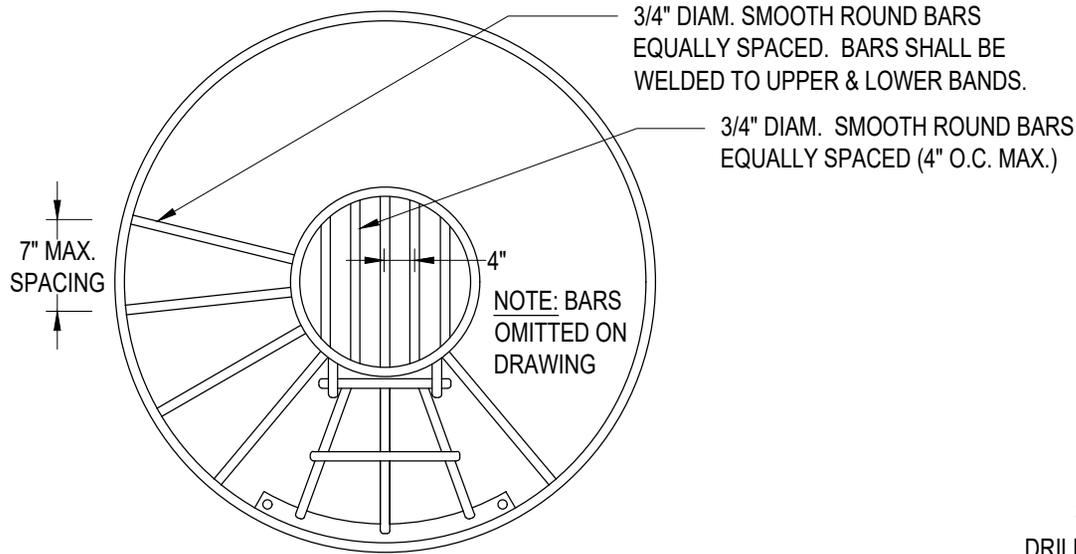
Preliminary

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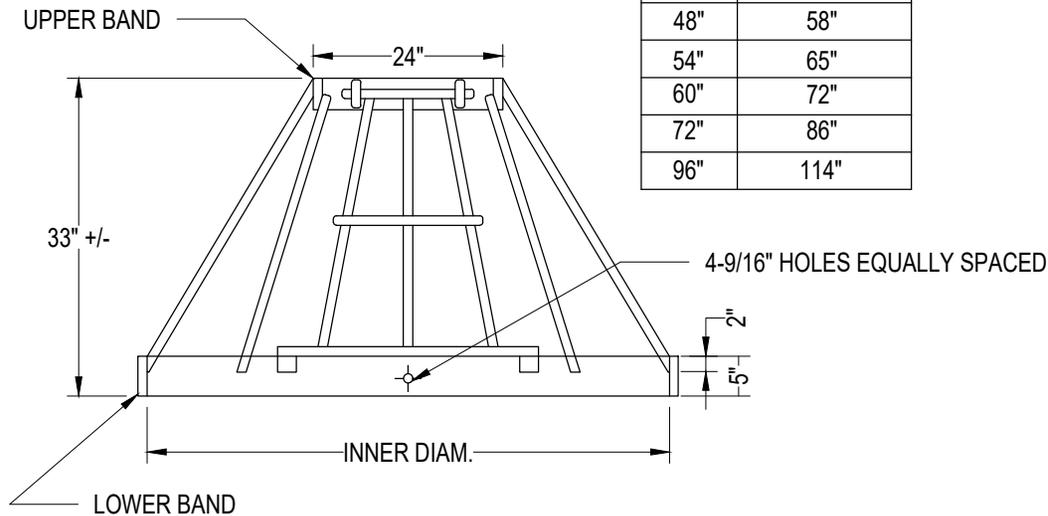
NOTES:

1. CMP END-SECTION SHOWN. FOR CONCRETE PIPE BEVELED END-SECTION, SEE STD DWG 7-01.
2. ALL PARTS MUST BE ALUMINUM OR STAINLESS STEEL.
3. TRASH RACKS REQUIRED ON ALL PIPES 18" TO 36" IN DIAMETER ENTERING A CLOSED SYSTEM.

CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
TRASH RACK (DEBRIS CAGE) – PIPE END			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	DATE AUG-XX-2015 FILE FIG07-02



PLAN

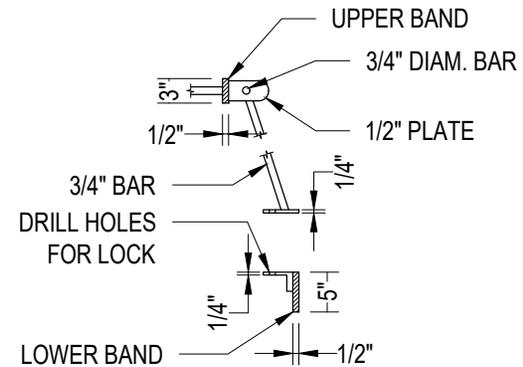


ELEVATION

CB	INNER DIAM.
48"	58"
54"	65"
60"	72"
72"	86"
96"	114"

NOTES:

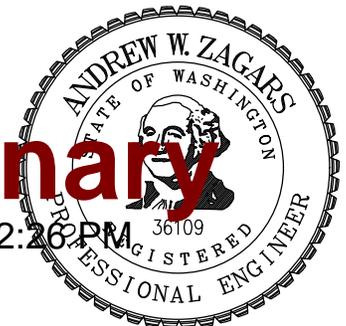
1. ALL STEEL IN PLATES, BARS AND BANDS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A38.
2. DEBRIS CAGE SHALL BE HOT-DIP GALVANIZED IN ACCORDANCE WITH ASTM A123 (AASHTO M111).



ENTRY GATE DETAIL

Preliminary

11/09/2016 1:42:26 PM



CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS

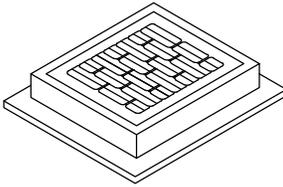
TRASH RACK
(DEBRIS CAGE) – CONICAL

APPROVED BY _____ DATE _____
CITY ENGINEER

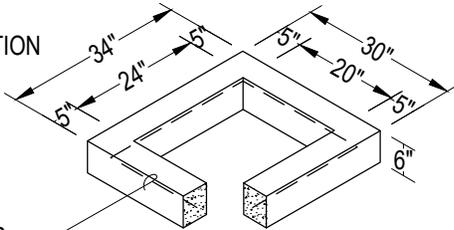
REV	DATE	BY	CHKD	DATE	FILE
	DWN	XXX	CKD	XXX	AUG-XX-2015
					FIG07-03

Exhibit 4

FRAME AND GRATE
SEE STD DWGS 7-16
& 7-18 FOR DETAILS

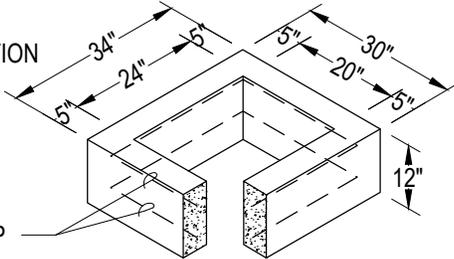


6" RISER SECTION

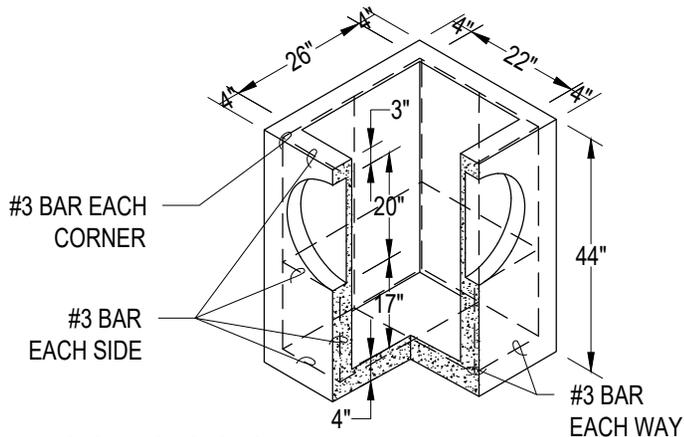


1 #3 BAR HOOP

12" RISER SECTION



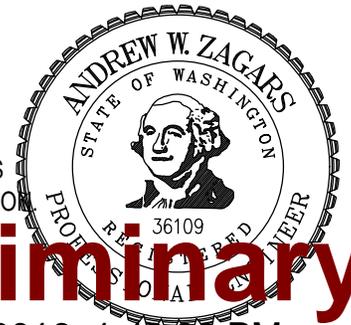
2 #3 BAR HOOP



PRECAST BASE SECTION
(MEASUREMENT AT THE
TOP OF THE BASE)

NOTES:

1. CATCH BASINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ASTM C478 (AASHTO M 199) & C890 UNLESS OTHERWISE SHOWN ON PLANS OR NOTED IN THE WSDOT/APWA STANDARD SPECIFICATIONS.
2. AS AN ACCEPTABLE ALTERNATIVE TO REBAR, WELDED WIRE FABRIC HAVING A MIN. AREA OF 0.12 SQUARE INCHES PER FOOT MAY BE USED. WELDED WIRE FABRIC SHALL COMPLY TO ASTM A497 (AASHTO M 221). WIRE FABRIC COMPLY TO ASTM A497 (AASHTO M 221). WIRE FABRIC SHALL NOT BE PLACED IN KNOCKOUTS.
3. ALL REINFORCED CAST-IN-PLACE CONCRETE SHALL BE CLASS 4000.
4. PRECAST BASES SHALL BE FURNISHED WITH CUTOUTS OR KNOCKOUTS. KNOCKOUTS SHALL HAVE A WALL THICKNESS OF 2" MIN. ALL PIPE SHALL BE INSTALLED IN FACTORY PROVIDED KNOCKOUTS. UNUSED KNOCKOUTS NEED NOT BE GROUTED IF WALL IS LEFT INTACT.
5. KNOCKOUT OR CUTOUT HOLE SIZE IS EQUAL TO PIPE OUTER DIAM. PLUS CATCH BASIN WALL THICKNESS.
6. ROUND KNOCKOUTS MAY BE ON ALL 4 SIDES, WITH MAX. DIAM. OF 20". KNOCKOUTS MAY BE EITHER ROUND OR "D" SHAPE.
7. THE MAX. DEPTH FROM THE FINISHED GRADE TO THE PIPE INVERT IS 5'-0".
8. THE TAPER ON THE SIDES OF THE PRECAST BASE SECTION AND RISER SECTION SHALL NOT EXCEED 1/2"/FT.
9. CATCH BASIN FRAME AND GRATE SHALL BE IN ACCORDANCE WITH WSDOT /APWA STANDARD SPECIFICATIONS AND MEET THE STRENGTH REQUIREMENTS OF FEDERAL SPECIFICATION A-A-60005. MATING SURFACES SHALL BE FINISHED TO ASSURE NON-ROCKING FIT WITH ANY COVER POSITION.
10. FRAME AND GRATE MAY BE INSTALLED WITH FLANGE DOWN OR CAST INTO RISER.
11. FOR CATCH BASINS IN PARKING LOTS REFER TO WSDOT STANDARD PLAN B-5.60-01.
12. EDGE OF RISER OR BRICK SHALL NOT BE MORE THAN 2" FROM VERTICAL EDGE OF CATCH BASIN WALL.



Preliminary

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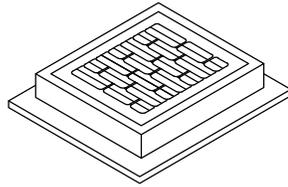
CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS

CATCH BASIN TYPE 1

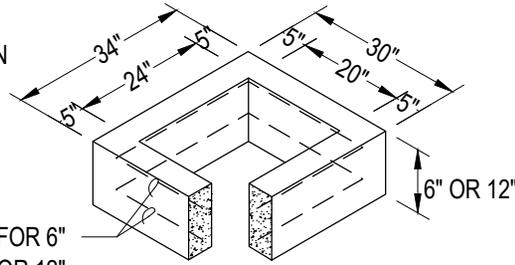
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	FILE AUG-XX-2015 FIG07-04

Exhibit 4

FRAME AND GRATE
SEE STD DWGS 7-16
& 7-18 FOR DETAILS

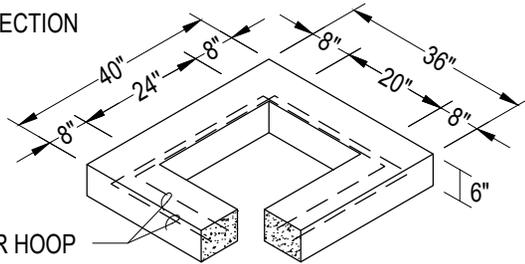


RISER SECTION



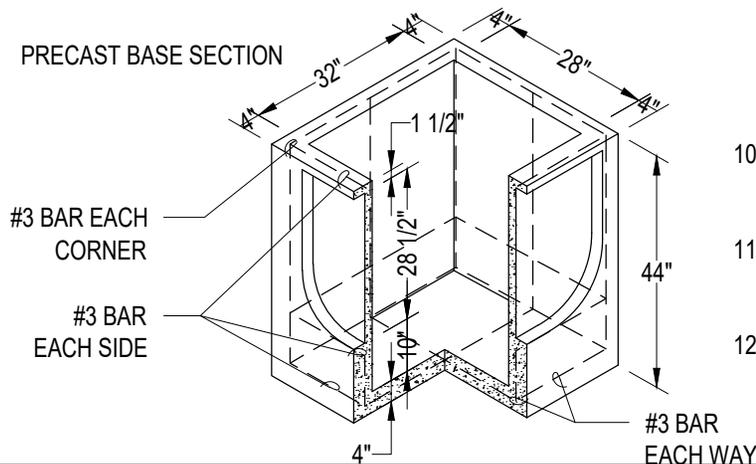
1 #3 BAR HOOP FOR 6"
2 #3 BAR HOOP FOR 12"

6" REDUCING SECTION



2 #3 BAR HOOP

PRECAST BASE SECTION



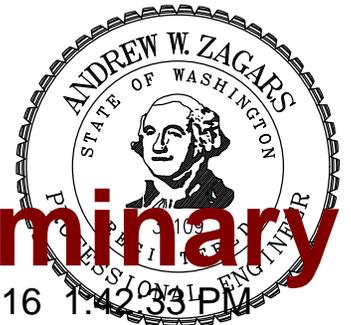
#3 BAR EACH
CORNER

#3 BAR
EACH SIDE

#3 BAR
EACH WAY

NOTES:

- CATCH BASINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ASTM C478 (AASHTO M 199) & C890 UNLESS OTHERWISE SHOWN ON PLANS OR NOTED IN THE WSDOT/APWA STANDARD SPECIFICATIONS.
- AS AN ACCEPTABLE ALTERNATIVE TO REBAR, WELDED WIRE FABRIC HAVING A MIN. AREA OF 0.12 SQUARE INCHES PER FOOT MAY BE USED. WELDED WIRE FABRIC SHALL COMPLY TO ASTM A497 (AASHTO M 221). WIRE FABRIC COMPLY TO ASTM A497 (AASHTO M 221). WIRE FABRIC SHALL NOT BE PLACED IN KNOCKOUTS.
- ALL REINFORCED CAST-IN-PLACE CONCRETE SHALL BE CLASS 4000.
- PRECAST BASES SHALL BE FURNISHED WITH CUTOUTS OR KNOCKOUTS. KNOCKOUTS SHALL HAVE A WALL THICKNESS OF 2" MIN. ALL PIPE SHALL BE INSTALLED IN FACTORY PROVIDED KNOCKOUTS. UNUSED KNOCKOUTS NEED NOT BE GROUTED IF WALL IS LEFT INTACT.
- KNOCKOUT OR CUTOUT HOLE SIZE IS EQUAL TO PIPE OUTER DIAM. PLUS CATCH BASIN WALL THICKNESS.
- ROUND KNOCKOUTS MAY BE ON ALL 4 SIDES, WITH MAX. DIAM. OF 26". KNOCKOUTS MAY BE EITHER ROUND OR "D" SHAPE.
- THE MAX. DEPTH FROM THE FINISHED GRADE TO THE PIPE INVERT IS 5'-0".
- THE TAPER ON THE SIDES OF THE PRECAST BASE SECTION AND RISER SECTION SHALL NOT EXCEED 1/2"/FT.
- CATCH BASIN FRAME AND GRATE SHALL BE IN ACCORDANCE WITH WSDOT/APWA STANDARD SPECIFICATIONS AND MEET THE STRENGTH REQUIREMENTS OF FEDERAL SPECIFICATION A-A-60005. MATING SURFACES SHALL BE FINISHED TO ASSURE NON-ROCKING FIT WITH ANY COVER POSITION.
- FRAME AND GRATE MAY BE INSTALLED WITH FLANGE DOWN OR CAST INTO RISER.
- FOR CATCH BASINS IN PARKING LOTS REFER TO WSDOT STANDARD PLAN B-5.60-01.
- EDGE OF RISER OR BRICK SHALL NOT BE MORE THAN 2" FROM VERTICAL EDGE OF CATCH BASIN WALL.



Preliminary

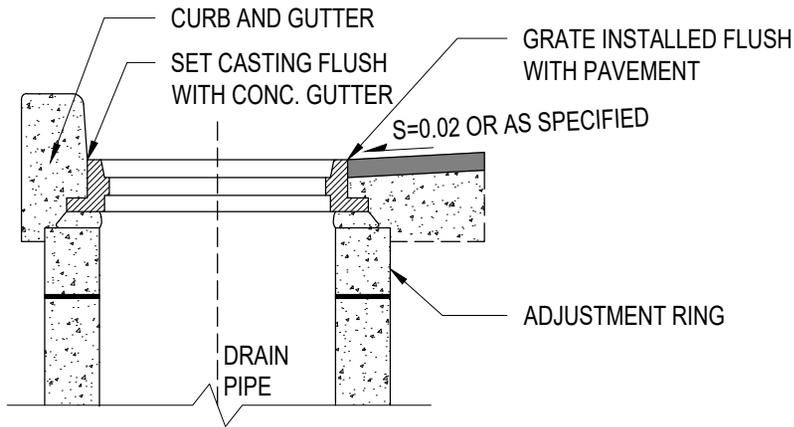
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CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS

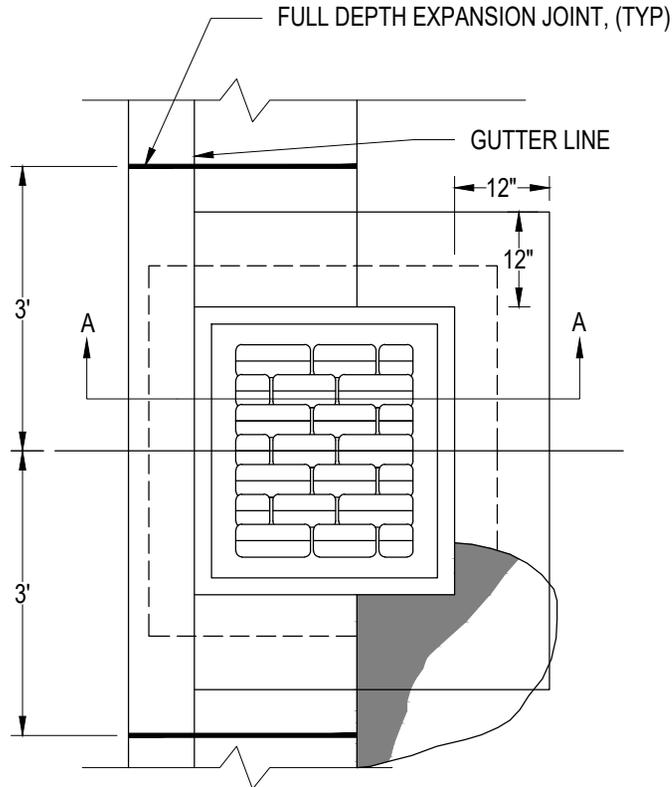
CATCH BASIN TYPE 1-L

APPROVED BY CITY ENGINEER		DATE	
DWN	CKD	DATE AUG-XX-2015	FILE FIG07-05
XXX	XXX		

Exhibit 4



SECTION A-A



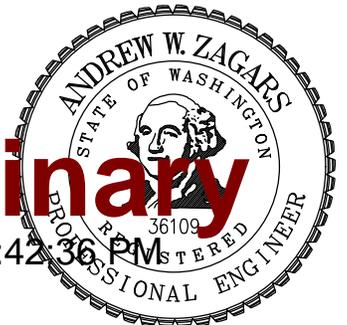
PLAN VIEW

NOTES:

1. AN APPROVED MATERIAL WHICH WILL PREVENT BONDING OF THE CURB TO FRAME, GRATE OR C.B. SHALL BE USED.
2. GROUT ALL JOINTS INSIDE AND OUTSIDE.

Preliminary

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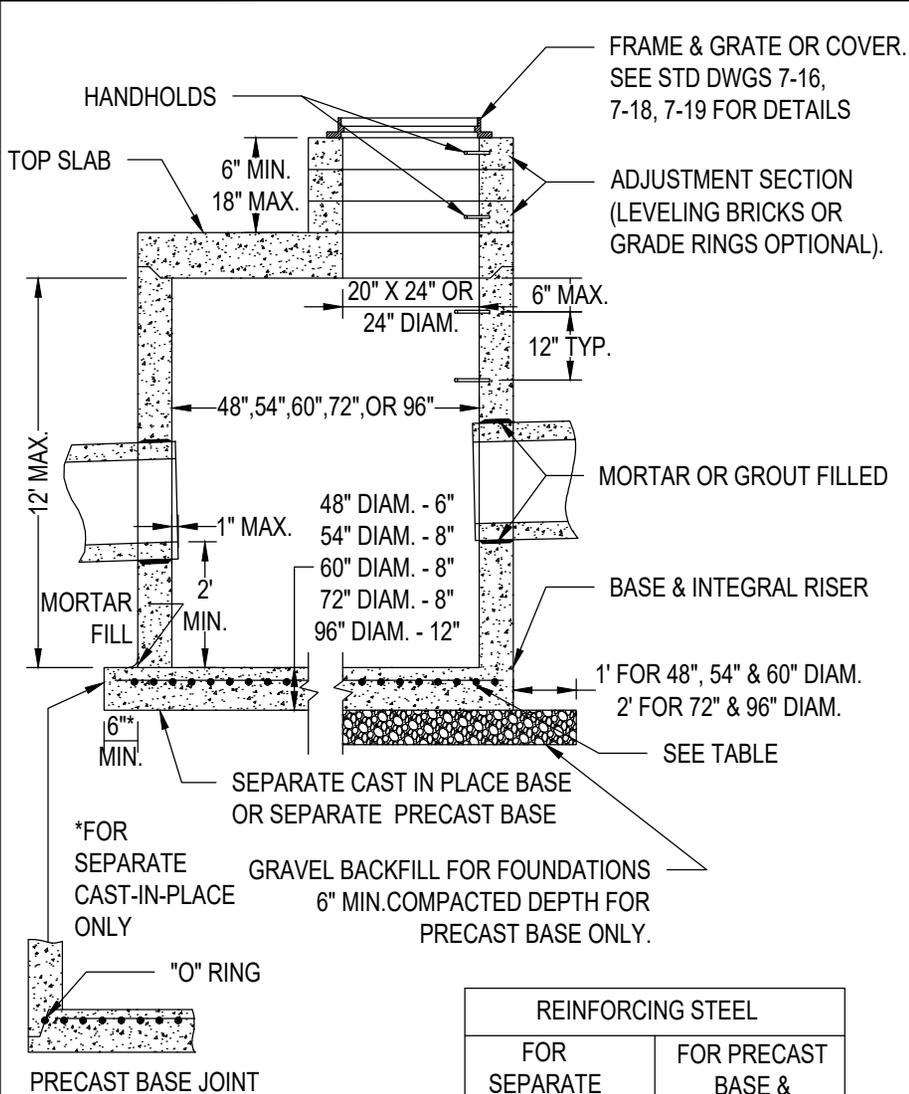
CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS

CATCH BASIN INSTALLATION

APPROVED BY _____ DATE _____
CITY ENGINEER

REV	DWN XXX	CKD XXX	DATE AUG-XX-2015	FILE FIG07-06
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Exhibit 4



FRAME & GRATE OR COVER. SEE STD DWGS 7-16, 7-18, 7-19 FOR DETAILS

ADJUSTMENT SECTION (LEVELING BRICKS OR GRADE RINGS OPTIONAL).

MORTAR OR GROUT FILLED

BASE & INTEGRAL RISER

SEE TABLE

SEPARATE CAST IN PLACE BASE OR SEPARATE PRECAST BASE

GRAVEL BACKFILL FOR FOUNDATIONS 6" MIN. COMPACTED DEPTH FOR PRECAST BASE ONLY.

*FOR SEPARATE CAST-IN-PLACE ONLY

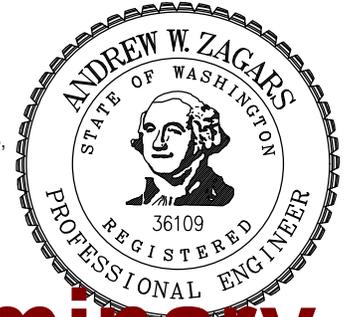
"O" RING

PRECAST BASE JOINT

REINFORCING STEEL			
FOR SEPARATE BASES		FOR PRECAST BASE & INTEGRAL RISER	
DIAM.	SQ. IN./FT.	DIAM.	SQ. IN./FT.
48"	0.23	48"	0.15
54"	0.19	54"	0.19
60"	0.25	60"	0.25
72"	0.35	72"	0.24
96"	0.39	96"	0.29

NOTES:

- CATCH BASINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ASTM C478 (AASHTO M199) AND ASTM C890 UNLESS OTHERWISE SHOWN ON PLANS OR NOTED IN THE WSDOT/APWA STANDARD SPECIFICATIONS.
- HANDHOLDS IN ADJUSTMENT SECTION SHALL HAVE 3" MIN. CLEARANCE. STEPS IN CATCH BASIN SHALL HAVE 6" MIN. CLEARANCE. SEE STD DWG 7-08, CATCH BASIN DETAILS. HANDHOLDS SHALL BE PLACED IN ALTERNATING GRADE RINGS OR LEVELING BRICK COURSE WITH A MIN. OF ONE HANDHOLD BETWEEN THE LAST STEP AND TOP OF THE MANHOLE.
- ALL REINFORCED CAST-IN-PLACE CONCRETE SHALL BE CLASS 4000. ALL PRECAST CONCRETE SHALL BE CLASS 4000.
- PRECAST BASES SHALL BE FURNISHED WITH CUTOUTS OR KNOCKOUTS. KNOCKOUTS SHALL HAVE WALL THICKNESS OF 2" MIN. UNUSED KNOCKOUTS NEED NOT BE GROUTED IF WALL IS LEFT INTACT. PIPES SHALL BE INSTALLED ONLY IN FACTORY KNOCKOUTS UNLESS OTHERWISE APPROVED BY THE ENGINEER.
- KNOCKOUT OR CUTOUT HOLE SIZE SHALL EQUAL PIPE OUTER DIAM. PLUS CATCH BASIN WALL THICKNESS. MAX. HOLE SIZE SHALL BE 36" FOR 48" CATCH BASIN, 42" FOR 54" C.B., 48" FOR 60" C.B., 60" FOR 72" C.B., 84" FOR 96" C.B. MIN. DISTANCE BETWEEN HOLES SHALL BE 8" FOR 48", 54", AND 60" C.B.; 12" FOR 72" AND 96" C.B.
- CATCH BASIN FRAMES AND GRATES OR COVERS SHALL BE IN ACCORDANCE WITH STD DWGS 7-16, 7-18, & 7-19 AND MEET THE STRENGTH REQUIREMENTS OF FEDERAL SPECIFICATION A-A-60005. MATING SURFACES SHALL BE FINISHED TO ASSURE NON-ROCKING FIT WITH ANY COVER POSITION.
- ALL BASE REINFORCING STEEL SHALL HAVE A MIN. YIELD STRENGTH OF 60,000 PSI AND BE PLACED IN THE UPPER HALF OF THE BASE WITH 1" MIN. CLEARANCE.
- MIN. SOIL BEARING VALUE SHALL EQUAL 3,300 POUNDS PER SQUARE FOOT.
- FOR DETAILS SHOWING LADDER, STEPS, HANDRAILS AND TOP SLABS, SEE STD DWG 7-08.
- SEE THE WSDOT STANDARD SPECIFICATIONS SEC. 7-05.3 FOR JOINT REQUIREMENTS.
- IF PIPE IS SMOOTH WALL PLASTIC, NOT CONCRETE, A SAND COLLAR IS REQUIRED.



Preliminary

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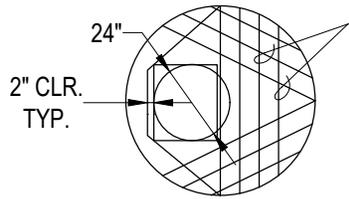
CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS

CATCH BASIN TYPE 2 -
48", 54", 60", 72" & 96"

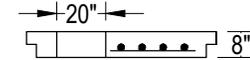
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DWN XXX	CKD XXX
DATE AUG-XX-2015	FILE FIG07-07

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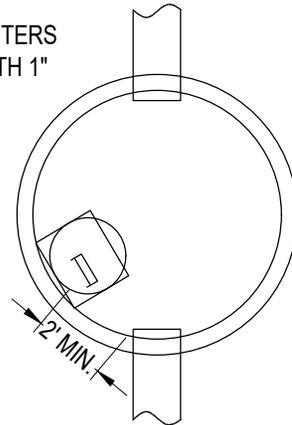
Exhibit 4



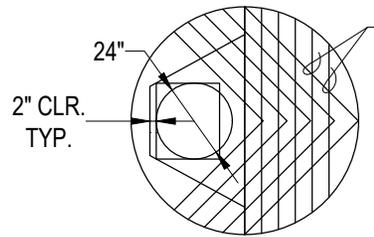
#4 BARS @ 6" CENTERS
BOTTOM FACE WITH 1"
MIN. COVER



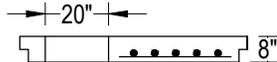
48", 54" & 60" TOP SLAB



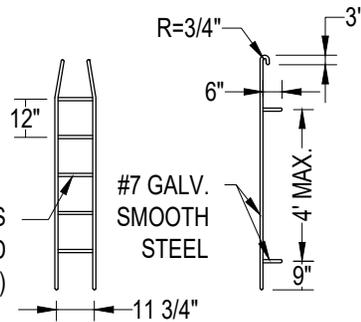
TYPICAL ORIENTATION FOR
ACCESS AND STEPS



#5 BARS @ 6" CENTERS
BOTTOM FACE WITH 1"
MIN. COVER



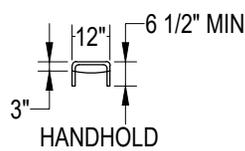
72" TOP SLAB



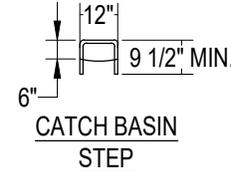
FIBERGLASS
REINFORCED
PLASTIC (FRP)

#7 GALV.
SMOOTH
STEEL

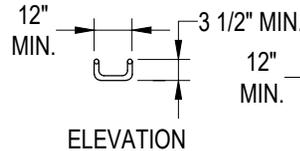
PREFABRICATED LADDER



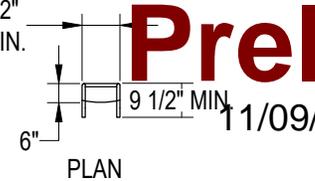
HANDHOLD



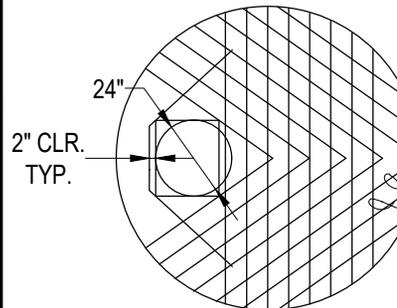
CATCH BASIN
STEP



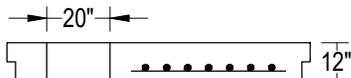
ELEVATION



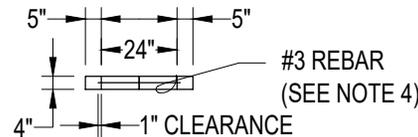
PLAN



#6 BARS @ 7" CENTERS
BOTTOM FACE WITH 1"
MIN. COVER



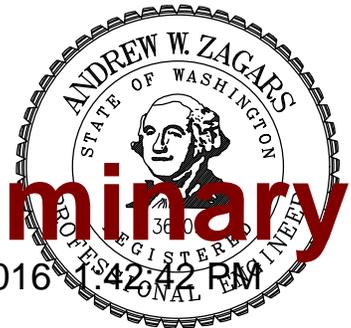
96" TOP SLAB



GRADE RING

NOTES:

1. PROPRIETARY CATCH BASIN HANDHOLDS AND STEPS ARE ACCEPTABLE, PROVIDED THAT THEY CONFORM TO SEC. R, ASTM C478, AASHTO M-199 AND MEET ALL WISHA REQUIREMENTS.
2. CATCH BASIN STEP/HANDHOLD LEGS SHALL BE PARALLEL OR APPROXIMATELY RADIAL AT THE OPTION OF THE MANUFACTURER, EXCEPT THAT ALL STEPS IN ANY CATCH BASIN SHALL BE SIMILAR. PENETRATION OF OUTER WALL BY A LEG IS PROHIBITED.
3. HANDHOLDS AND STEPS SHALL HAVE "DROP" RUNGS AS SHOWN ON DETAIL OR PROTUBERANCES TO PREVENT SIDEWAYS SLIP.
4. SLAB OPENING MAY BE 24" X 20" OR 24" DIAM.
5. AS AN ACCEPTABLE ALTERNATIVE TO REBAR, WELDED WIRE FABRIC HAVING A MIN. AREA OF 0.12 SQUARE INCHES PER FOOT MAY BE USED. WELDED WIRE FABRIC SHALL COMPLY TO ASTM A497.
6. LADDERS OR STEPS SHALL EXTEND TO WITHIN 16" OF BOTTOM OF CATCH BASIN.
7. HANGING LADDERS SHALL BE PERMANENTLY FASTENED AT TOP BY HANGING ON STEP OR BY BOLTING OR EMBEDDING IN CONCRETE. EACH SHALL BE EMBEDDED AT BOTTOM IN BASE.
8. ADDITIONAL SAFETY FEATURES MAY BE REQUIRED.



Preliminary

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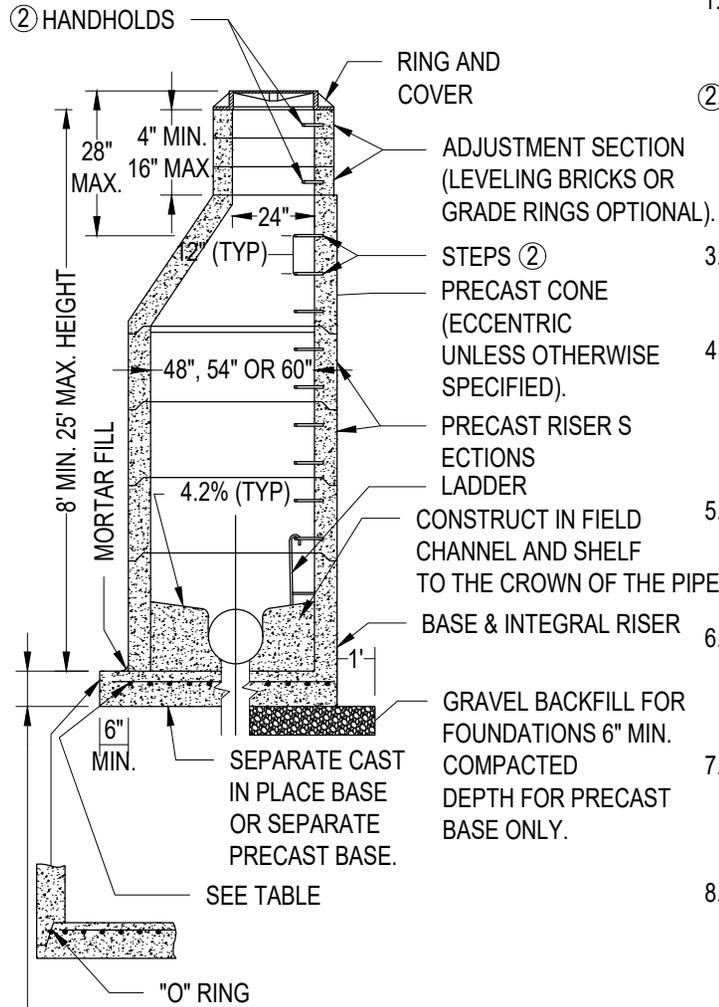
CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS

CATCH BASIN -
TYPE 2 DETAILS

APPROVED BY CITY ENGINEER		DATE	
DWN	CKD	DATE AUG-XX-2015	FILE FIG07-08
XXX	XXX		

REV	
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Exhibit 4



	REINFORCING STEEL			
	FOR SEPARATE BASES		FOR PRECAST BASE & INTEGRAL RISER	
	DIAM.	SQ. IN./FT.	DIAM.	SQ. IN./FT.
PRECAST BASE JOINT 48"DIAM.-6", 54"DIAM.-8", 60"DIAM.-8"	48"	0.23	48"	0.15
	54"	0.19	54"	0.19
	60"	0.25	60"	0.25

NOTES:

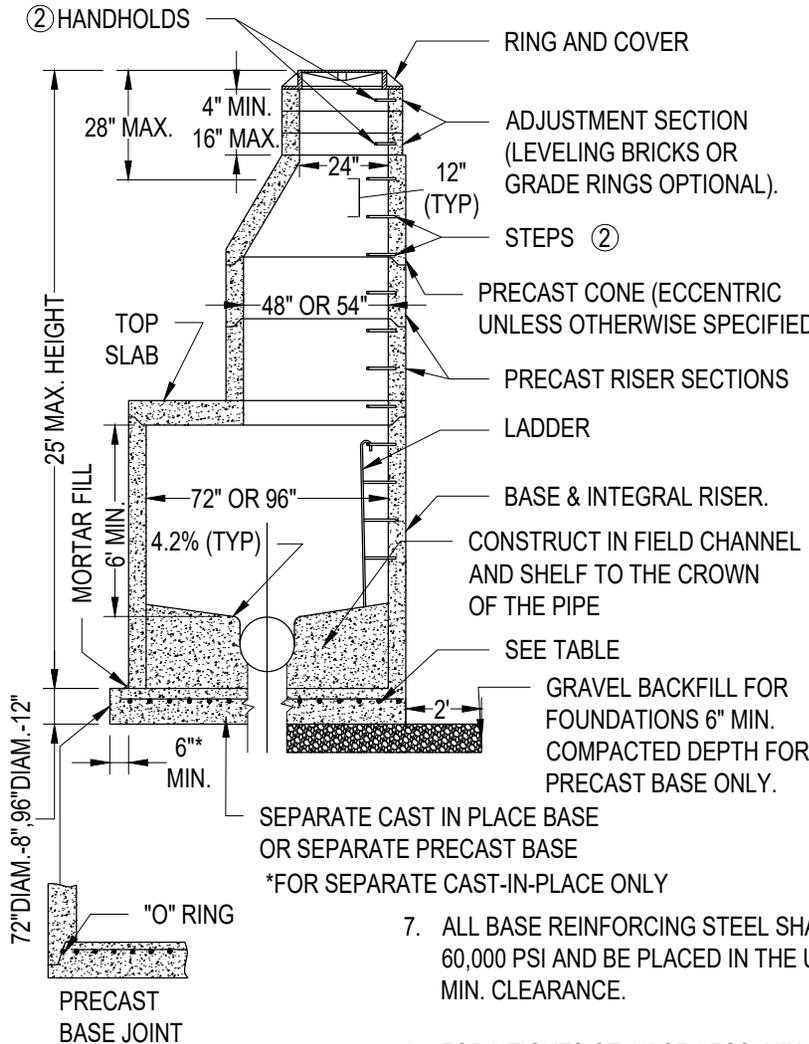
- MANHOLES SHALL BE CONSTRUCTED IN ACCORDANCE WITH AASHTO M199 UNLESS OTHERWISE SHOWN ON PLANS OR NOTED IN THE WSDOT/APWA STANDARD SPECIFICATIONS.
- HANDHOLDS IN ADJUSTMENT SECTION SHALL HAVE 3" MIN. CLEARANCE. STEPS IN MANHOLE SHALL HAVE 6" MIN. CLEARANCE. SEE STD DWG 7-12, "MANHOLE DETAILS." HANDHOLDS SHALL BE PLACED IN ALTERNATING GRADE RINGS OR LEVELING BRICK COURSE WITH A MIN. OF ONE HAND HOLD BETWEEN THE LAST STEP AND THE TOP OF THE MANHOLE.
- ALL REINFORCED CAST-IN-PLACE CONCRETE SHALL BE CLASS 4000. ALL PRECAST CONCRETE SHALL BE CLASS 4000. NON-REINFORCED CONCRETE IN CHANNEL AND SHELF SHALL BE CLASS 3000.
- PRECAST BASES SHALL BE FURNISHED WITH CUTOUTS OR KNOCKOUTS. KNOCKOUTS SHALL HAVE WALL THICKNESS OF 2" MIN. UNUSED KNOCKOUTS NEED NOT BE GROUTED IF WALL IS LEFT INTACT. PIPES SHALL BE INSTALLED ONLY IN FACTORY KNOCKOUTS UNLESS OTHERWISE APPROVED BY THE ENGINEER.
- KNOCKOUT OR CUTOUT HOLE SIZE SHALL EQUAL PIPE OUTER DIAM. PLUS MANHOLE WALL THICKNESS. MAX. HOLE SIZE SHALL BE 36" FOR 48" MANHOLE, 42" FOR 54" MANHOLE, 48" FOR 60" M.H. MIN. DISTANCE BETWEEN HOLES SHALL BE 8".
- MANHOLE RINGS AND COVERS SHALL MEET THE STRENGTH REQUIREMENTS OF FEDERAL SPECIFICATION A-A-60005. MATING SURFACES SHALL BE FINISHED TO ASSURE NON-ROCKING FIT WITH ANY COVER POSITION.
- ALL BASE REINFORCING STEEL SHALL HAVE A MIN. YIELD STRENGTH OF 60,000 PSI AND BE PLACED IN THE UPPER HALF OF THE BASE WITH 1" MIN. CLEARANCE.
- FOR HEIGHTS OF 12' OR LESS, MIN. SOIL BEARING VALUE SHALL EQUAL 3,300 POUNDS PER SQUARE FOOT. FOR HEIGHTS OVER 12', MIN. SOIL BEARING VALUE SHALL EQUAL 3,800 POUNDS PER SQUARE FOOT.
- FOR DETAILS SHOWING GRADE RING, LADDER, STEPS, HANDHOLDS, AND TOP SLABS, SEE STD DWG 7-12, "MANHOLE DETAILS".
- SEE THE WSDOT STANDARD SPECIFICATIONS SEC. 7-05.3 FOR JOINT REQUIREMENTS.



CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
MANHOLE TYPE 1- 48", 54" & 60"			
APPROVED BY CITY ENGINEER		DATE	
DWN	CKD	DATE AUG-XX-2015	FILE FIG07-09
XXX	XXX		

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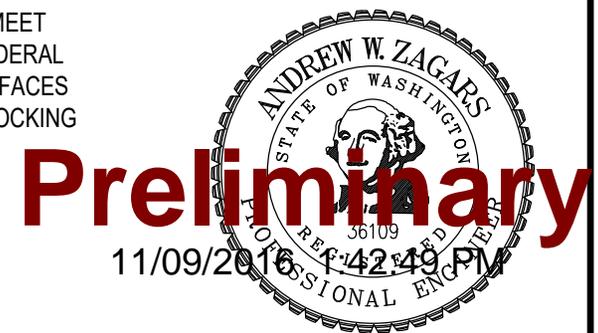
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NOTES:

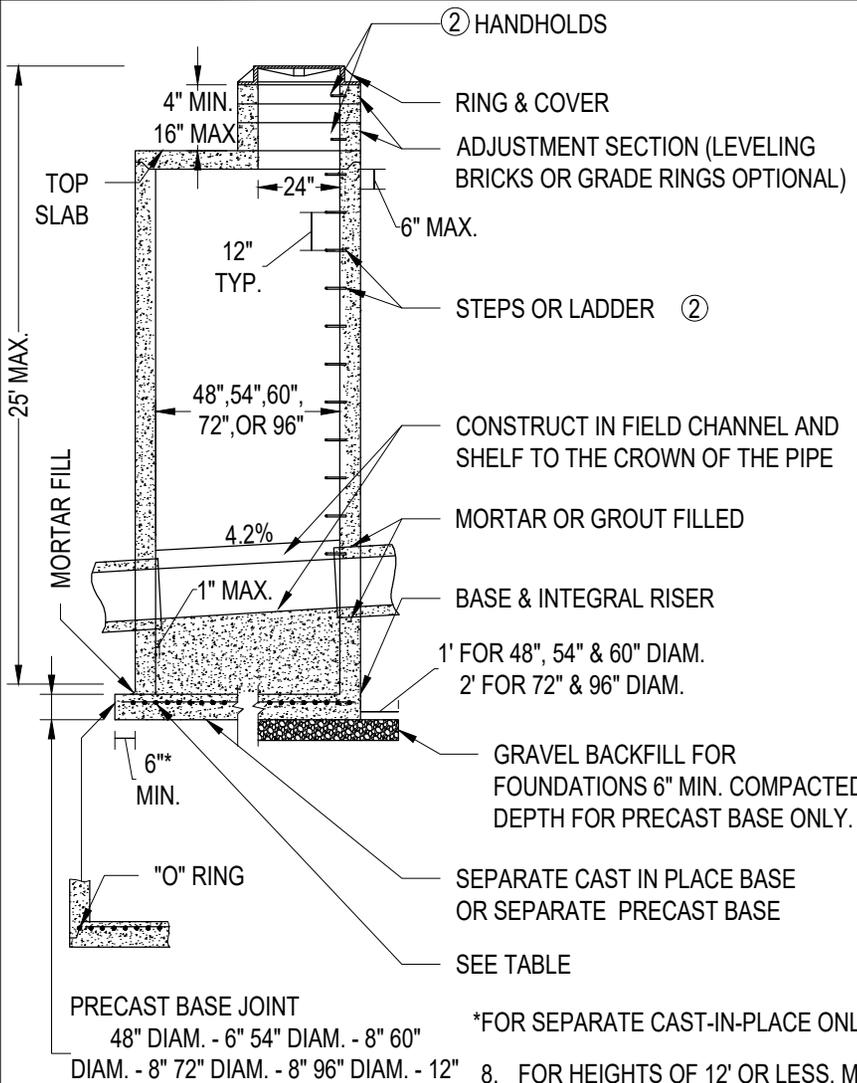
1. MANHOLES SHALL BE CONSTRUCTED IN ACCORDANCE WITH AASHTO M199 UNLESS OTHERWISE SHOWN ON PLANS OR NOTED IN THE WSDOT/APWA STANDARD SPECIFICATIONS.
2. HANDHOLDS IN ADJUSTMENT SECTION SHALL HAVE 3" MIN. CLEARANCE. STEPS IN MANHOLE SHALL HAVE 6" MIN. CLEARANCE. SEE STD DWG 7-12, "MANHOLE DETAILS." HANDHOLDS SHALL BE PLACED IN ALTERNATING GRADE RINGS OR LEVELING BRICK COURSE WITH A MIN. OF ONE HAND HOLD BETWEEN THE LAST STEP AND THE TOP OF THE MANHOLE.
3. ALL REINFORCED CAST-IN-PLACE CONCRETE SHALL BE CLASS 4000. ALL PRECAST CONCRETE SHALL BE CLASS 4000. NON-REINFORCED CONCRETE IN CHANNEL AND SHELF SHALL BE CLASS 3000.
4. PRECAST BASES SHALL BE FURNISHED WITH CUTOUTS OR KNOCKOUTS. KNOCKOUTS SHALL HAVE WALL THICKNESS OF 2" MIN. UNUSED KNOCKOUTS NEED NOT BE GROUTED IF WALL IS LEFT INTACT. PIPES SHALL BE INSTALLED ONLY IN FACTORY KNOCKOUTS UNLESS OTHERWISE APPROVED BY THE ENGINEER.
5. KNOCKOUT OR CUTOUT HOLE SIZE SHALL EQUAL PIPE OUTER DIAM. PLUS MANHOLE WALL THICKNESS. MAX. HOLE SIZE SHALL BE 60" FOR 72" MANHOLE, 84" FOR 96" MANHOLE. MIN. DISTANCE BETWEEN HOLES SHALL BE 12".
6. MANHOLE RINGS AND COVERS SHALL MEET THE STRENGTH REQUIREMENTS OF FEDERAL SPECIFICATION A-A-60005. MATING SURFACES SHALL BE FINISHED TO ASSURE NON-ROCKING FIT WITH ANY COVER POSITION.
7. ALL BASE REINFORCING STEEL SHALL HAVE A MIN. YIELD STRENGTH OF 60,000 PSI AND BE PLACED IN THE UPPER HALF OF THE BASE WITH 1" MIN. CLEARANCE.
8. FOR HEIGHTS OF 12' OR LESS, MIN. SOIL BEARING VALUE SHALL EQUAL 3,300 POUNDS PER SQUARE FOOT. FOR HEIGHTS OVER 12', MIN. SOIL BEARING VALUE SHALL EQUAL 3,800 POUNDS PER SQUARE FOOT.
9. FOR DETAILS SHOWING GRADE RING, LADDER, STEPS, HANDHOLDS, AND TOP SLABS, SEE STD DWG 7-12, "MANHOLE DETAILS".
10. SEE THE WSDOT STANDARD SPECIFICATIONS SEC. 7-05.3 FOR JOINT REQUIREMENTS.

REINFORCING STEEL			
FOR SEPARATE BASES		FOR PRECAST BASE & INTEGRAL RISER	
DIAM.	SQ. IN./FT.	DIAM.	SQ. IN./FT.
72"	0.35	72"	0.24
96"	0.39	96"	0.29



CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
MANHOLE TYPE 2 - 72" & 96"			
APPROVED BY CITY ENGINEER		DATE	
DWN	CKD	DATE AUG-XX-2015	FILE FIG07-10
XXX	XXX		

Exhibit 4



NOTES:

1. MANHOLES SHALL BE CONSTRUCTED IN ACCORDANCE WITH AASHTO M199 UNLESS OTHERWISE SHOWN ON PLANS OR NOTED IN THE WSDOT/APWA STANDARD SPECIFICATIONS.
- ② HANDHOLDS IN ADJUSTMENT SECTION SHALL HAVE 3" MIN. CLEARANCE. STEPS IN MANHOLE SHALL HAVE 6" MIN. CLEARANCE. SEE STD DWG 7-12, "MANHOLE DETAILS." HANDHOLDS SHALL BE PLACED IN ALTERNATING GRADE RINGS OR LEVELING BRICK COURSE WITH A MIN. OF ONE HAND HOLD BETWEEN THE LAST STEP AND THE TOP OF THE MANHOLE.
3. ALL REINFORCED CAST-IN-PLACE CONCRETE SHALL BE CLASS 4000. ALL PRECAST CONCRETE SHALL BE CLASS 4000. NON-REINFORCED CONCRETE IN CHANNEL AND SHELF SHALL BE CLASS 3000.
4. PRECAST BASES SHALL BE FURNISHED WITH CUTOUTS OR KNOCKOUTS. KNOCKOUTS SHALL HAVE WALL THICKNESS OF 2" MIN. UNUSED KNOCKOUTS NEED NOT BE GROUTED IF WALL IS LEFT INTACT. PIPES SHALL BE INSTALLED ONLY IN FACTORY KNOCKOUTS UNLESS OTHERWISE APPROVED BY THE ENGINEER.
5. KNOCKOUT OR CUTOUT HOLE SIZE SHALL EQUAL PIPE OUTER DIAM. PLUS MANHOLE WALL THICKNESS. MAX. HOLE SIZE SHALL BE 36" FOR 48" M.H., 42" FOR 54" M.H., 48" FOR 60" M.H., 60" FOR 72" M.H., 84" FOR 96" M.H. MIN. DISTANCE BETWEEN HOLES SHALL BE 8" FOR 48", 54", AND 60" M.H., 12" FOR 72" AND 96" M.H.
6. MANHOLE RINGS AND COVERS SHALL MEET THE STRENGTH REQUIREMENTS OF FEDERAL SPECIFICATION A-A-60005. MATING SURFACES SHALL BE FINISHED TO ASSURE NON-ROCKING FIT WITH ANY COVER POSITION.
7. ALL BASE REINFORCING STEEL SHALL HAVE A MIN. YIELD STRENGTH OF 60,000 PSI AND BE PLACED IN THE UPPER HALF OF THE BASE WITH 1" MIN. CLEARANCE.

*FOR SEPARATE CAST-IN-PLACE ONLY

8. FOR HEIGHTS OF 12' OR LESS, MIN. SOIL BEARING VALUE SHALL EQUAL 3,300 POUNDS PER SQUARE FOOT. FOR HEIGHTS OVER 12', MIN. SOIL BEARING VALUE SHALL EQUAL 3,800 POUNDS PER SQUARE FOOT.
9. FOR DETAILS SHOWING GRADE RING, LADDER, STEPS, HANDHOLDS, AND TOP SLABS, SEE STD DWG 7-12, "MANHOLE DETAILS".
10. SEE THE WSDOT STANDARD SPECIFICATIONS SEC. 7-05.3 FOR JOINT REQUIREMENTS.

REINFORCING STEEL			
FOR SEPARATE BASES		FOR PRECAST BASE & INTEGRAL RISER	
DIAM.	SQ. IN./FT.	DIAM.	SQ. IN./FT.
48"	0.23	48"	0.15
54"	0.19	54"	0.19
60"	0.25	60"	0.25
72"	0.35	72"	0.24
96"	0.39	96"	0.29



Preliminary

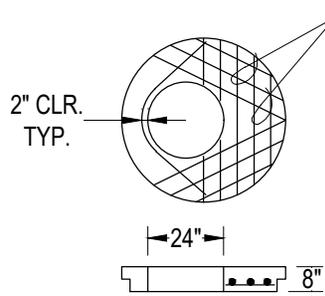
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CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS

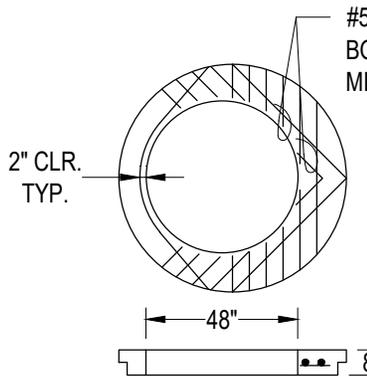
MANHOLE TYPE 3 –
48", 54", 60", 72" & 96"

APPROVED BY CITY ENGINEER		DATE	
DWN	CKD	DATE AUG-XX-2015	FILE FIG07-11
XXX	XXX		

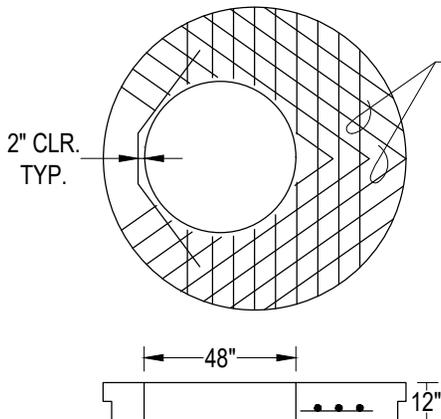
Exhibit 4



48", 54", & 60" TOP SLAB



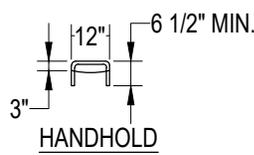
72" TOP SLAB



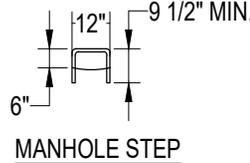
96" TOP SLAB

#4 BARS @ 6" CENTERS
BOTTOM FACE WITH 1"
MIN. COVER

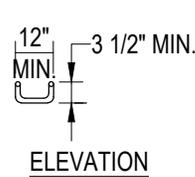
*ALL STEPS & RUNGS 1" DIAM.
GALV. REBAR OR COPOLYMER
PROPYLENE.



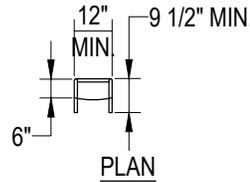
HANDHOLD



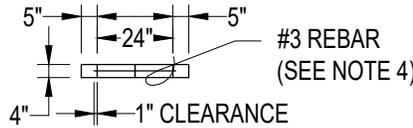
MANHOLE STEP



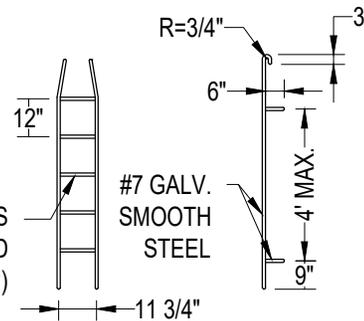
ELEVATION



PLAN



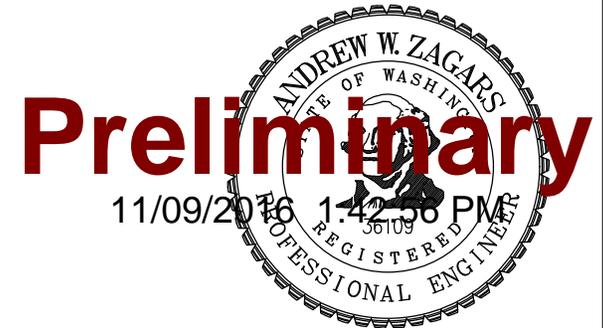
GRADE RING



PREFABRICATED LADDER

NOTES:

1. PROPRIETARY MANHOLE HANDHOLDS AND STEPS ARE ACCEPTABLE, PROVIDED THAT THEY CONFORM TO SEC. R, ASTM C478, AASHTO M199 AND MEET ALL WISHA REQUIREMENTS.
2. MANHOLE STEP/HANDHOLD LEGS SHALL BE PARALLEL OR APPROXIMATELY RADIAL AT THE OPTION OF THE MANUFACTURER, EXCEPT THAT ALL STEPS IN ANY MANHOLE SHALL BE SIMILAR. PENETRATION OF OUTER WALL BY A LEG IS PROHIBITED.
3. HANDHOLDS AND STOPS SHALL HAVE "DROP" RUNGS OR PROTUBERANCES TO PREVENT SIDEWAYS SLIP.
4. LADDERS OR STEPS SHALL EXTEND TO WITHIN 16" OF BOTTOM OF MANHOLE.
5. HANGING LADDERS SHALL BE PERMANENTLY FASTENED AT TOP BY HANGING ON STEP OR BY BOLTING OR EMBEDDING IN CONCRETE. EACH SHALL BE EMBEDDED AT BOTTOM IN BASE.
6. ADDITIONAL SAFETY FEATURES MAY BE REQUIRED.

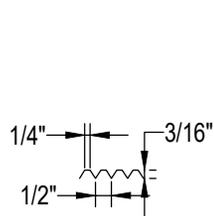
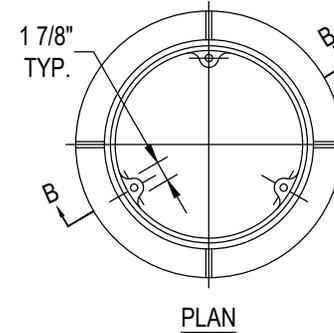
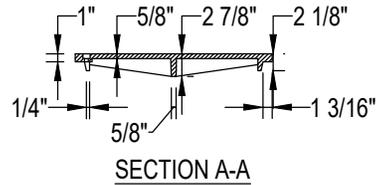
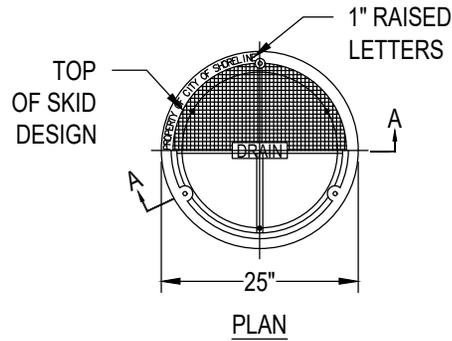


CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS

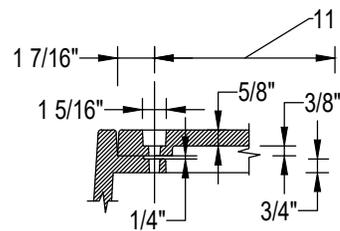
MANHOLE DETAILS

APPROVED BY CITY ENGINEER		DATE	
DWN	CKD	DATE AUG-XX-2015	FILE FIG07-12
XXX	XXX		

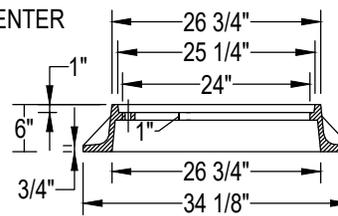
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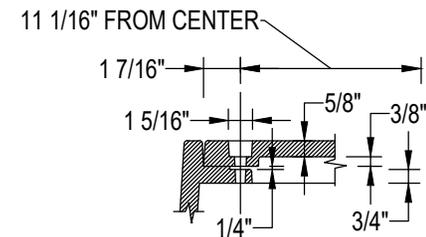
COVER SKID DESIGN DETAIL



BOLT-DOWN DETAIL



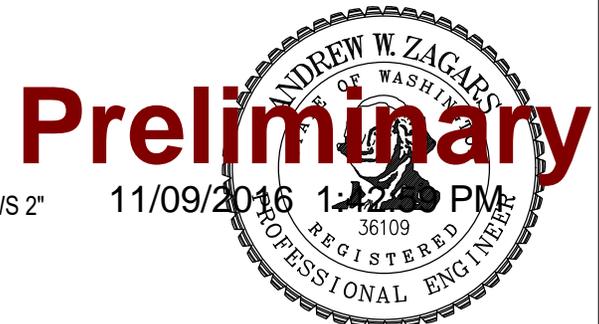
SECTION B-B



BOLT-DOWN DETAIL

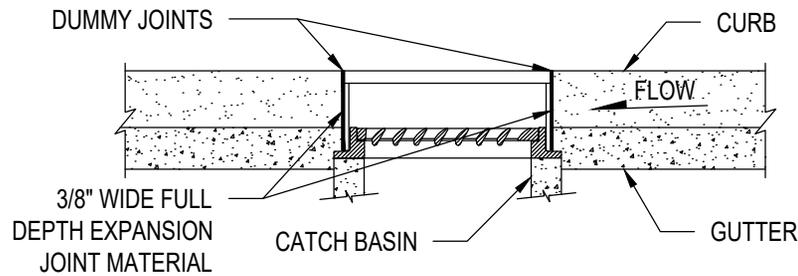
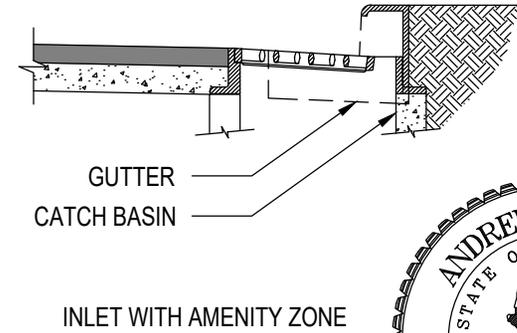
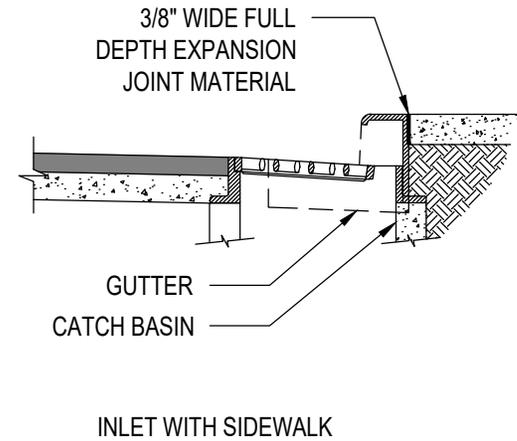
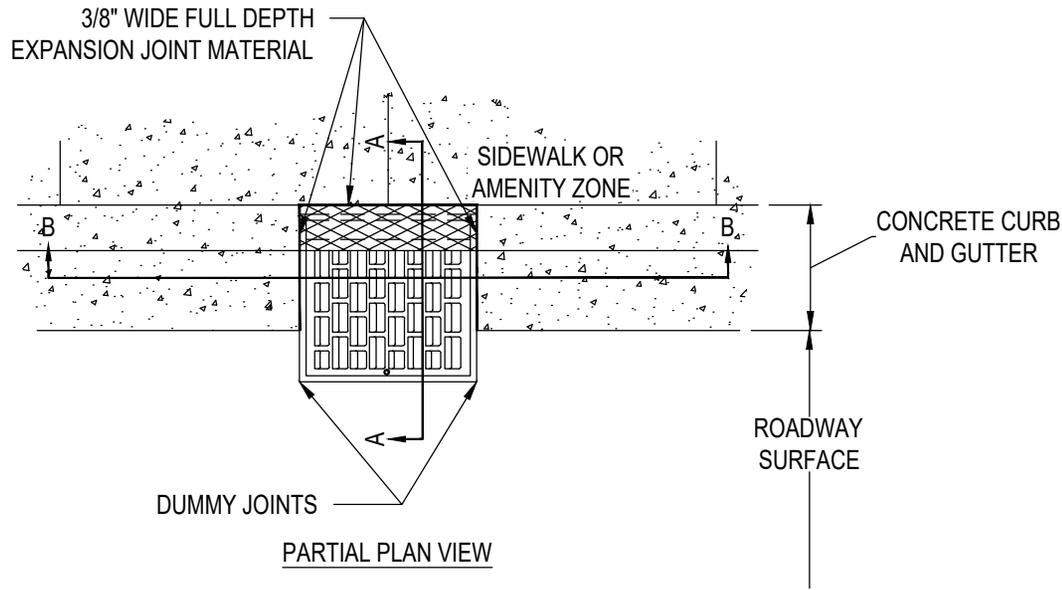
NOTES:

1. USE WITH THREE LOCKING BOLTS 5/8"-11 NC STAINLESS TYPE 304 STEEL SOCKET HEAD (ALLEN HEAD) CAP SCREWS 2" LONG. DRILL HOLES SPACED 120° AT 11 1/16" RADIUS.
2. MATERIAL SHALL BE DUCTILE IRON ASTM A536 GRADE 80-55-06 OR CAST IRON ASTM A48 CLASS 30.
3. A 2-FOOT ASPHALT PAVEMENT SURFACE SHALL BE PLACED AROUND THE OUTSIDE PERIMETER OF THE FRAME AND LID IN LOCATIONS IN UNPAVED AREAS.



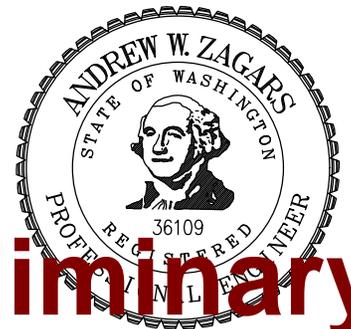
CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
LOCKING MANHOLE COVER AND INSTALLATION			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	FILE FIG07-13

Exhibit 4



SECTION B-B

SECTION A-A



Preliminary

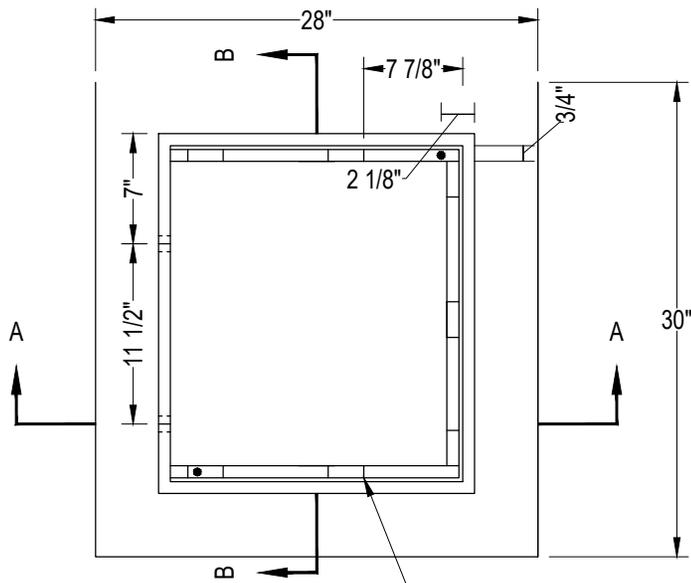
11/09/2016 1:43:04 PM

NOTE:

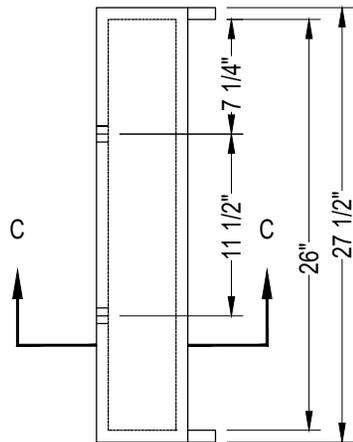
1. SET TO GRADE AND CONSTRUCT ROAD AND GUTTER TO BE FLUSH WITH FRAME.
2. SEE STD DWG 7-16 FOR TYPE OF GRATE USE.
3. SEE STD DWG 7-15 FOR FRAME DETAIL.
4. SEE STD DWG 7-06 FOR CATCH BASIN INSTALLATION.

CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
THROUGH-CURB INLET AND VERTICAL CURB INSTALLATION			
APPROVED BY CITY ENGINEER		DATE	
REV	DWN XXX	CKD XXX	FILE AUG-XX-2015 FIG07-14

Exhibit 4



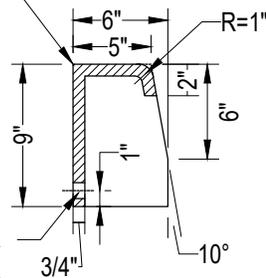
PLAN



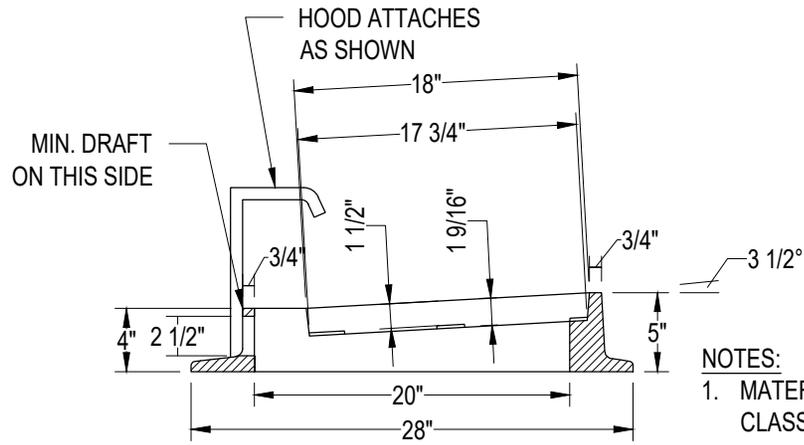
HOOD DETAIL

2 - 1" DIAM. HOLES FOR
3/4" BOLT, WASHER,
& NUT, SEE NOTE 4

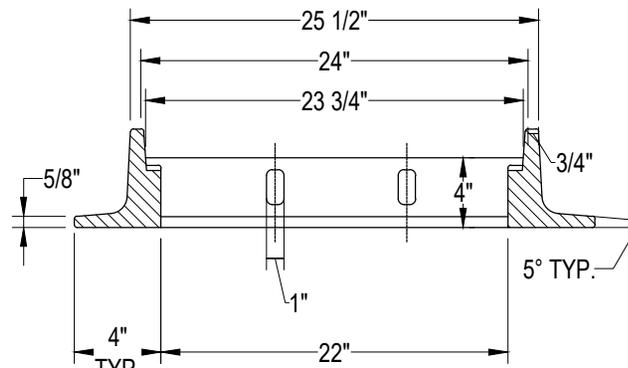
SEE
NOTE 3



SECTION C-C



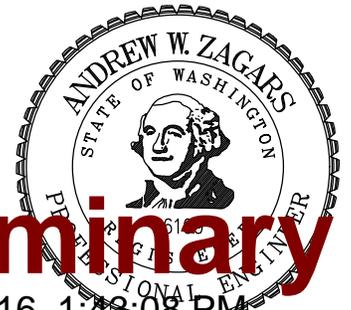
SECTION A-A



SECTION B-B

NOTES:

1. MATERIAL IS CAST IRON ASTM A48 CLASS 30.
2. SEE STD DWG 7-16 FOR VANED GRATE.
3. PATTERN ON TOP SURFACE OF HOOD SHALL BE 3/16" NON-SKID.
4. BOLT, WASHER, & NUT SHALL BE GALVANIZED OR EROSION RESISTANT.



Preliminary

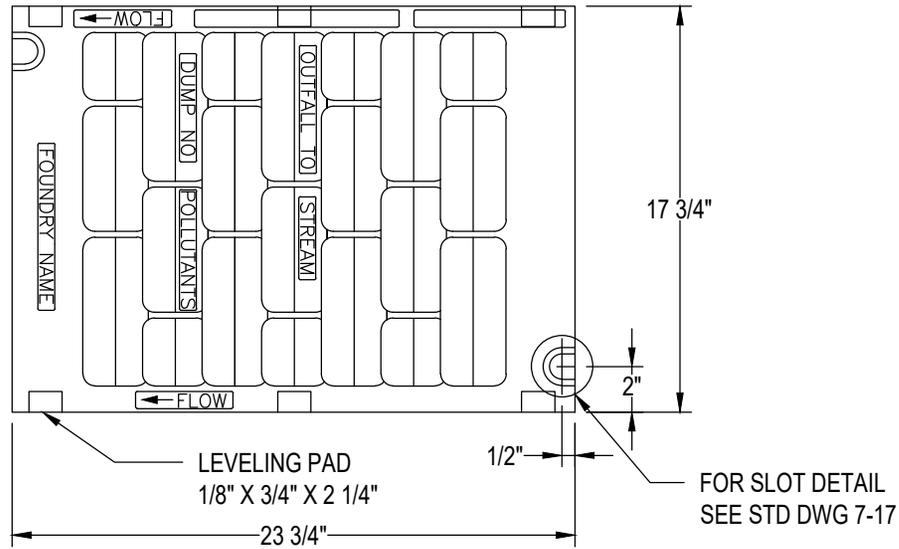
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CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS

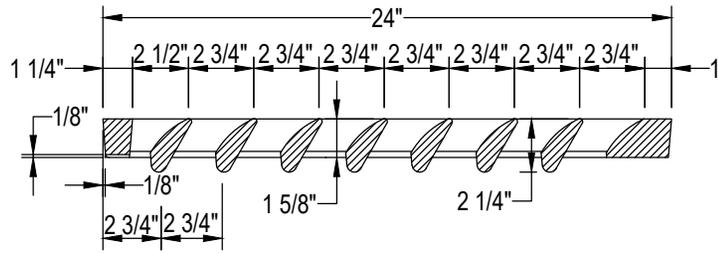
THROUGH-CURB INLET FRAME

APPROVED BY _____ DATE _____
CITY ENGINEER

REV	DWN	CKD	DATE	FILE
	XXX	XXX	AUG-XX-2015	FIG07-15



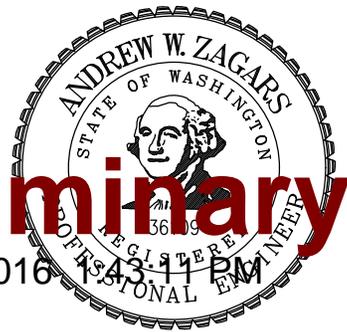
PLAN



ELEVATION

Preliminary

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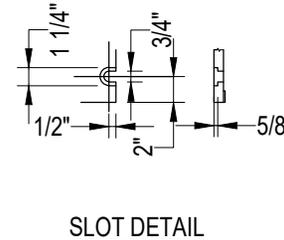
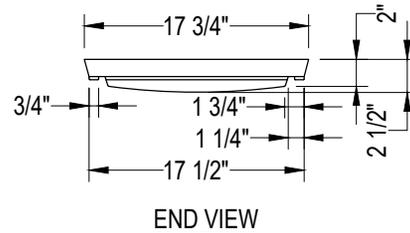
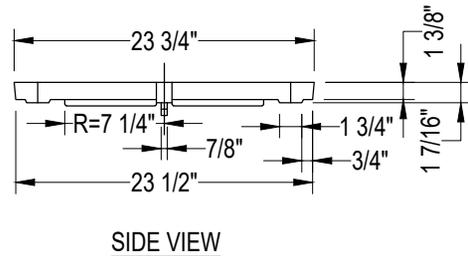
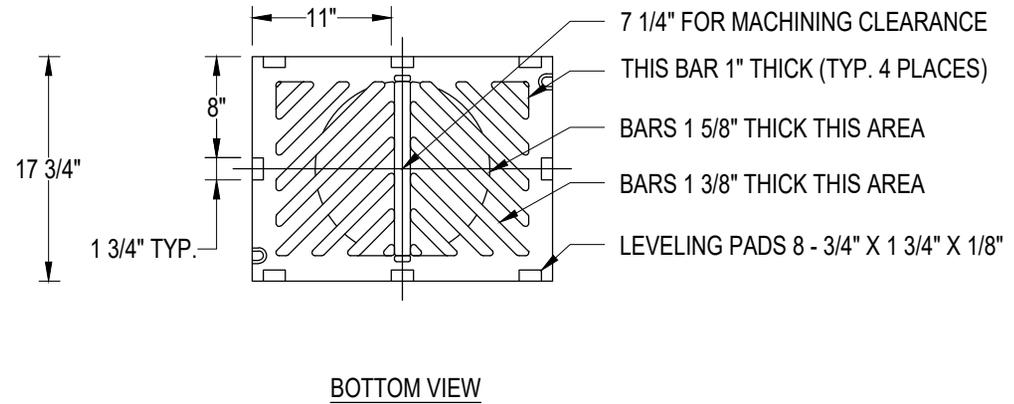
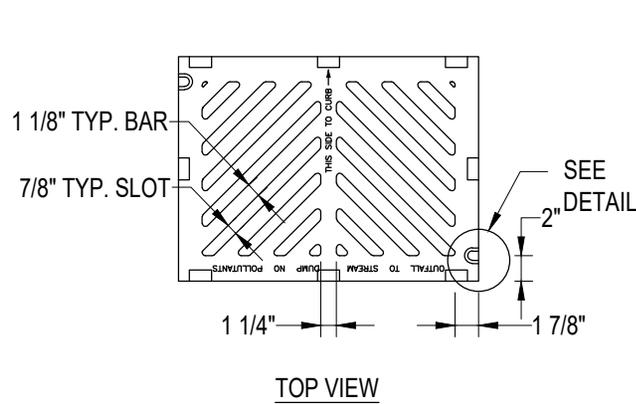


NOTES:

1. SELF-LOCK VANED GRATE MANUFACTURER SUBJECT TO APPROVAL BY THE DIRECTOR OR DESIGNEE.
2. USE WITH TWO LOCKING BOLTS 5/8"-11 NC STAINLESS TYPE 304 STEEL SOCKET HEAD (ALLEN HEAD) CAP SCREWS 2" LONG.
3. MATERIAL SHALL BE DUCTILE IRON ASTM A536 GRADE 80-55-06.
4. "OUTFALL TO STREAM DUMP NO POLLUTANTS" MAY BE LOCATED ON THE BORDER AREA.

CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
VANED GRATE			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	DATE AUG-XX-2015 FILE FIG07-16

Exhibit 4



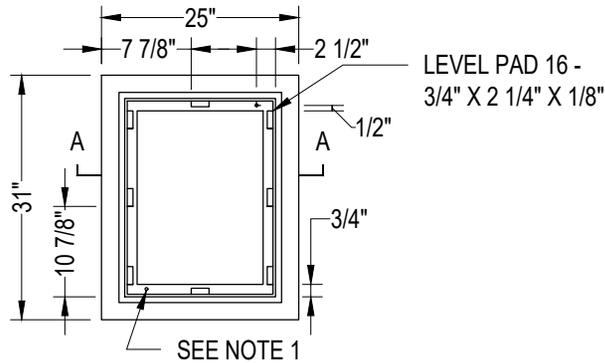
SEE NOTE ①

NOTES:

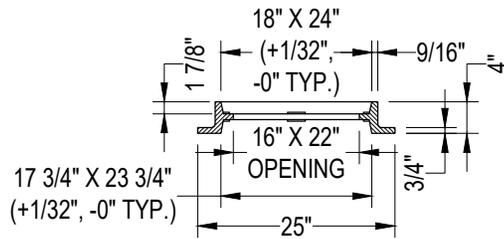
- ① SLOT FORMED AND RECESSED FOR 5/8"-11 NC X 2" SOCKET HEAD (ALLEN HEAD) CAP SCREW.
2. ALL CASTINGS SHALL HAVE A BITUMINOUS COATING.
3. GRATE SHALL BE CAST IRON PER ASTM A48 CLASS 30 UNLESS OTHERWISE SPECIFIED.



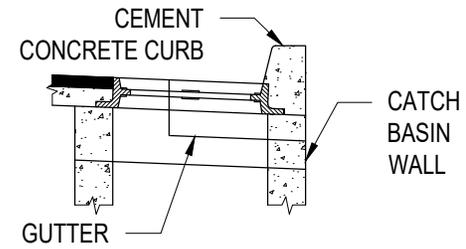
CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
STANDARD GRATE			
APPROVED BY CITY ENGINEER		DATE	
REV	DWN XXX	CKD XXX	DATE AUG-XX-2015 FILE FIG07-17



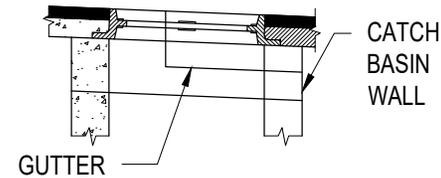
PLAN



SECTION A-A



CURB



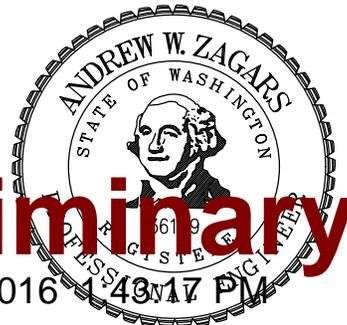
NO CURB

NOTES:

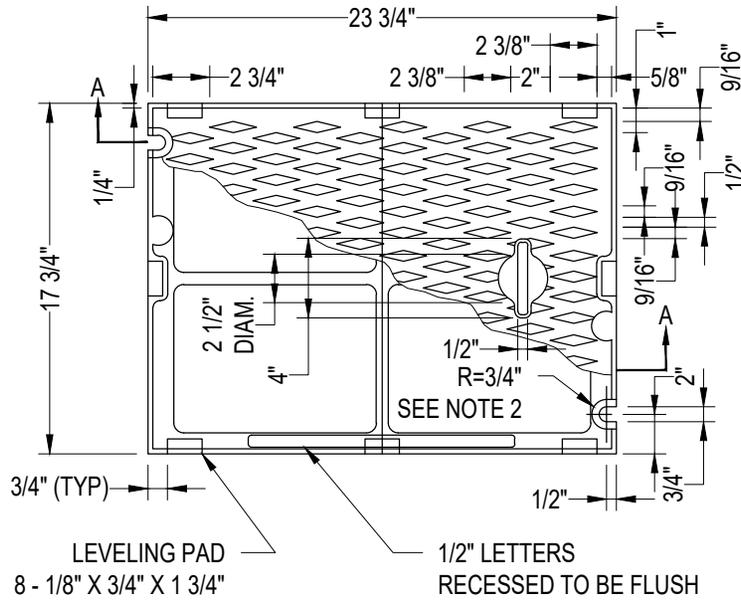
1. TWO LOCKING BOLTS 5/8"-11 NC STAINLESS TYPE 304 STEEL SOCKET HEAD (ALLEN HEAD) CAP SCREWS 2" LONG WHEN USED WITH SOLID COVER (STND DWG 7-19) OR WHEN SPECIFIED BY ENGINEER.
2. FRAME MATERIAL SHALL BE CAST IRON PER ASTM A48 CLASS 30.
3. SET FRAME TO GRADE & CONSTRUCT ROAD & GUTTER TO BE FLUSH WITH FRAME.

Preliminary

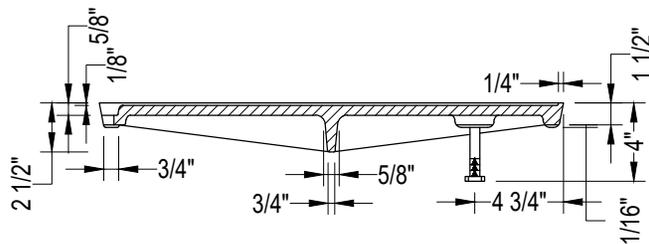
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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
STANDARD FRAME INSTALLATION			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	FILE AUG-XX-2015 FIG07-18



PLAN COVER



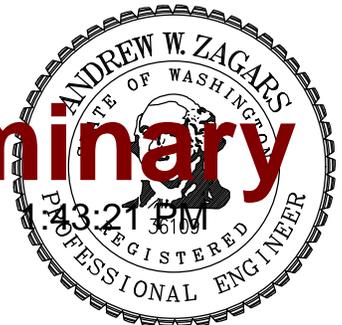
SECTION A-A

NOTES:

1. USE WITH FRAME (SEE STD DWG 7-18) DRILLED & TAPPED FOR LOCKING BOLTS.
2. FOR FRAME AND GRATES WITHIN THE TRAVEL LANE USE, FOUR LOCKING BOLTS.
3. USE WITH TWO LOCKING 5/8"-11 NC STAINLESS STEEL TYPE 304 STEEL SOCKET HEAD (ALLEN HEAD) CAP SCREWS 2" LONG.
4. MATERIAL SHALL BE CAST IRON PER ASTM A48 CLASS 30.

Preliminary

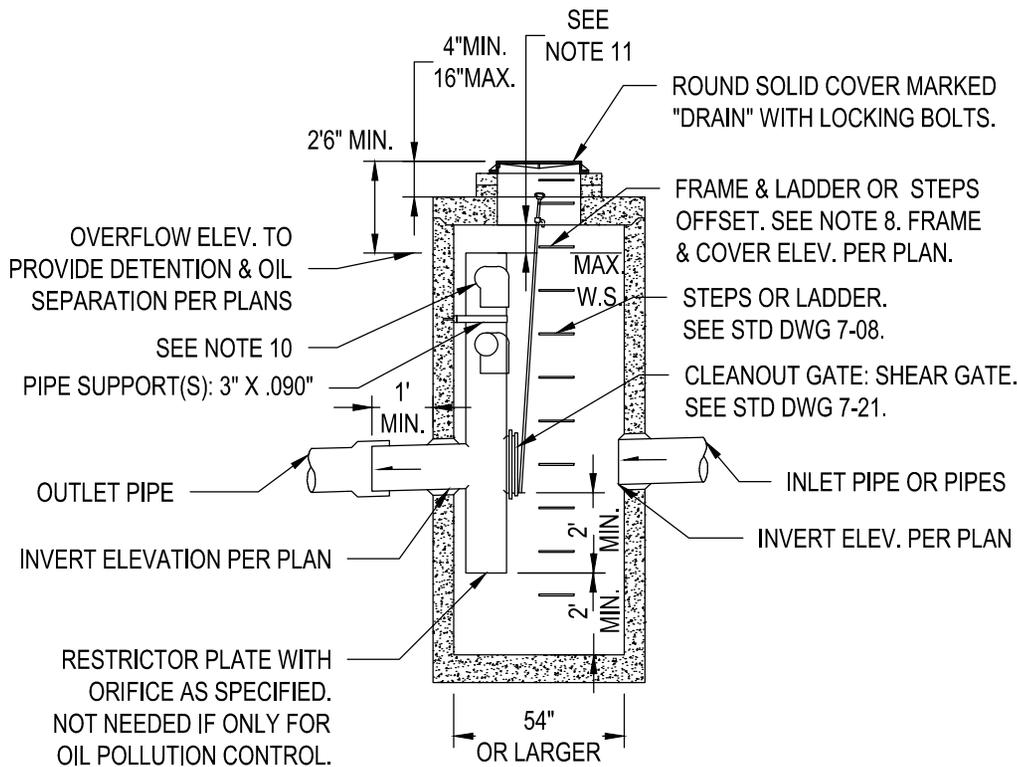
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CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS

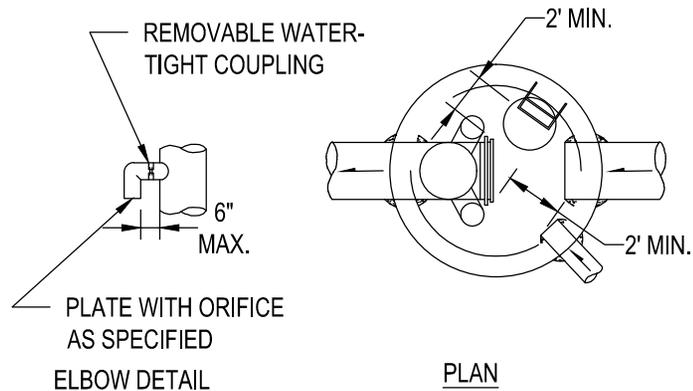
SOLID COVER

APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	FILE AUG-XX-2015 FIG07-19



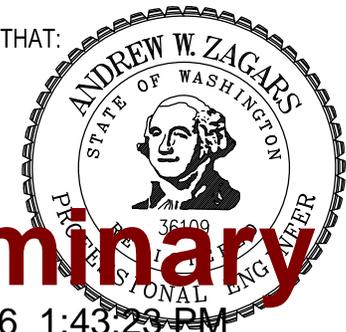
CATCH BASIN TYPE 2

DIAM. AS REQUIRED
SEE STD DWG 7-07.



NOTES:

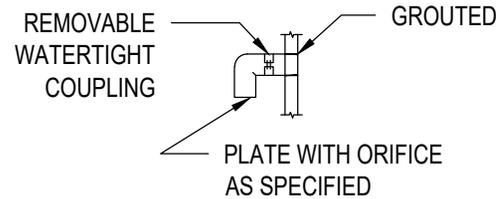
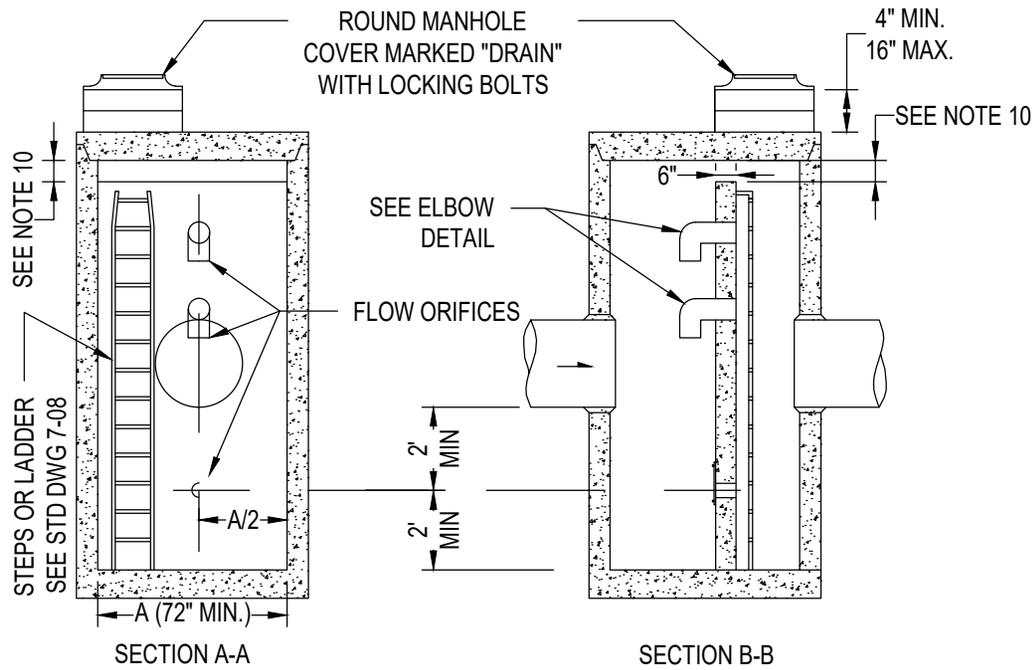
1. PIPE SIZES AND SLOPES: PER PLANS.
2. OUTLET CAPACITY: NOT LESS THAN COMBINED INLETS.
3. EXCEPT AS SHOWN OR NOTED, UNITS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REQUIREMENTS FOR CATCH BASIN TYPE 2, 54\"/>



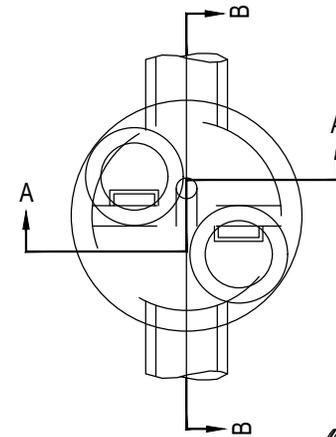
Preliminary
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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
FLOW RESTRICTOR (TEE)			
APPROVED BY CITY ENGINEER		DATE	
REV	DWN XXX	CKD XXX	FILE AUG-XX-2015 FIG07-20

Exhibit 4



ELBOW DETAIL



PLAN



Preliminary

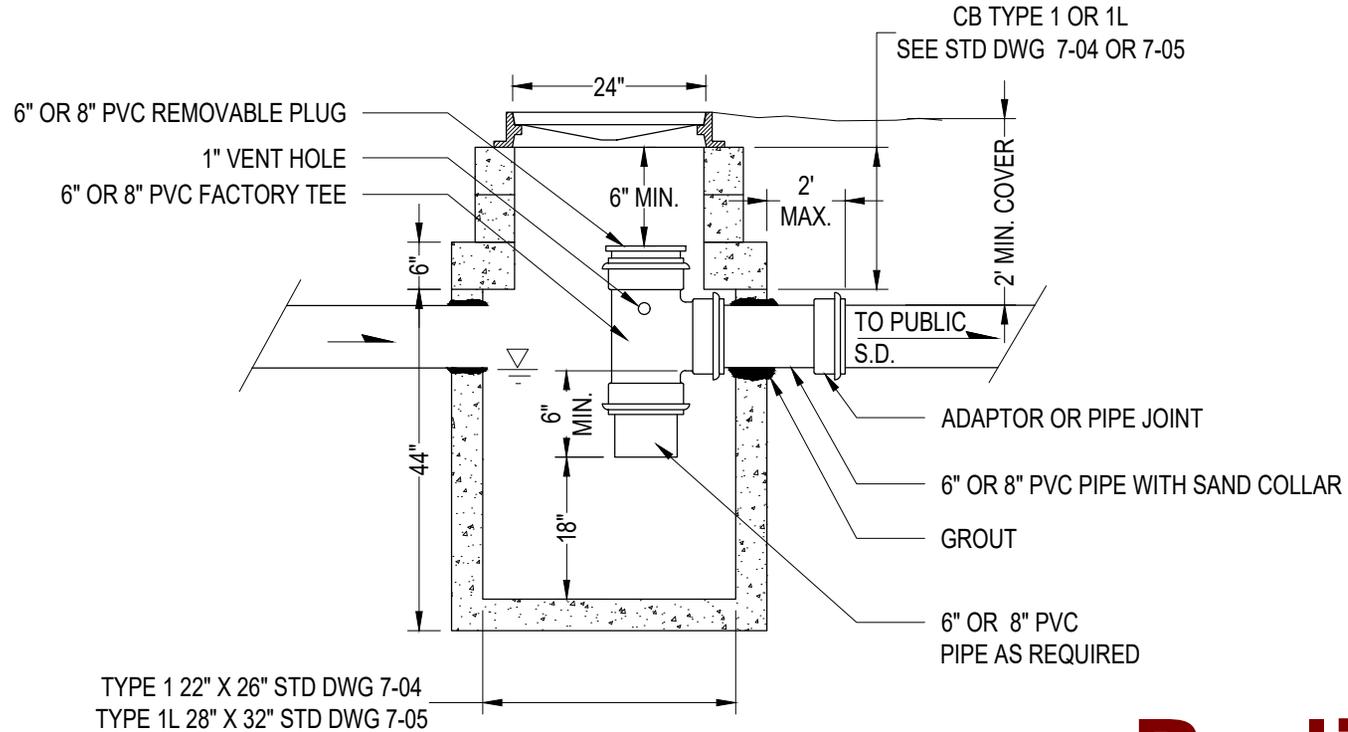
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NOTES:

1. PIPE SIZE, SLOPES, AND ALL ELEVATIONS: PER PLANS.
2. OUTLET CAPACITY: NOT LESS THAN COMBINED INLETS.
3. CATCH BASIN: TYPE 2 TO BE CONSTRUCTED IN ACCORDANCE WITH STD DWG 7-07 & AASHTO M199 UNLESS OTHERWISE SPECIFIED.
4. COVERS: ROUND, SOLID MARKED "DRAIN" WITH LOCKING BOLTS.
5. ORIFICES: SIZED & LOCATED AS REQUIRED, WITH LOWEST ORIFICE MIN 2" FROM BASE.
6. BAFFLE WALL SHALL HAVE #4 REINFORCEMENT BAR AT 12" SPACING EACH WAY.
7. PRECAST BAFFLE WALL SHALL BE KEYED & GROUTED IN PLACE.
8. BOTTOM ORIFICE PLATE TO BE 1/4" MIN GALVANIZED STEEL & ATTACHED WITH 1/2" STAINLESS STEEL BOLTS. OMIT ORIFICE PLATE ID ONLY FOR OIL SEPARATION.
9. THE RESTRICTOR/SEPARATOR SHALL BE FABRICATED FROM .060" ALUMINUM, OR .064" ALUMINIZED STEEL.
10. 6" MIN. DEPENDING ON DESIGN SPECIFICATION.

CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
FLOW RESTRICTOR (BAFFLE)			
APPROVED BY CITY ENGINEER		DATE	
DWN XXX	CKD XXX	DATE AUG-XX-2015	FILE FIG07-22

REV	
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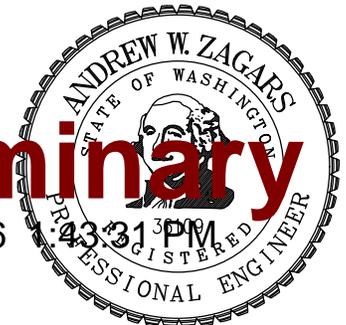
TYPE 1 22" X 26" STD DWG 7-04
 TYPE 1L 28" X 32" STD DWG 7-05

NOTE:

1. MAX. RIM EL. INV. EL. DIFFERENCE GREATER THAN 5' SEE STD DWG 7-15.
2. GROUT ALL JOINTS INSIDE AND OUTSIDE.

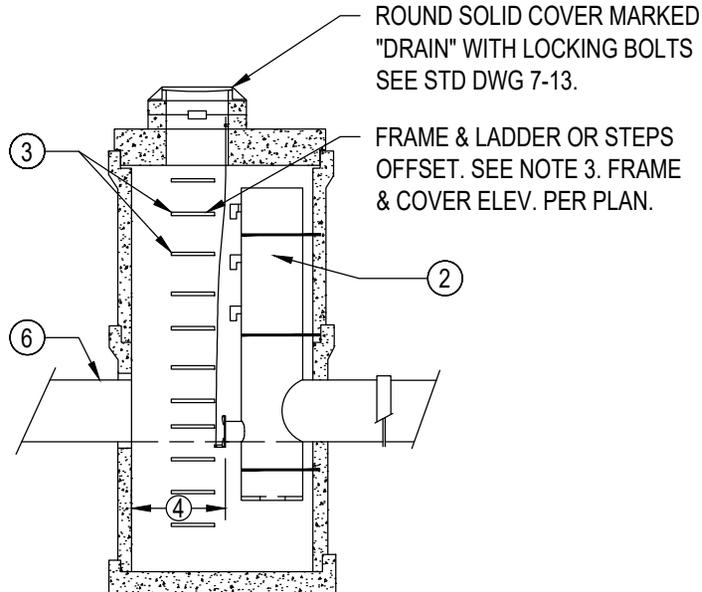
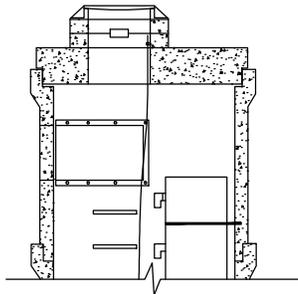
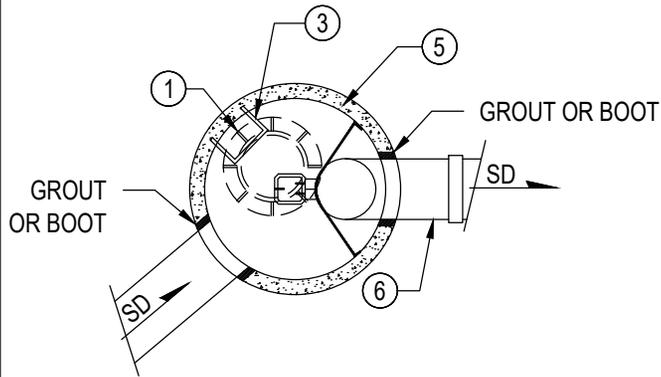
Preliminary

11/09/2016



CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
FLOATABLE MATERIAL SEPARATOR - 6" OR 8" PIPE			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	FILE AUG-XX-2015 FIG07-23

Exhibit 4



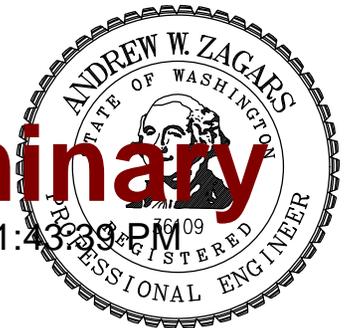
ELEVATION

NOTES:

- ①. INSTALL 1-24" DIA. MH. ACCESS PER STD DWG 7-12, SO THAT THE LIFT GATE IS VISIBLE AND THE STEPS ARE CLEAR AND DIRECTLY ACCESSIBLE.
- ②. FLOW RESTRICTOR UNIT - SEE STD DWG 7-20.
- ③. POLYPROPLENE PLASTIC STEP OR LADDER, SEE STND DWG 7-08. OFFSET STEPS OR LADDER FROM FRAME SO THAT:
 - A. CLEANOUT GATE IS VISIBLE FROM TOP.
 - B. CLIMB DOWN SPACE IS CLEAR OF RISER AND CLEANOUT GATE.
 - C. FRAME IS CLEAR OF CURB.
- ④. MIN CLEARANCE: 36" FOR OUTLETS OF 24" AND LARGER 18" FOR OUTLETS OF 18" AND SMALLER.
- ⑤. 54" OR 60" TYPE 2 CB.
- ⑥. SEE PLAN AND SPECIFICATIONS FOR SIZE AND TYPE OF PIPES ENTERING AND EXITING CB.

Preliminary

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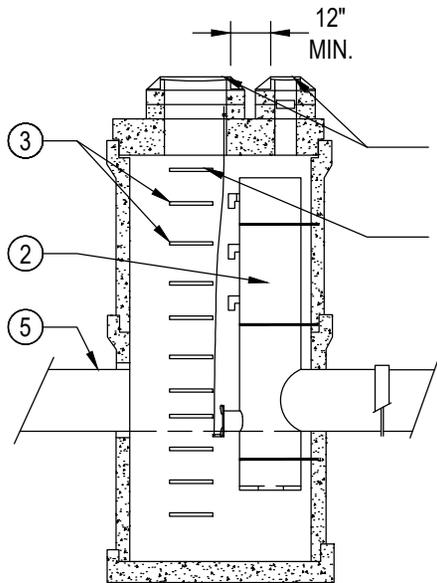
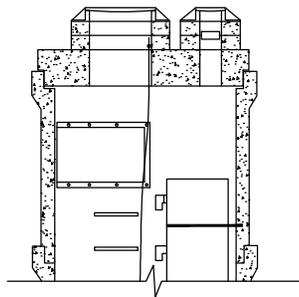
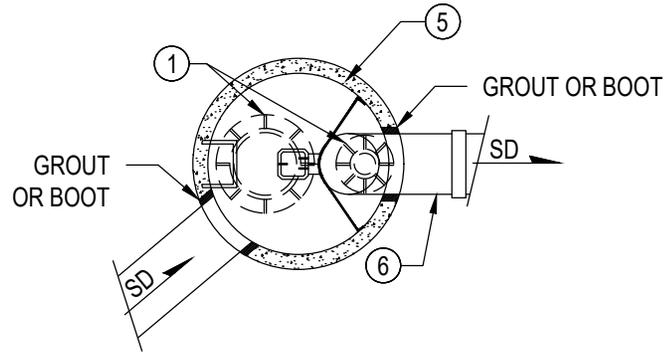
CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS

CONTROL STRUCTURE -
54" DIAMETER

APPROVED BY _____ DATE _____
CITY ENGINEER

REV	DWN	CKD	DATE	FILE
	XXX	XXX	AUG-XX-2015	FIG07-25

Exhibit 4



ELEVATION

ROUND SOLID COVER MARKED "DRAIN" WITH LOCKING BOLTS SEE STD DWG 7-13.

FRAME & LADDER OR STEPS OFFSET. SEE NOTE 3. FRAME & COVER ELEV. PER PLAN.

NOTES:

- ①. INSTALL 1-18" AND 1-24" DIA. MH. ACCESS PER STD DWG 7-12, SO THAT THE LIFT GATE IS VISIBLE AND THE STEPS ARE CLEAR AND DIRECTLY ACCESSIBLE.
- ②. FLOW RESTRICTOR UNIT - SEE STD DWG 7-20.
- ③. POLYPROPLENE PLASTIC STEP OR LADDER, SEE STND DWG 7-08. OFFSET STEPS OR LADDER FROM FRAME SO THAT:
 - A. CLEANOUT GATE IS VISIBLE FROM TOP.
 - B. CLIMB DOWN SPACE IS CLEAR OF RISER AND CLEANOUT GATE.
 - C. FRAME IS CLEAR OF CURB.
- 4. 70" TYPE 2 CB OR LARGER.
- 5. SEE PLAN AND SPECIFICATIONS FOR SIZE AND TYPE OF PIPES ENTERING AND EXITING CB.

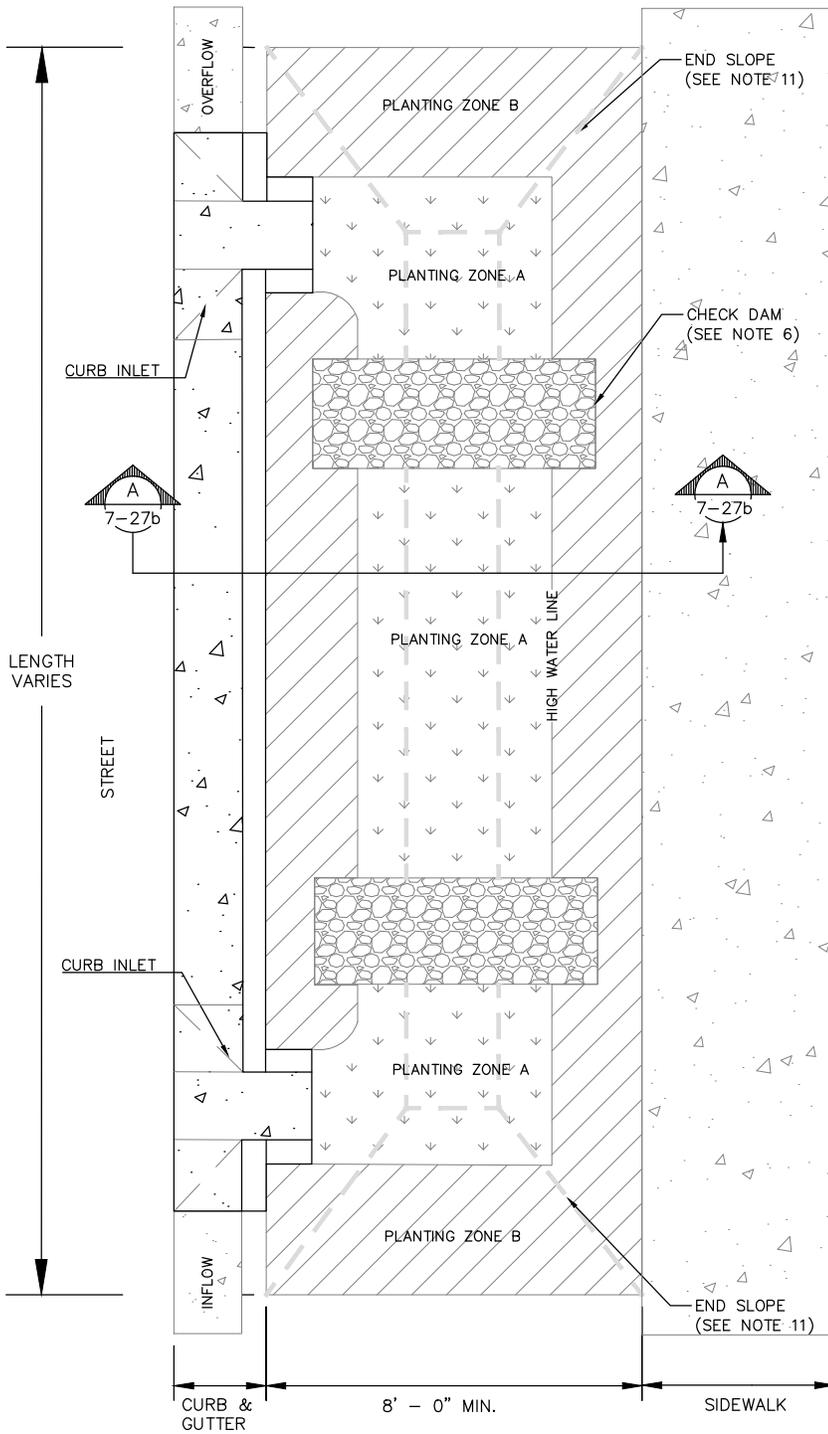
Preliminary

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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
CONTROL STRUCTURE - 72" DIAMETER OR LARGER			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	FILE FIG07-26

Exhibit 4



PLAN VIEW

-NOT TO SCALE-

NOTES:

1. AREA AND DEPTH OF FACILITY ARE BASED UPON ENGINEERING CALCULATIONS AND RIGHT OF WAY CONSTRAINTS.
2. LONGITUDINAL SLOPE OF SWALE MATCHES ROAD.
3. INCLUDE BEGINNING AND ENDING STATIONS FOR EACH FACILITY. PROVIDE STATIONS AND ELEVATIONS AT EVERY INLET, OUTLET, AND CHECK DAM.
4. SIDEWALK ELEVATION MUST BE SET ABOVE INLET AND OUTLET ELEVATIONS TO ALLOW OVERFLOW TO DRAIN TO STREET SIDEWALK.
5. SEE SHEET 3-09a FOR CURB INLET DETAILS.
6. CHECK DAMS MAYBE REQUIRED.
7. SEE CITY SURFACE WATER DESIGN MANUAL FOR FACILITY MEDIA REQUIREMENTS.
8. SPECIAL REQUIREMENTS FOR WATER LINES, METERS, AND FIRE HYDRANTS, SEE WATER DISTRICT REQUIREMENTS.
9. UTILITY LINES MAY NEED TO BE SLEEVED OR RELOCATED.
10. CURB AND GUTTER STANDARD DRAWING.
11. END SLOPES OF SWALE SHALL BE A MINIMUM OF 1:3.
12. 24" DEEP ROOT BARRIER REQUIRED WITH TREE PLANTINGS.

IMPORTANT: Utility conflicts and existing conditions can create major design variables. Locate utilities and survey existing conditions prior to beginning design work.



Preliminary

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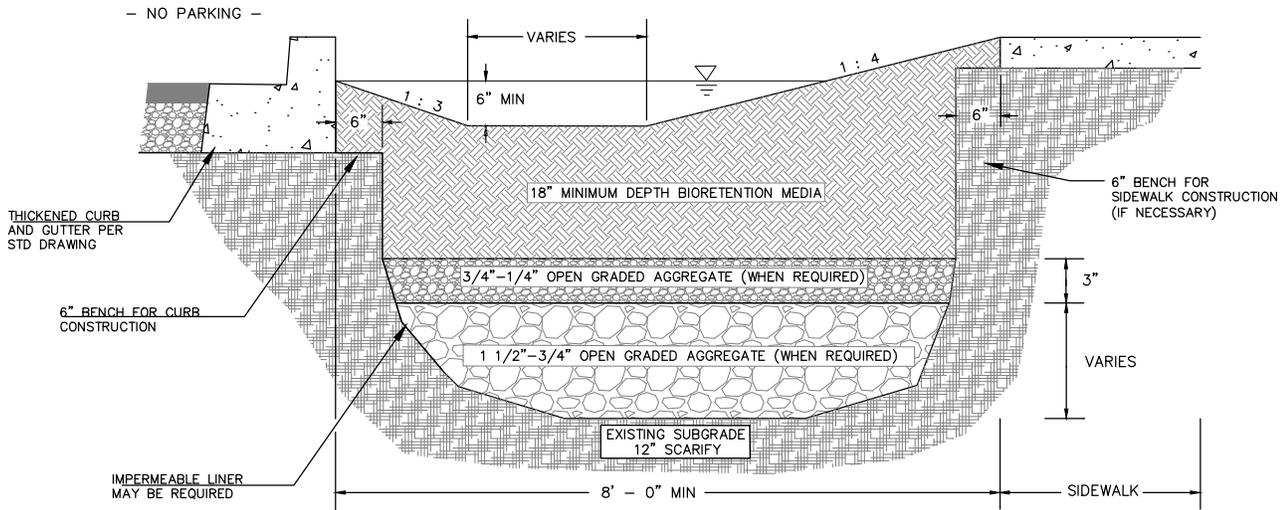
CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS

SWALE
BIORETENTION

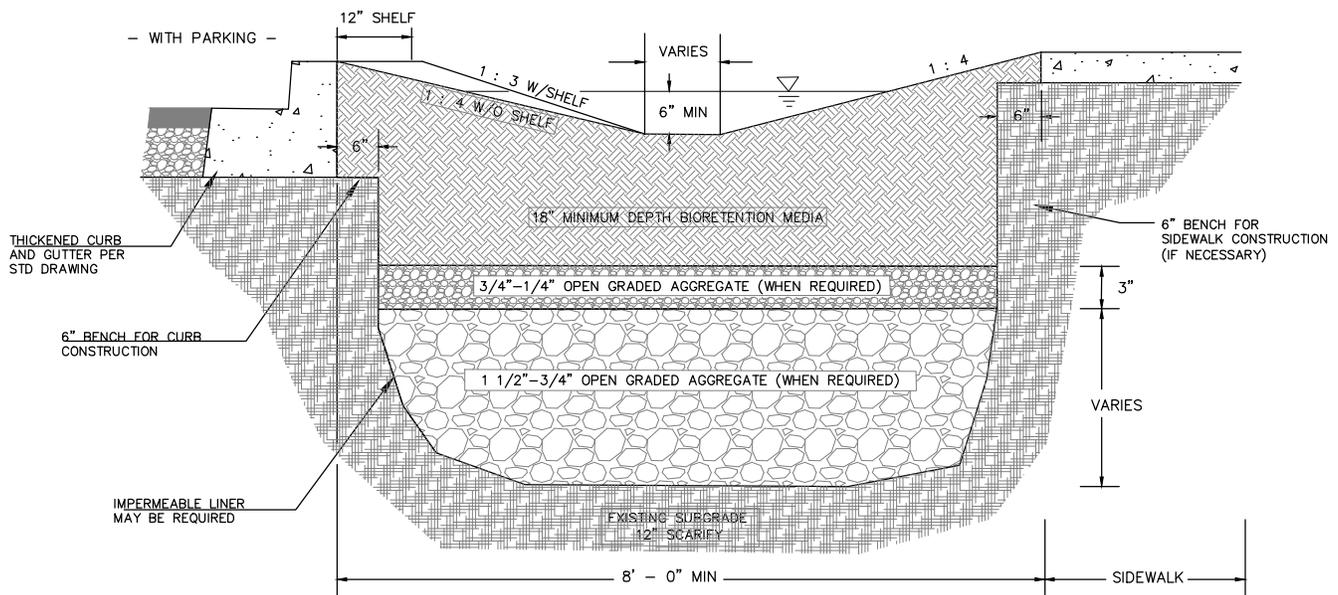
APPROVED BY _____ DATE _____
CITY ENGINEER

DWN	LG	CKD	DATE SEPT-7-2016
			FILE 7-27a

Exhibit 4



SECTION A-A
BIORETENTION WITHOUT PARKING



SECTION A-A
BIORETENTION WITH PARKING

-NOT TO SCALE-



Preliminary

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CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS

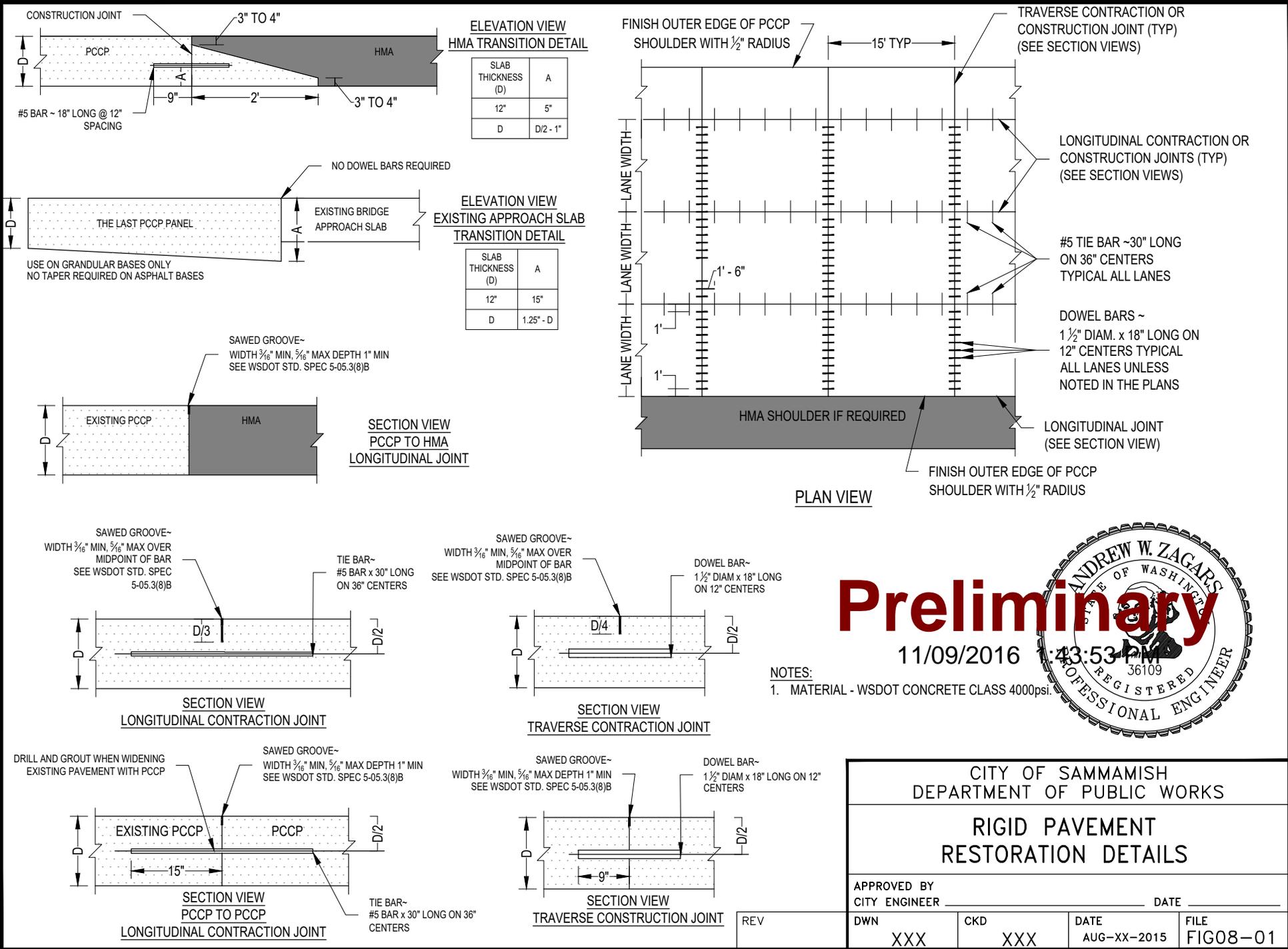
SWALE SECTION
BIORETENTION

APPROVED BY _____ DATE _____
CITY ENGINEER

DWN	LG	CKD	DATE SEPT-7-2016	FILE 7-27b
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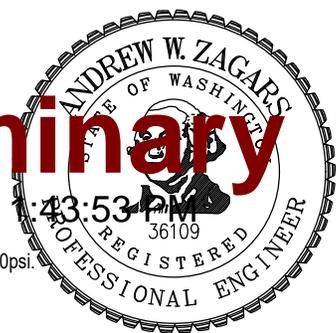
REV

Exhibit 4



Preliminary

11/09/2016



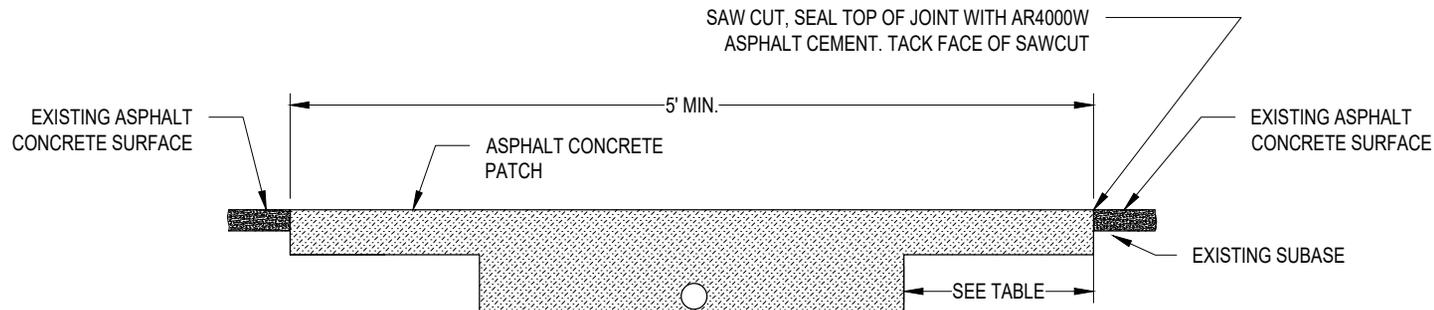
NOTES:

1. MATERIAL - WSDOT CONCRETE CLASS 4000psi.

CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
RIGID PAVEMENT RESTORATION DETAILS			
APPROVED BY CITY ENGINEER		DATE	
DWN XXX	CKD XXX	DATE AUG-XX-2015	FILE FIG08-01

REV	
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Exhibit 4



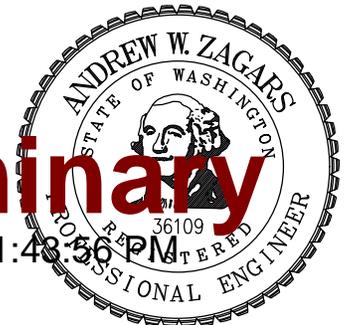
NOTES:

1. ASPHALT CONCRETE MIX SHALL BE HMA CL 1/2 INCH.
2. ASPHALT PATCHING AND TRENCH BACKFILL PER STD DWG 02-05A.
3. SAW CUTS LIMITS MAY BE REVISED BASED UPON EXISTING CONDITIONS. PATCH MAY NEED TO EXTEND TO CONFIDENT ASPHALT.
4. SAWCUTS NEED TO BE NEAT AND CLEAN PRIOR TO PAVING.

PAVEMENT CUT DIMENSIONS	
TRENCH DEPTH (FT)	MINIMUM CUT BEYOND TRENCH (FT) ALL FOUR SIDES
10	2.5
12	3.0
14	3.5
16	4.0
18	4.5
20	5.0
PAVEMENT LESS THAN 5 YEARS OLD	ADDITIONAL RESTORATION WORK MAY BE REQUIRED

Preliminary

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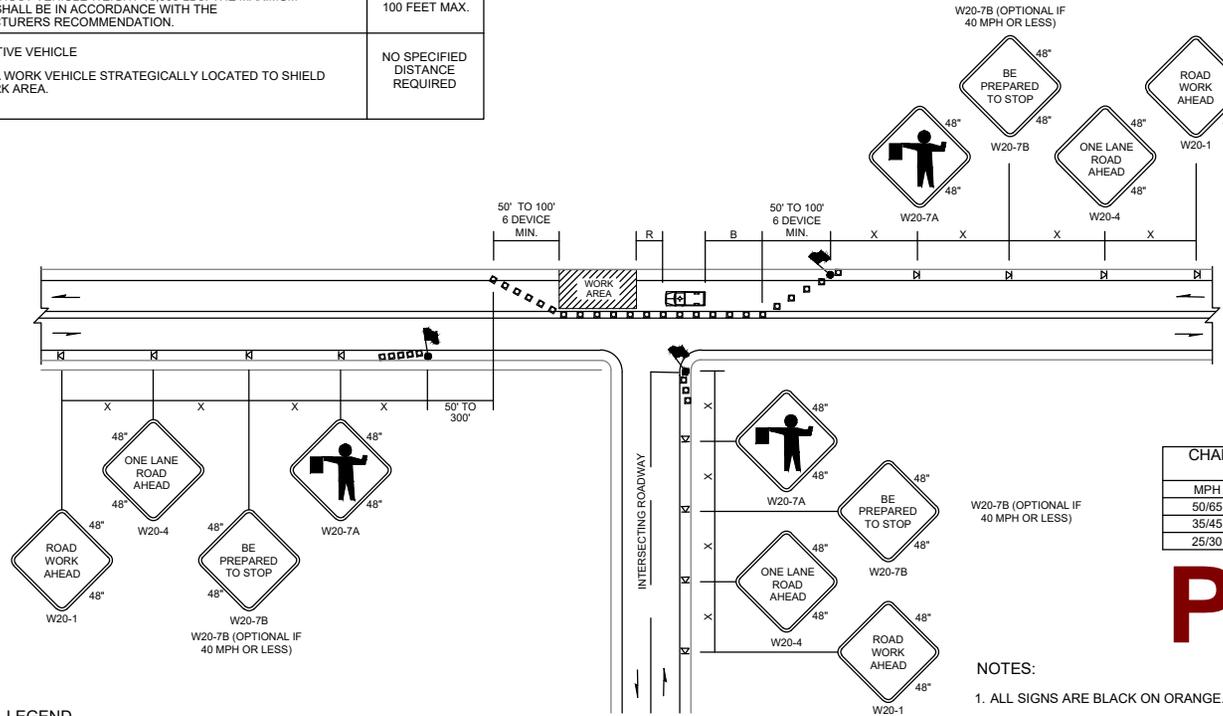
CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
FLEXIBLE PAVEMENT PATCHING			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	FILE AUG-XX-2015 FIG08-02

Exhibit 4

BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (FEET)	155	200	250	305	360	425	495	570	645	-
BUFFER VEHICLE ROLL AHEAD DISTANCE = R										
TRANSPORTABLE ATTENUATOR MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION.										30 FEET MIN. TO 100 FEET MAX.
PROTECTIVE VEHICLE MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA.										NO SPECIFIED DISTANCE REQUIRED

SIGN SPACING = X (1)		
RURAL HIGHWAYS	60 / 65 MPH	800' ±
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS, URBAN ARTERIALS, RESIDENTIAL & BUSINESS DISTRICTS	25 / 30 MPH	200' ± (2)
URBAN STREETS	25 MPH OR LESS	100' ± (2)

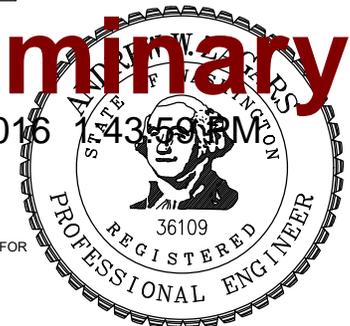
(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.



CHANNELIZATION DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
50/65	10 TO 20	80
35/45	10 TO 20	60
25/30	10 TO 20	40

Preliminary

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LEGEND

- FLAGGING STATION
- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- PROTECTIVE VEHICLE

ONE-LANE, TWO-WAY TRAFFIC CONTROL

WITH FLAGGERS

NOT TO SCALE

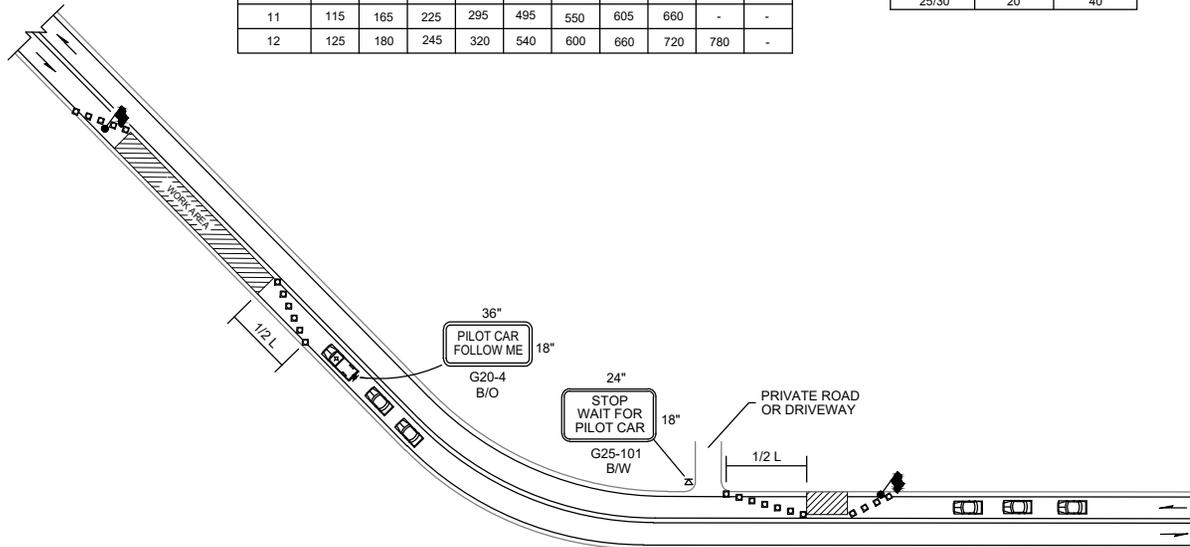
NOTES:

- ALL SIGNS ARE BLACK ON ORANGE.
- EXTENDING THE CHANNELIZING DEVICE TAPER ACROSS SHOULDER IS RECOMMENDED.
- NIGHT WORK REQUIRES ADDITIONAL ROADWAY LIGHTING AT FLAGGING STATIONS. SEE THE WSDOT STD SPECIFICATIONS FOR ADDITIONAL DETAILS.
- SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.

CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
ONE-LANE, TWO-WAY TRAFFIC CONTROL WITH FLAGGERS			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	DATE AUG-XX-2015
			FILE FIG09-01

LANE WIDTH (feet)	MINIMUM TAPER LENGTH = L (feet)									
	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
10	105	150	205	270	450	500	550	-	-	-
11	115	165	225	295	495	550	605	660	-	-
12	125	180	245	320	540	600	660	720	780	-

CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/65	40	80
35/45	30	60
25/30	20	40



LEGEND

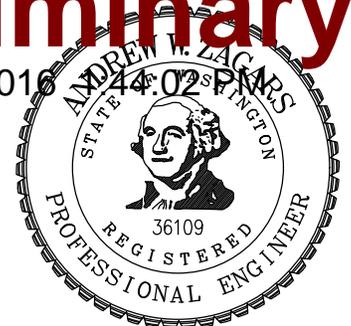
- FLAGGING STATION
- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- PILOT VEHICLE
- MOTORIST VEHICLE

NOTES:

1. SEE STD DWG 9-01 FOR ADDITIONAL SIGNING AND FLAGGING DETAILS NOT SHOWN.
2. CHANNELIZING DEVICES ARE RECOMMENDED ALONG CENTERLINE TO SEPARATE TRAFFIC FROM WORK OPERATION. DEVICES ARE REQUIRED AT TAPERS TO SHIFT TRAFFIC MOVEMENT BETWEEN LANES AND TO PROTECT FLAGGING STATIONS.
3. SIGN G25-101 IS RECOMMENDED FOR NON-STOP SIGN CONTROLLED APPROACHES SUCH AS PRIVATE ROADS AND DRIVEWAYS. THIS SIGN IS NOT REQUIRED TO BE ALUMINUM SUBSTRATE AND CAN BE MADE OF ALTERNATIVE MATERIALS.

Preliminary

11/09/2016



CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS

PILOT CAR OPERATION

APPROVED BY _____ DATE _____
CITY ENGINEER

REV	DWN	CKD	DATE	FILE
	XXX	XXX	AUG-XX-2015	FIG09-02

MINIMUM LANE CLOSURE TAPER LENGTH = L (feet)										
LANE WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
10	105	150	205	270	450	500	550	-	-	-
11	115	165	225	295	495	550	605	660	-	-
12	125	180	245	320	540	600	660	720	780	840

MINIMUM SHOULDER TAPER LENGTH = L/3 (feet)										
SHOULDER WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
8'	40	40	60	90	120	130	150	160	170	190
10'	40	60	90	90	150	170	190	200	220	240

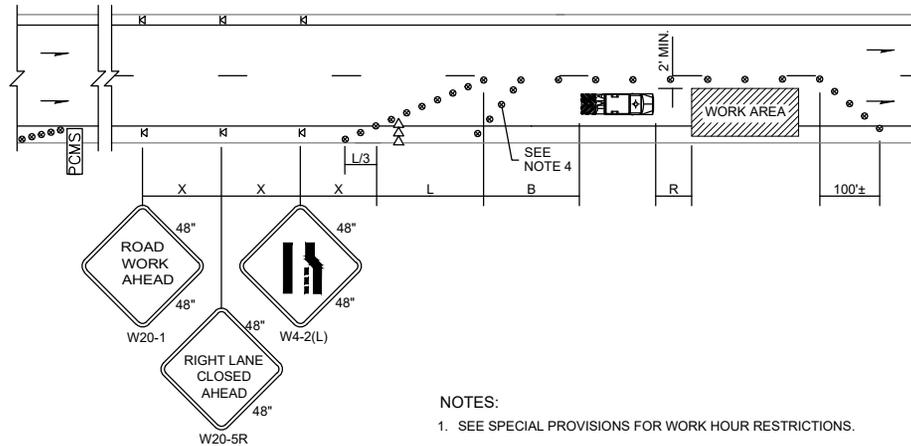
USE A MINIMUM 3 DEVICES TAPER FOR SHOULDER LESS THEN 8'.

SIGN SPACING = X (1)		
FREEWAYS & EXPRESSWAYS	55 / 70 MPH	1500' ±
RURAL HIGHWAYS	60 / 65 MPH	800' ±
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS & URBAN ARTERIALS	25 / 30 MPH	200' ± (2)
RESIDENTIAL & BUSINESS DISTRICTS		
URBAN STREETS	25 MPH OR LESS	100' ± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMP, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
 (2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730
BUFFER VEHICLE ROLL AHEAD DISTANCE = R										
TRANSPORTABLE ATTENUATOR MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION.										30 FEET MIN. TO 100 FEET MAX.

CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60
25/30	20	40



LEGEND

- κ TEMPORARY SIGN LOCATION
- TRAFFIC SAFETY DRUM
- ⇨⇨ SEQUENTIAL ARROW SIGN
- ▣ TRANSPORTABLE ATTENUATOR
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN

NOTES:

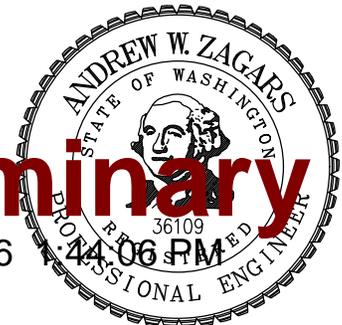
1. SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.
2. EXTEND DEVICE TAPER AT L/3 ACROSS SHOULDER.
3. DEVICES SHALL NOT ENCR OACH INTO THE ADJACENT LANE.
4. USE TRANSVERSE DEVICES IN CLOSED LANE EVERY 1000' (FT) (RECOMMENDED).
5. DEVICE SPACING FOR THE DOWNSTREAM TAPER SHALL BE 20' (FT).
6. ALL SIGNS ARE BLACK ON ORANGE.

PCMS	
1	2
RIGHT LANE CLOSURE	1 MILE AHEAD
2.0 SEC	2.0 SEC

FIELD LOCATE 1 MILE ± IN ADVANCE OF LANE CLOSURE SIGNING.

Preliminary

11/09/2016



CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
SINGLE-LANE CLOSURE FOR MULTI-LANE ROADWAYS			
APPROVED BY CITY ENGINEER		DATE	
REV	DWN XXX	CKD XXX	FILE FIG09-03

Exhibit 4

SIGN SPACING = X (1)		
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS, URBAN ARTERIALS, RESIDENTIAL & BUSINESS DISTRICTS	25 / 30 MPH	200' ± (2)
URBAN STREETS	25 MPH OR LESS	100' ± (2)

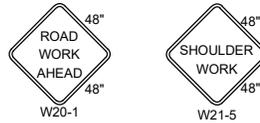
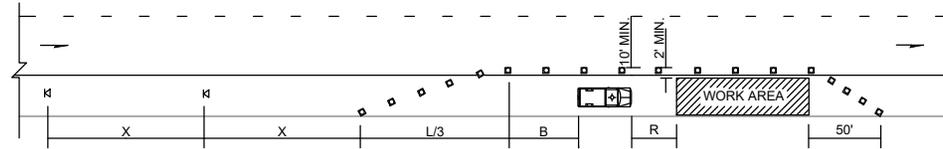
(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS.
 (2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MINIMUM SHOULDER TAPER LENGTH = L/3 (feet)										
SHOULDER WIDTH (feet)	Posted Speed (mph)									
		25	30	35	40	45	50	55	60	65
8'	40	40	60	90	-	-	-	-	-	-
10'	40	60	90	90	-	-	-	-	-	-

USE A 3 DEVICES TAPER FOR SHOULDERS LESS THEN 8'

CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
35/40	30	60
25/30	20	40

BUFFER DATA											
LONGITUDINAL BUFFER SPACE = B											
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70	
LENGTH (feet)	155	200	250	305							
BUFFER VEHICLE ROLL AHEAD DISTANCE = R											
TRANSPORTABLE ATTENUATOR MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION.										30 FEET MIN. TO 100 FEET MAX.	
PROTECTIVE VEHICLE MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA.										NO SPECIFIED DISTANCE REQUIRED	



- LEGEND
- κ TEMPORARY SIGN LOCATION
 - CHANNELIZING DEVICES
 - PROTECTIVE VEHICLE

- NOTES:
1. DEVICE SPACING FOR THE DOWNSTREAM TAPER SHALL BE 20' (FT).
 2. ALL SIGNS ARE BLACK ON ORANGE.

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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
SHOULDER CLOSURE – LOW SPEED (40 MPH OR LESS)			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	FILE FIG09-05

Exhibit 4

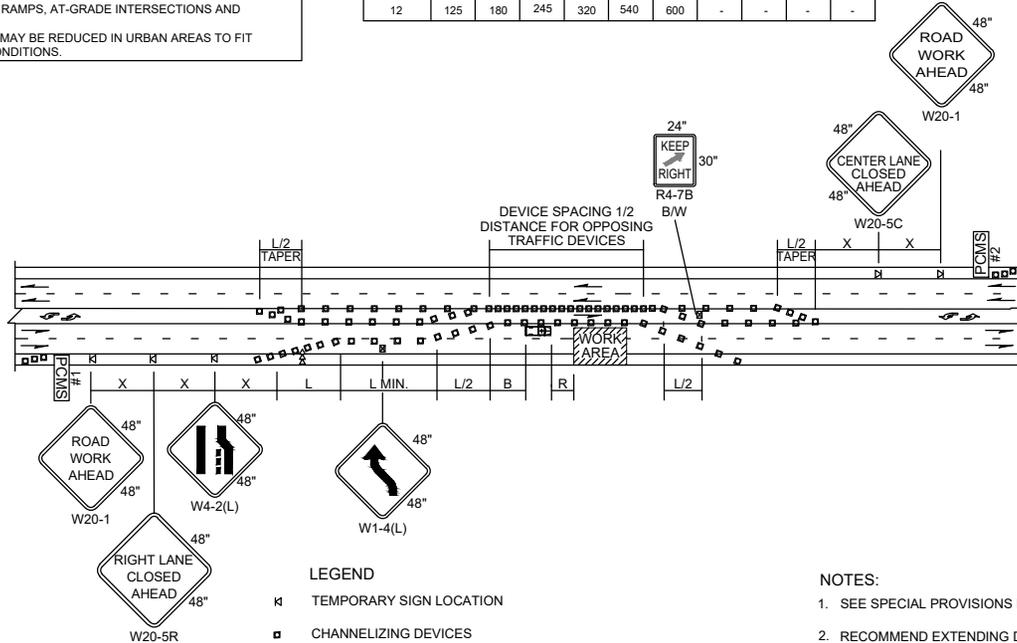
SIGN SPACING = X (1)		
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS & URBAN ARTERIALS	25 / 30 MPH	200' ± (2)
RESIDENTIAL & BUSINESS DISTRICTS		
URBAN STREETS	25 MPH OR LESS	100' ± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMP, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
 (2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MINIMUM TAPER LENGTH = L (feet)										
LANE WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
10	105	150	205	270	450	500	-	-	-	-
11	115	165	225	295	495	550	-	-	-	-
12	125	180	245	320	540	600	-	-	-	-

CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50	40	80
35/45	30	60
25/30	20	40

BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	-	-	-	-
BUFFER VEHICLE ROLL AHEAD DISTANCE = R										
TRANSPORTABLE ATTENUATOR MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION.										30 FEET MIN. TO 100 FEET MAX.
PROTECTIVE VEHICLE MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA.										NO SPECIFIED DISTANCE REQUIRED



- LEGEND**
- κ TEMPORARY SIGN LOCATION
 - CHANNELIZING DEVICES
 - ⇨⇨ SEQUENTIAL ARROW SIGN
 - ▬ PROTECTIVE VEHICLE
 - PCMS PORTABLE CHANGEABLE MESSAGE SIGN
 - TEMPORARY SIGN LOCATION (5' MOUNTING HEIGHT)

- NOTES:**
- SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.
 - RECOMMEND EXTENDING DEVICE TAPER (L/3) ACROSS SHOULDER.
 - FOR POSTED SPEED LIMITS OF 30 MPH OR LESS, USE SIGN W1-3 IN LIEU OF SIGN W1-4.
 - ALL SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.

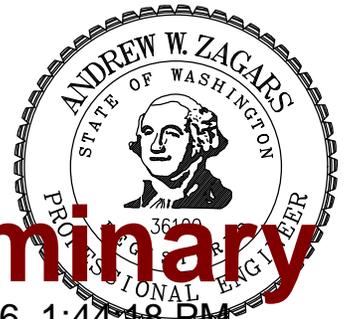
PCMS #1	
1	2
RIGHT LANE CLOSURE	1 MILE AHEAD
2.0 SEC	2.0 SEC

FIELD LOCATE IN ADVANCE OF TEMPORARY SIGNS.

PCMS #2	
1	2
CENTER LANE CLOSED	N/O LEFT TURNING
2.0 SEC	2.0 SEC

FIELD LOCATE IN ADVANCE OF TEMPORARY SIGNS.

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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
RIGHT LANE CLOSURE WITH SHIFT - 5 LANE ROADWAY			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	FILE FIG09-06

Exhibit 4

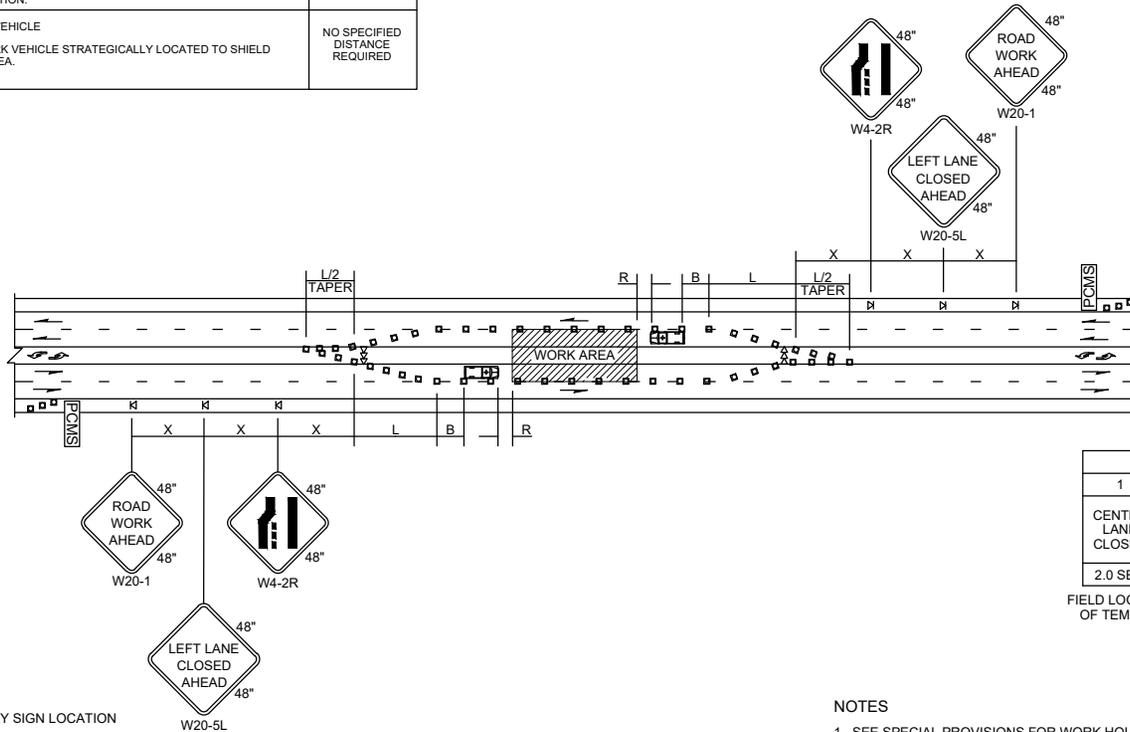
BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	-	-	-	-
BUFFER VEHICLE ROLL AHEAD DISTANCE = R										
TRANSPORTABLE ATTENUATOR MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION.								30 FEET MIN. TO 100 FEET MAX.		
PROTECTIVE VEHICLE MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA.								NO SPECIFIED DISTANCE REQUIRED		

SIGN SPACING = X (1)		
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS & URBAN ARTERIALS	25 / 30 MPH	200' ± (2)
RESIDENTIAL & BUSINESS DISTRICTS		
URBAN STREETS	25 MPH OR LESS	100' ± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMP, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MINIMUM TAPER LENGTH = L (feet)										
LANE WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
10	105	150	205	270	450	500	-	-	-	-
11	115	165	225	295	495	550	-	-	-	-
12	125	180	245	320	540	600	-	-	-	-

CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50	40	80
35/45	30	60
25/30	20	40

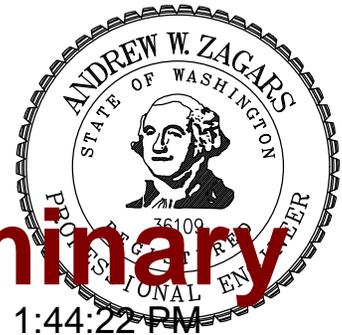


PCMS	
1	2
CENTER LANE CLOSED	NNO LEFT TURNING
2.0 SEC	2.0 SEC

FIELD LOCATE IN ADVANCE OF TEMPORARY SIGNS.

- LEGEND
- κ TEMPORARY SIGN LOCATION
 - ▣ CHANNELIZING DEVICES
 - ⇨⇨ SEQUENTIAL ARROW SIGN
 - ▣ PROTECTIVE VEHICLE
 - PCMS PORTABLE CHANGEABLE MESSAGE SIGN

- NOTES
- SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.
 - ALL SIGNS ARE BLACK ON ORANGE.



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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
LEFT LANE AND CENTER TURN LANE CLOSURE – 5 LANE ROADWAY			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	DATE AUG-XX-2015
			FILE FIG09-07

Exhibit 4

SIGN SPACING = X (1)		
FREEWAYS & EXPRESSWAYS	55 / 70 MPH	1500' ±
RURAL HIGHWAYS	60 / 65 MPH	800' ±
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS & URBAN ARTERIALS	25 / 30 MPH	200' ± (2)
RESIDENTIAL & BUSINESS DISTRICTS		
URBAN STREETS	25 MPH OR LESS	100' ± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMP, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
 (2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MINIMUM SHOULDER TAPER LENGTH = L/3 (feet)										
SHOULDER WIDTH (feet)	Posted Speed (mph)									
	8'	25	30	35	40	45	50	55	60	65
10'	40	40	60	90	120	130	150	160	170	190
	40	60	90	90	150	170	190	200	220	240

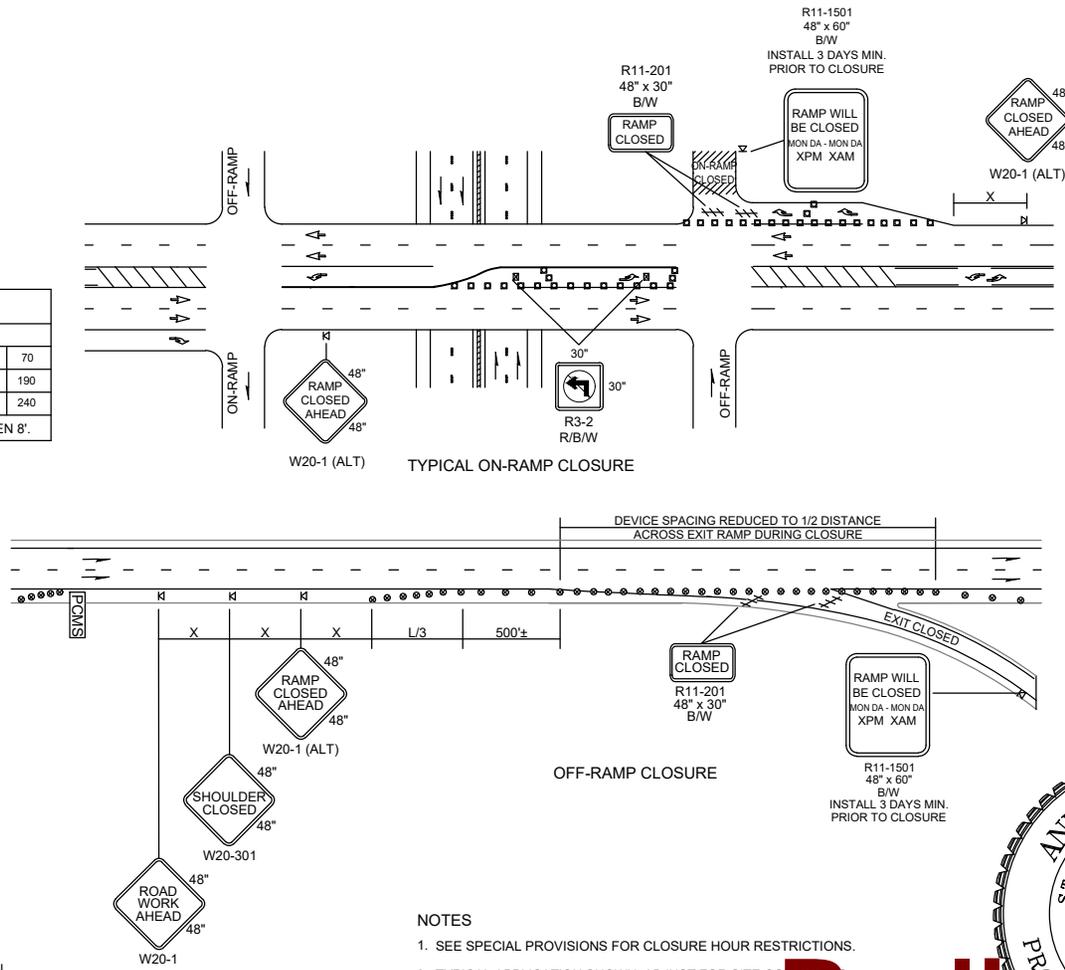
USE A MINIMUM 3 DEVICES TAPER FOR SHOULDER LESS THEN 8'.

CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60
25/30	20	40

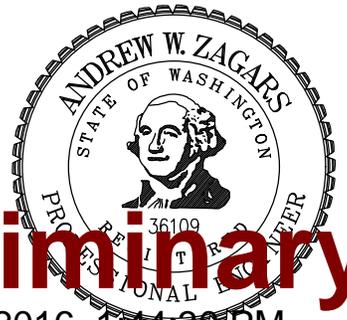
PCMS	
1	2
EXIT XXX CLOSED	USE EXIT XXX
2.0 SEC	2.0 SEC

FIELD LOCATE

- LEGEND
- TYPE 3 BARRICADE
 - TEMPORARY SIGN LOCATION
 - CHANNELIZING DEVICES
 - TRAFFIC SAFETY DRUM
 - PORTABLE CHANGEABLE MESSAGE SIGN
 - TEMPORARY SIGN LOCATION (5' MOUNTING HEIGHT)



- NOTES
- SEE SPECIAL PROVISIONS FOR CLOSURE HOUR RESTRICTIONS.
 - TYPICAL APPLICATION SHOWN. ADJUST FOR SITE CONDITIONS.
 - ALL SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.



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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
SHORT TERM RAMP CLOSURES			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	DATE AUG-XX-2015
			FILE FIG09-09

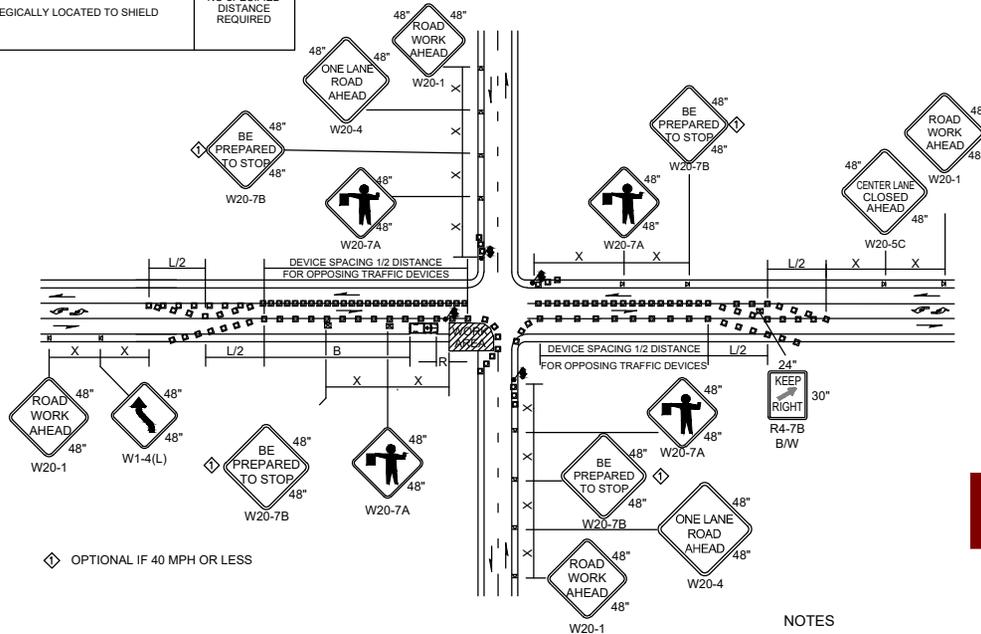
BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	-
BUFFER VEHICLE ROLL AHEAD DISTANCE = R										
TRANSPORTABLE ATTENUATOR MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION.								30 FEET MIN. TO 100 FEET MAX.		
PROTECTIVE VEHICLE MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA.								NO SPECIFIED DISTANCE REQUIRED		

MINIMUM TAPER LENGTH = L (feet)										
LANE WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
10	105	150	205	270	450	500	550	-	-	-
11	115	165	225	295	495	550	605	660	-	-
12	125	180	245	320	540	600	660	720	-	-

SIGN SPACING = X (1)		
RURAL HIGHWAYS	60 / 65 MPH	800' ±
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS & URBAN ARTERIALS	25 / 30 MPH	200' ± (2)
RESIDENTIAL & BUSINESS DISTRICTS		
URBAN STREETS	25 MPH OR LESS	100' ± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMP, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

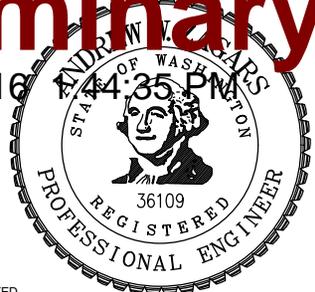
CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60
25/30	20	40



OPTIONAL IF 40 MPH OR LESS

- LEGEND**
- FLAGGING STATION
 - TEMPORARY SIGN LOCATION
 - CHANNELIZING DEVICES
 - PROTECTIVE VEHICLE - RECOMMENDED
 - TEMPORARY SIGN LOCATION (5' MOUNTING HEIGHT)

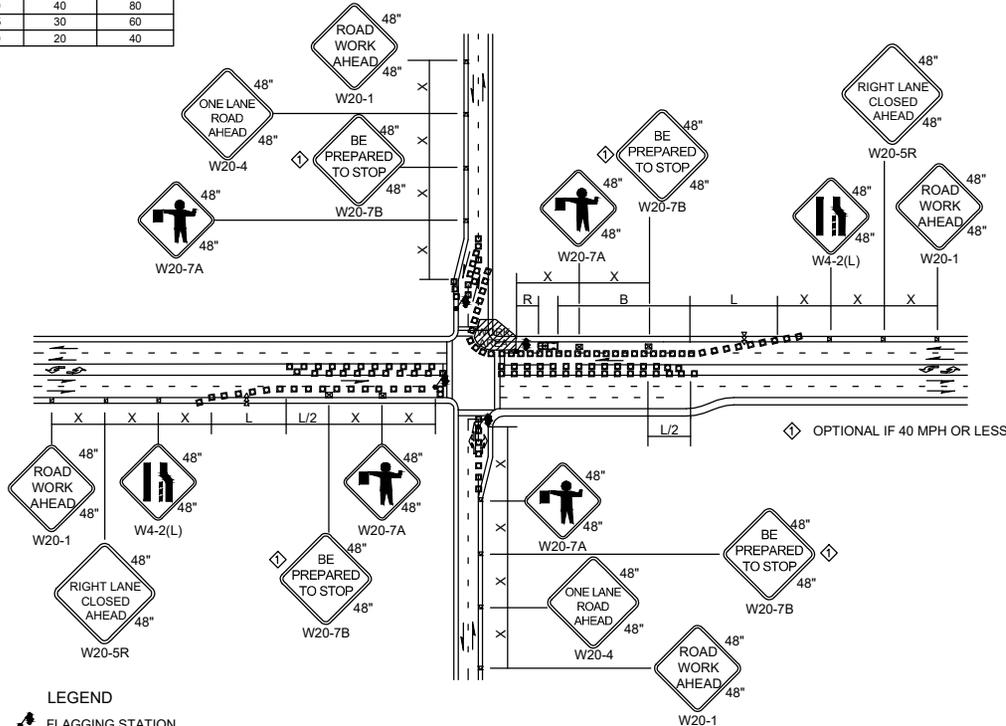
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- NOTES**
- RECOMMEND EXTENDING DEVICE TAPER (L/3) ACROSS SHOULDER.
 - IF A SIGNAL IS PRESENT, IT SHALL BE SET TO "RED FLASH MODE" OR TURNED OFF DURING FLAGGING OPERATIONS.
 - FOR SPEED LIMIT OF 30 MPH OR LESS USE SIGN W1-3 IN LIEU OF SIGN W1-4.
 - MAINTAIN A MINIMUM OF ONE ACCESS POINT FOR EACH BUSINESS WITHIN WORK AREA LIMITS.
 - ALL SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.

CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
INTERSECTION LANE CLOSURE - THREE LANE ROADWAY			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	DATE AUG-XX-2015
			FILE FIG09-10

CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60
25/30	20	40



- LEGEND**
- FLAGGING STATION
 - TEMPORARY SIGN LOCATION
 - CHANNELIZING DEVICES
 - SEQUENTIAL ARROW SIGN
 - PROTECTIVE VEHICLE - RECOMMENDED
 - TEMPORARY SIGN LOCATION (5' MOUNTING HEIGHT)

BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	-
BUFFER VEHICLE ROLL AHEAD DISTANCE = R										
TRANSPORTABLE ATTENUATOR MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION.								30 FEET MIN. TO 100 FEET MAX.		
PROTECTIVE VEHICLE MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA.								NO SPECIFIED DISTANCE REQUIRED		

LANE WIDTH (feet)	MINIMUM TAPER LENGTH = L (feet)									
	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
10	105	150	205	270	450	500	550	-	-	-
11	115	165	225	295	495	550	605	660	-	-
12	125	180	245	320	540	600	660	720	-	-

SIGN SPACING = X (1)		
RURAL HIGHWAYS	60 / 65 MPH	800' ±
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS & URBAN ARTERIALS	25 / 30 MPH	200' ± (2)
RESIDENTIAL & BUSINESS DISTRICTS		
URBAN STREETS	25 MPH OR LESS	100' ± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMP, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
 (2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

NOTES

- RECOMMEND EXTENDING DEVICE TAPER (L/3) ACROSS SHOULDER.
- IF A SIGNAL IS PRESENT, IT SHALL BE SET TO "RED FLASH MODE" OR TURNED OFF DURING FLAGGING OPERATIONS.
- MAINTAIN A MINIMUM OF ONE ACCESS POINT FOR EACH BUSINESS WITHIN WORK AREA LIMITS.
- ALL SIGNS ARE BLACK ON ORANGE.

Preliminary

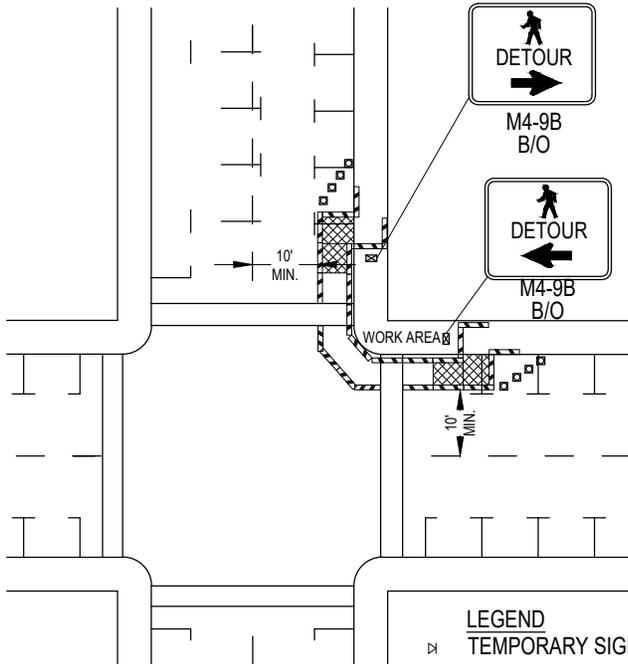
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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
INTERSECTION LANE CLOSURE – FIVE LANE ROADWAY			
APPROVED BY CITY ENGINEER	_____		DATE _____
REV	DWN XXX	CKD XXX	DATE AUG-XX-2015
			FILE FIG09-11

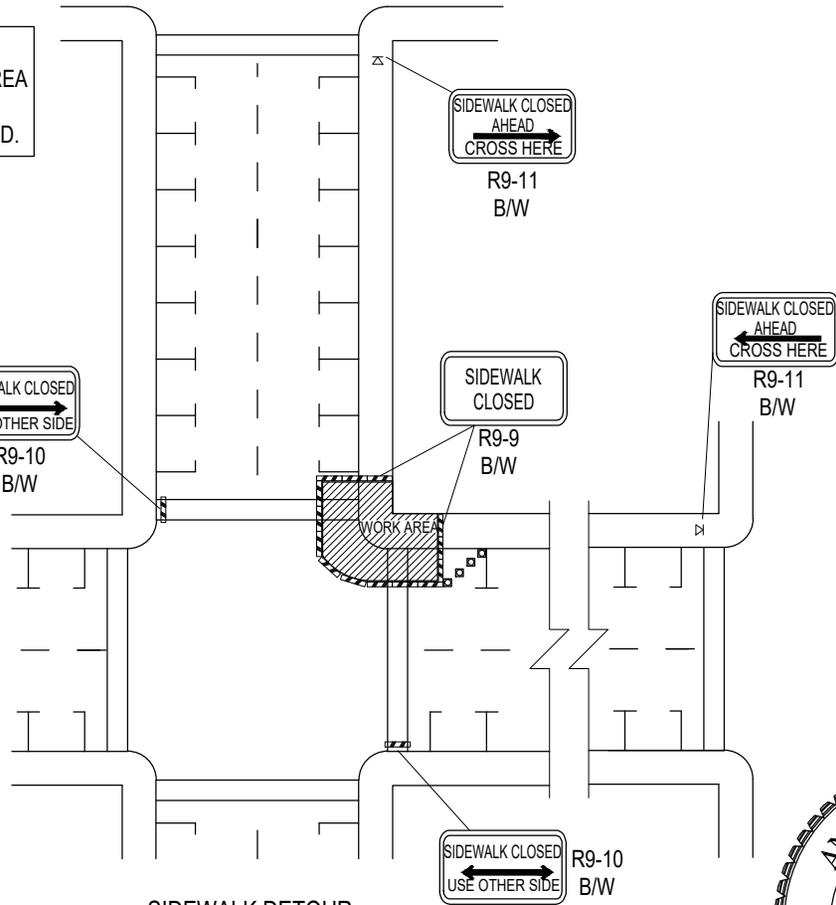
Exhibit 4

NO PARKING
 R8-3 INSTALL ON TYPE 2 BARRICADES THROUGHOUT THE WORK AREA
 R/W 24 HOURS PRIOR TO IMPLEMENTING TRAFFIC CONTROL.
 PRIOR NOTIFICATION OF LOCAL LAW ENFORCEMENT REQUIRED.



SIDEWALK DIVERSION

- LEGEND**
- ⋈ TEMPORARY SIGN LOCATION
 - ▣ CHANNELIZING DEVICES
 - ▨ PEDESTRIAN CHANNELIZING DEVICES
 - ▩ TEMPORARY PEDESTRIAN RAMP FOR SIDEWALKS



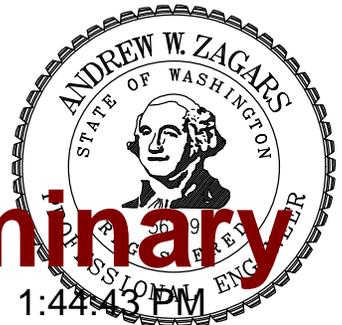
SIDEWALK DETOUR

NOTES:

1. CONTROLS SHOWN ARE FOR PEDESTRIAN TRAFFIC ONLY.
2. A 60" PEDESTRIAN PATH WIDTH SHOULD BE MAINTAINED (48" IS THE MINIMUM).
3. CONTACT AND COORDINATE IMPACTED TRANSIT AGENCIES PRIOR TO IMPLEMENTING ANY CLOSURES.
4. SEE STD DWG 9-13 FOR TEMPORARY PEDESTRIAN RAMP DETAILS.
5. ADA PEDESTRIAN FACILITIES MUST BE MAINTAINED, SEE WSDOT STD SPECIFICATION 1-10.2(1)B.
6. TEMPORARY PEDESTRIAN PUSH BUTTONS SHALL BE PLACED ON THE DIVERTED PATH WHEN EXISTING BUTTONS ARE NOT ACCESSIBLE TO PEDESTRIANS.

Preliminary

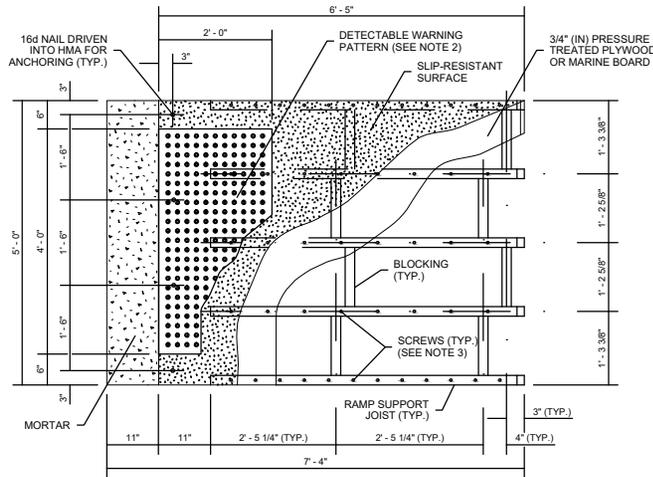
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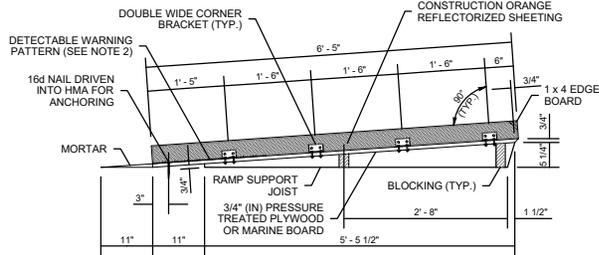
CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
INTERSECTION PEDESTRIAN TRAFFIC CONTROL			
APPROVED BY CITY ENGINEER		DATE	
DWN	CKD	DATE AUG-XX-2015	FILE FIG09-12
XXX	XXX		

REV			
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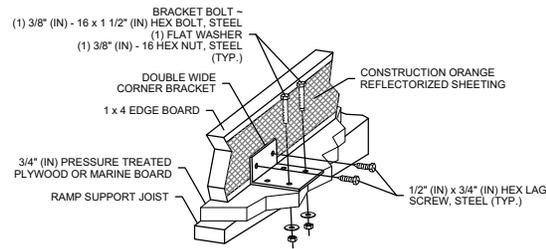
Exhibit 4



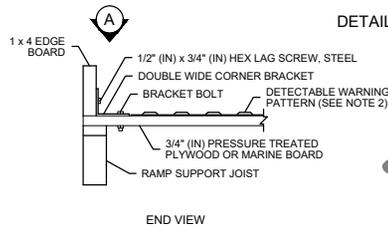
TOP VIEW
RAMP DETAIL



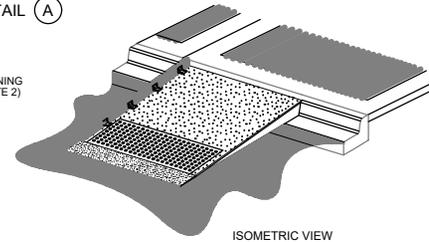
SIDE VIEW
RAMP AND EDGE BOARD



PERSPECTIVE VIEW
DETAIL A



END VIEW
EDGE BOARD
ATTACHMENT DETAIL



ISOMETRIC VIEW

NOTES

1. THIS DESIGN ASSUMES OPTIMAL CONDITIONS AND A STANDARD CURB HEIGHT OF 6" (IN). INSTALLED RAMPS SHALL BE NO STEEPER THAN 12H : 1V, AND SHALL HAVE A CROSS-SLOPE OF 2% OR LESS. USE SHIMS OR GROUT AS REQUIRED TO ADJUST FOR EXISTING CONDITIONS AND TO PREVENT ROCKING. SHIMS SHALL BE NO HIGHER THAN 1" (IN), AND SHALL BE SECURED TO THE RAMP. FOR CURBS SHORTER THAN 6" (IN), INSTALL A RAMP ON THE SIDEWALK, NO STEEPER THAN 12H : 1V, MADE OF GROUT OR AS APPROVED BY THE ENGINEER. ADJUSTMENTS TO THE RAMP DIMENSIONS SHOWN MAY BE REQUIRED TO MATCH EXISTING CONDITIONS.
2. THE DETECTABLE WARNING PATTERN SHALL BE INSTALLED ONLY WHEN THE INTENT IS TO GUIDE PEDESTRIANS DIRECTLY ACROSS THE ROADWAY (CROSSWALK). SEE WSDOT STD PLAN F-40.10 FOR DETAILS.
3. SCREWS SHALL BE USED TO SECURE THE RAMP SURFACE. SPACING SHALL BE IN ACCORDANCE WITH THE CURRENT BUILDING CODE.
4. USE A SLIP-RESISTANT TREATMENT FOR THE SURFACE OF RAMP.
5. ALL FASTENERS SHALL BE GALVANIZED.
6. DO NOT INSTALL A HAND RAILING IF USING THE EDGE BOARD OPTION.
7. RAMP AND RAMP LANDING SHALL NOT EXTEND INTO AN OPEN BIKE LANE OR TRAVEL LANE.

Preliminary

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CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS

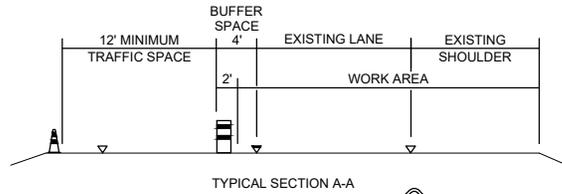
TEMPORARY PEDESTRIAN RAMP

APPROVED BY _____ DATE _____
CITY ENGINEER

REV	DWN XXX	CKD XXX	DATE AUG-XX-2015	FILE FIG09-13
-----	------------	------------	---------------------	------------------

Exhibit 4

BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730
BUFFER VEHICLE ROLL AHEAD DISTANCE = R										
TRANSPORTABLE ATTENUATOR MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION.										30 FEET MIN. TO 100 FEET MAX.



SIGN SPACING = X (1)		
FREEWAYS & EXPRESSWAYS	55 / 70 MPH	1500' ±
RURAL HIGHWAYS	60 / 65 MPH	800' ±
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS & URBAN ARTERIALS	25 / 30 MPH	200' ± (2)
RESIDENTIAL & BUSINESS DISTRICTS		
URBAN STREETS	25 MPH OR LESS	100' ± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMP, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MINIMUM LANE CLOSURE TAPER LENGTH = L (feet)										
LANE WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
10	105	150	205	270	450	500	550	-	-	-
11	115	165	225	295	495	550	605	660	-	-
12	125	180	245	320	540	600	660	720	780	840

MINIMUM SHOULDER TAPER LENGTH = L/3 (feet)										
SHOULDER WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
8'	40	40	60	90	120	130	150	160	170	190
10'	40	60	90	90	150	170	190	200	220	240

USE A MINIMUM 3 DEVICES TAPER FOR SHOULDER LESS THEN 8'.

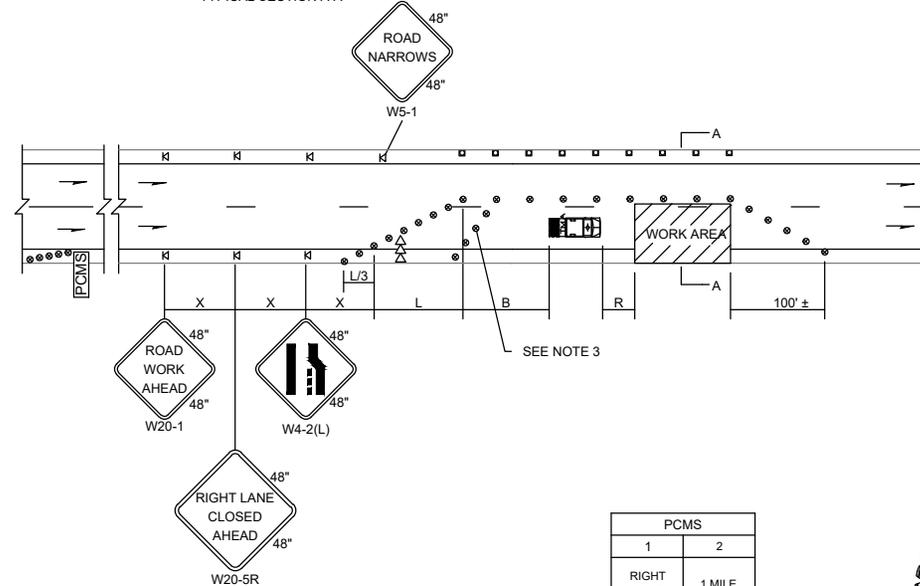
CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60
25/30	20	40

LEGEND

- Ⓚ TEMPORARY SIGN LOCATION
- ▣ CHANNELIZING DEVICES
- TRAFFIC SAFETY DRUM
- ⇌ SEQUENTIAL ARROW SIGN
- Ⓜ TRANSPORTABLE ATTENUATOR
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN

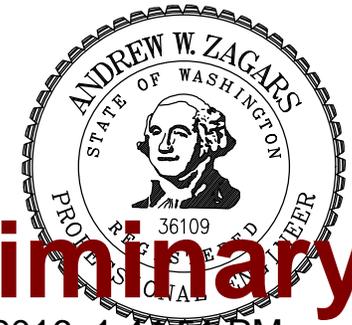
NOTES

- SEE SPECIAL PROVISIONS FOR WORK HOUR RESTRICTIONS.
- RECOMMEND EXTENDING DEVICE TAPER (L/3) ACROSS SHOULDER.
- USE TRANSVERSE DEVICES IN CLOSED LANE EVERY 1000' (RECOMMENDED).
- ALL SIGNS ARE BLACK ON ORANGE.
- RECOMMEND ADVANCE NOTICE FOR ANY OVER WIDTH LOADS PRIOR TO LANE CLOSURE FOR ALTERNATE ROUTES IF APPLICABLE.



PCMS	
1	2
RIGHT LANE CLOSURE	1 MILE AHEAD
2.0 SEC	2.0 SEC

FIELD LOCATE 1 MILE ± IN ADVANCE OF LANE CLOSURE SIGNING.

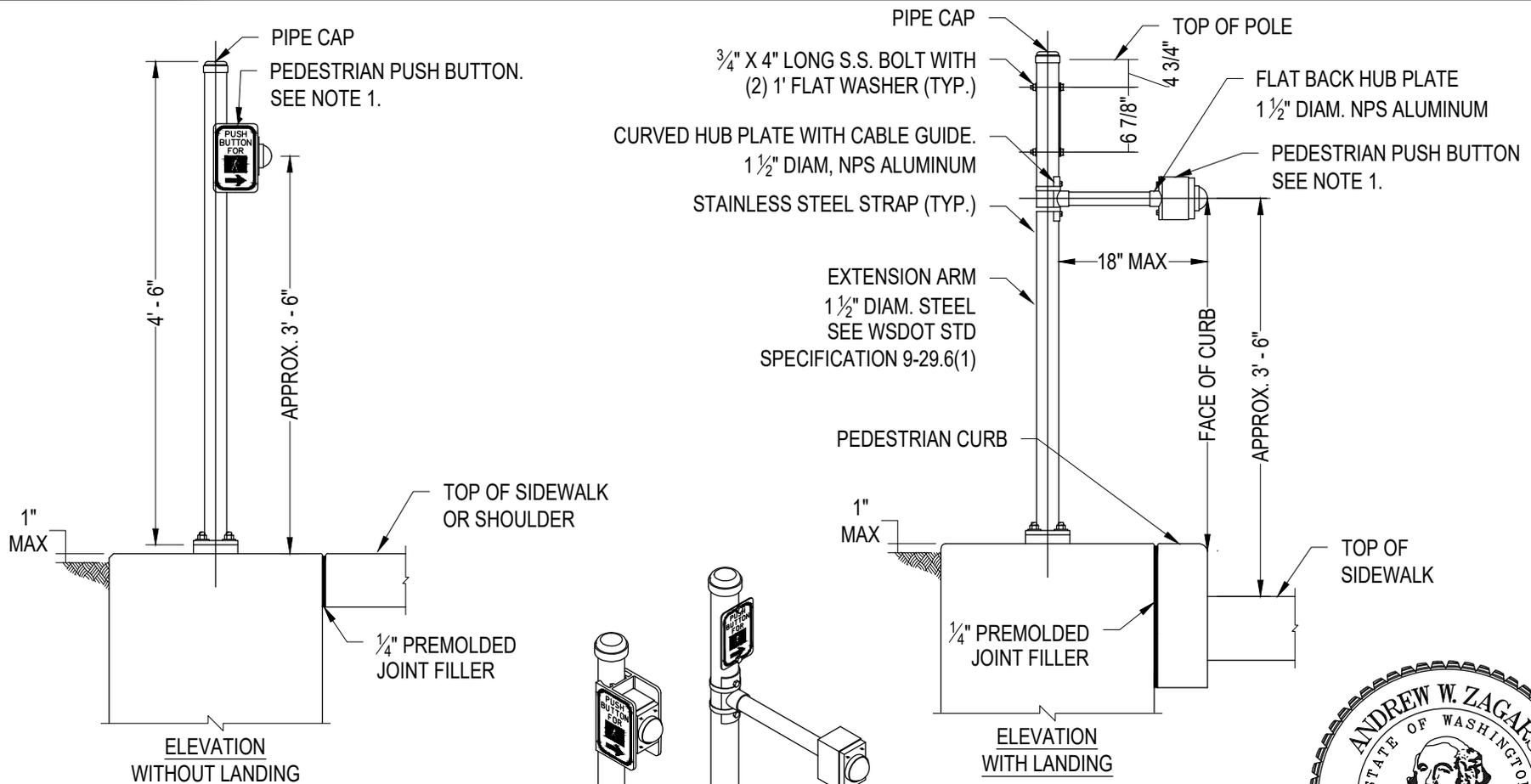


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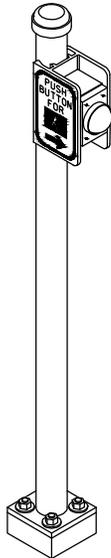
CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
SINGLE-LANE CLOSURE WITH SHIFT			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	DATE AUG-XX-2015
			FILE FIG09-14

Exhibit 4

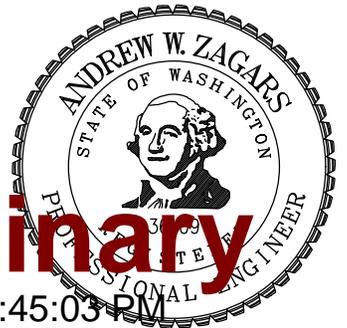


NOTES:

- SEE WSDOT STD PLAN J-20.26 FOR PEDESTRIAN PUSH BUTTON DETAILS.



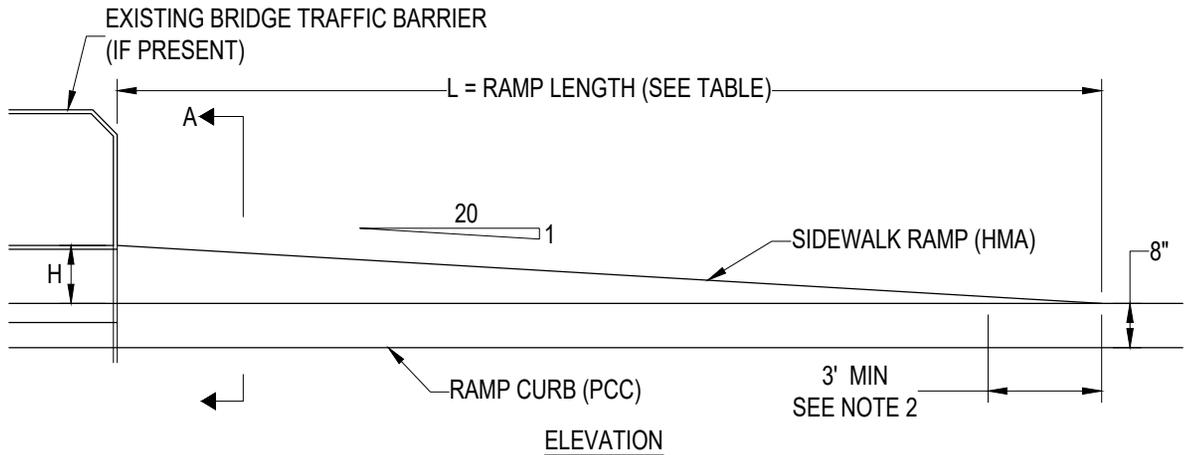
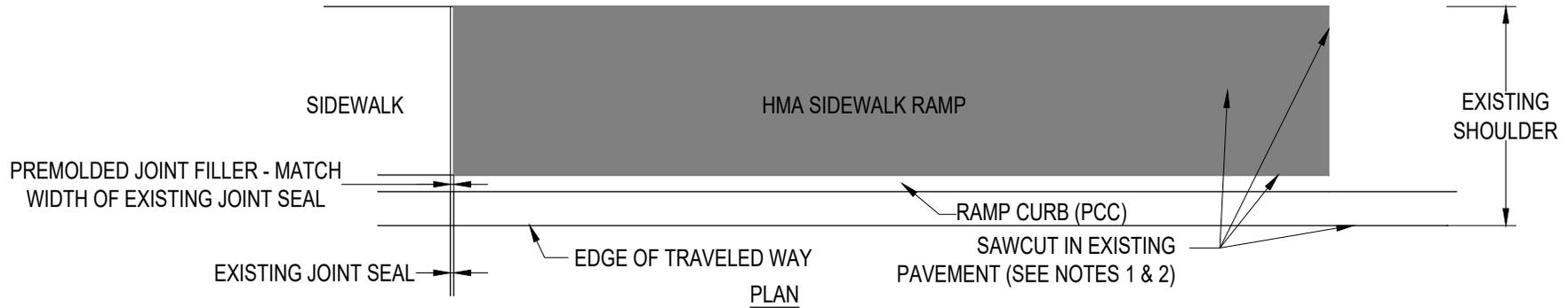
ISOMETRIC VIEW
PEDESTRIAN PUSH BUTTON POST



Preliminary

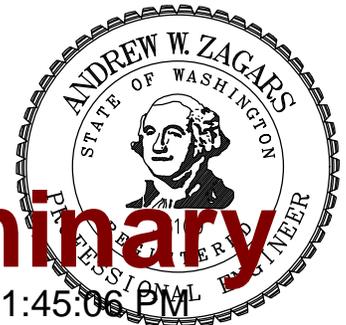
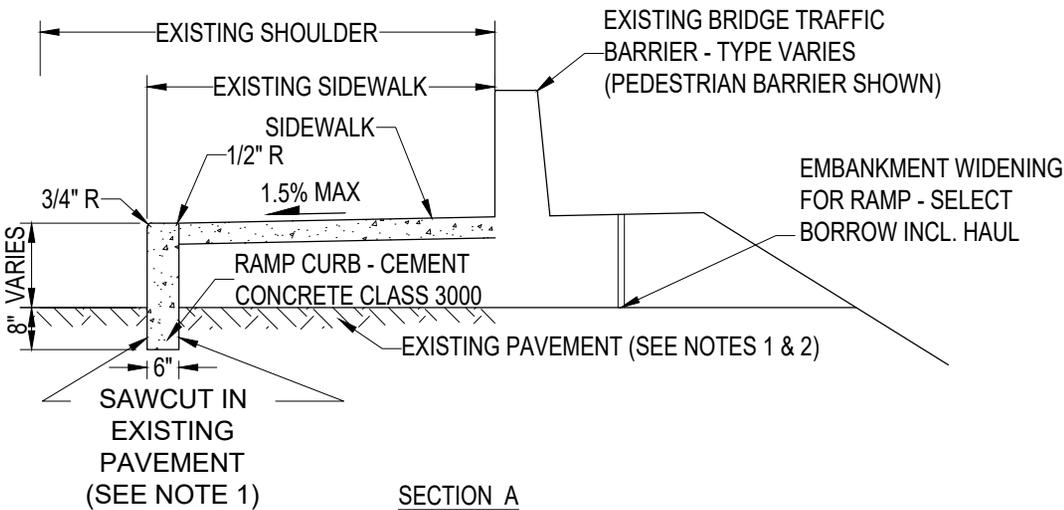
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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
PEDESTRIAN PUSH BUTTON POST			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	DATE AUG-XX-2015 FILE FIG09-17



NOTES:

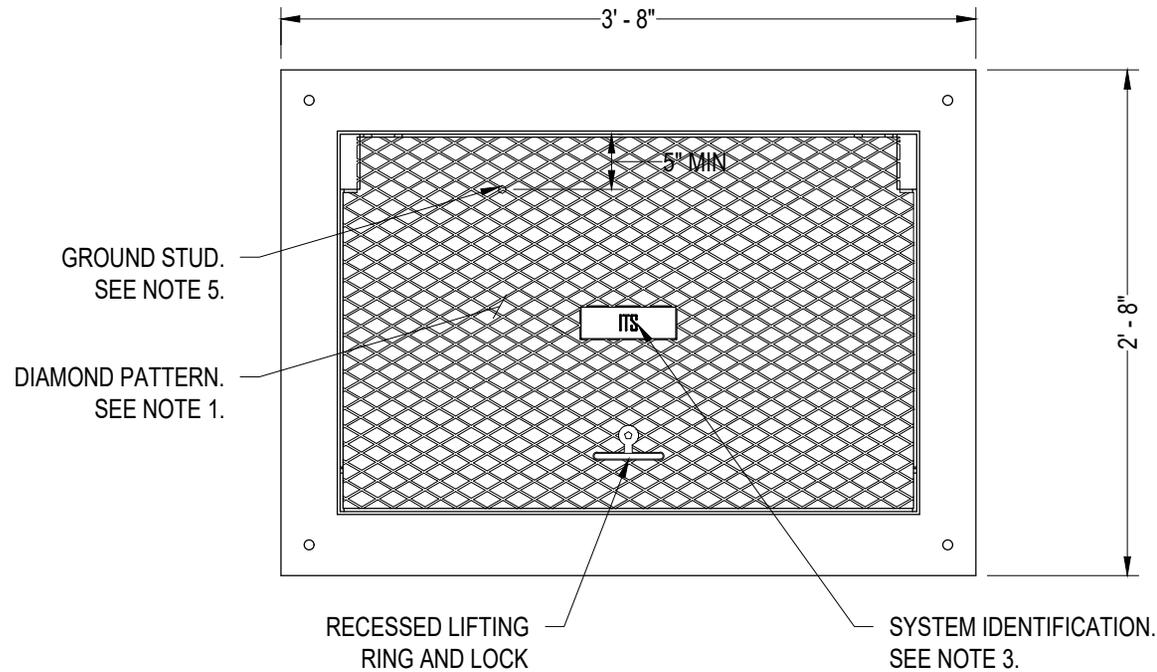
1. THIS PLAN SHOWS A RETROFIT CONDITION. FOR DESIGN REFERENCE, "EXISTING" MAY BE INTERPRETED AS "TO BE CONSTRUCTED". FOR NEW CONSTRUCTION, OMIT THE EXISTING PAVEMENT AND SAWCUTS FROM THE DESIGN.
2. REMOVE A MINIMUM OF 3 FEET OF EXISTING PAVED SHOULDER AT THE BOTTOM OF THE RAMP, FOR EMBEDMENT OF NEW HMA.



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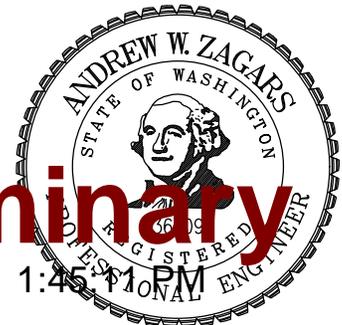
CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
SIDEWALK RAMP RETROFIT			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	FILE FIG09-18

Exhibit 4



NOTES:

1. THE DIAMOND PATTERN SHALL BE A MINIMUM OF $\frac{3}{32}$ " THICK AND SHALL NOT BE USED IN PEDESTRIAN AND BICYCLE ZONES.
2. STANDARD DUTY PULL BOXES INSTALL IN SIDEWALKS, WALKWAYS, AND SHARED-USE PATHS SHALL HAVE A SLIP-RESISTANT COATING ON LID AND SHALL BE INSTALLED WITH THE SURFACE FLUSH WITH AND MATCHED TO THE GRADE OF THE SIDEWALK, WALKWAY, AND SHARED-USE PATHS. THE NON-SLIP SHALL BE IDENTIFIED WITH PERMANENT MARKING ON THE UNDERSIDE INDICATING THE TYPE OF SURFACE TREATMENT (SEE CONTRACT DOCUMENTS FOR DETAILS) AND THE YEAR OF MANUFACTURE. THE PERMANENT MARKING SHALL BE $\frac{1}{8}$ " INCH LINE THICKNESS FORMED WITH A STAINLESS STEEL WELD BEAD AND SHALL BE PLACED PRIOR TO HOT-DIP GALVANIZING.
3. THE SYSTEM IDENTIFICATION LETTERS SHALL BE $\frac{1}{8}$ " LINE THICKNESS FORMED BY ENGRAVING, CASTING, STAMPING, OR WITH A S.S WELD BEAD. DUCTILE IRON LID LETTERING SHALL BE RECESSED.
4. CEMENT CONCRETE SHALL BE CLASS 4000.
5. A 1/4-20 NCx3/4" STAINLESS STEEL GROUND STUD SHALL BE WELDED TO THE BOTTOM OF THE LID; INCLUDE (2) STAINLESS STEEL NUTS AND (2) STAINLESS STEEL FLAT WASHERS.



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CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
SKID RESISTANT LID			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	DATE AUG-XX-2015 FILE FIG09-19

Exhibit 5

Standard Detail #	Title
1-01	Roadway Section Principal Arterial
1-02	Roadway Section Minor Arterial
1-03	Roadway Section Collector Arterial
1-05	Roadway Section Non-Arterial Roadway
1-06	Pedestrian Bike Path Connection Between Through Street and Cul-de-Sac
1-07	Non-Arterial Roadway Section Half Street
1-08	Roadway Section Typical Alley
2-01	Intersection Landing
2-02	Traffic Circle
2-03	Shoulder Treatment
2-05a	Trench-Pavement Restoration Detail
2-05b	HMA Pavement Overlay For Trench Repair
2-06	Perpendicular Curb Ramp
2-07	Parallel Curb Ramp
2-08	Single Direction Curb Ramp
2-09	Combination Curb Ramp
2-11a	Monument Case and Cover with Riser
2-11b	Monument Case and Cover
2-14	Bus Turnout
2-15	Rock Retaining Wall
2-18	Planter Strip Detail
2-19a	Sight Obstruction
2-19b	Sight Obstruction
2-20	Residential Driveway
2-21	Dead End Hammerhead
2-22	Permanent Cul-de-Sac
2-23	Butt Joint Detail
3-01	Curb and Gutter Section Driveway Approach
3-02	Driveway Approach: Reverse Slope
3-03	Driveway Approach: Reverse Slope Without Amenity Zone
3-04	Driveway Approach Without Amenity Zone (8' Sidewalk Width)
3-05	Amenity Zone
3-06	Sidewalk
3-07	Asphalt Transition Ramp To Shoulder
3-08a	Curbs
3-08b	Extruded Curb Detail
3-09a	Concrete Curb Inlet
3-09b	Concrete Curb Inlet
3-11	Pedestrian Curb
3-12	Curb Extension
3-13a	Curb Extension Section
3-13b	Curb Extension Section
3-14	Curb Ramp Locations
3-15	Pedestrian Railing
3-16	Stairs
3-17	Cement Concrete Stairway

Exhibit 5

Standard Detail #	Title
3-18	Chain Link Fence
3-19	Typical Sections for Trails
3-20	Greenbelt Fence
4-01	Channelization - Left Turn Lanes
4-02	Channelization - Vehicle and Bicycles
4-03a	Pavement Markings
4-03b	Raised Pavement Markers
4-04	Intersection Approach Striping
4-05	Pavement Symbols
4-06	Street Sign Installation
4-07	Curb Extension/Chicane Channelization
5-01	Rock Facing - Fill Section
5-02	Rock Facing Under Sidewalk
5-03	Bollards
5-04	Mailbox Stand Non-Arterial
5-05	Mailbox Stand Without Amenity Zone
5-06	Neighborhood Delivery & Collection Box Unity Installation
7-01	Beveled End Pipe Section
7-02	Trash Rack (Debris Cage) - Pipe End
7-03	Trash Rack (Debris Cage) - Conical
7-04	Catch Basin Type 1
7-05	Catch Basin Type 1L
7-06	Catch Basin Installation
7-07	Catch Basin Type 2 - 48", 54", 60", 72" & 96"
7-08	Catch Basin - Type 2 Details
7-09	Manhole Type 1 - 48", 54" & 60"
7-10	Manhole Type 2 - 72" & 96"
7-11	Manhole Type 3 - 48", 54", 60", 72", 96"
7-12	Manhole Details
7-13	Locking Manhole Cover and Installation
7-14	Through-Curb Inlet and Vertical Curb Installation
7-15	Through-Curb Inlet Frame
7-16	Vaned Grate
7-17	Standard Grate
7-18	Standard Frame Installation
7-19	Solid Cover
7-20	Flow Restrictor (Tee)
7-21	Frop-T Shear Gate Detail
7-22	Flow Restrictor (Baffle)
7-23	Floatable Material Separator - 6" or 8" Pipe
7-24	Floatable Material Separator - 12" & Larger
7-25	Control Structure - 54" Diameter
7-26	Control Structure - 72" Diameter or Larger
7-27a	Swale Bioretention
7-27b	Swale Section Bioretention
8-01	Rigid Pavement Restoration Details

Exhibit 5

Standard Detail #	Title
8-02	Flexible Pavement Patching
9-01	One-Lane, Two-Way Traffic Control With Flaggers
9-02	Pilot Car Operation
9-03	Single-Lane Closure For Multi-Lane Roadways
9-04	Double-Lane Closure For Multi-Lane Roadways
9-05	Shoulder Closure - Low Speed (40 MPH or Less)
9-06	Right Lane Closure with Shift - 5 Lane Roadway
9-07	Left Lane and Center Turn Lane Closure - 5 Lane Roadway
9-08	Lane Shift - Three Lane Roadway
9-09	Short Term Ramp Closures
9-10	Intersection Lane Closure - Three Lane Roadway
9-11	Intersection Lane Closure - Five Lane Roadway
9-12	Intesection Pedestrian Traffic Control
9-13	Temporary Pedestrian Ramp
9-14	Single-Lane Closure with Shift
9-15	Typical Roundabout Flagging Operation
9-16	Bike Rack
9-17	Pedestrian Push Button Post
9-18	Sidewalk Ramp Retrofit
9-19	Skid Resistant Lid

Public Works Standards Final Draft Comments							
#	Page Number	Chapter/Section	Policy/Goal	Proposed Amendment to Draft	Comment Result From	Approved	Denied
1	Cover	Cover	N?A	Change Date to November 9, 2016	Current version to address latest edits		
2	3	Division 1, Chapter 1	Introduction	Proposed Additions to General Authority Section. (In Red)	Department Proposed clarrifcation.		
3	20	Chapter 4/4.5	Geotechnical Report	Formating under Section C.	Department proposed format correction		
4	23	Chapter 4/4.14	Financial Guarantee	Correction to (DCD) added "Department of Community Development	Department proposed grammar correction		
5	29	Chapter 6	Standards	Corrected Stormwater Comprehensive Plan Title	Department proposed grammar correction		
6	29	Chapter 6/6.1	Companion Documents	Added Guidelines for Geometric Design of Vary Low Volume Local Roads	Department proposed addition to follow current federal standards.		
7	40	Chapter 7/7.12	Traffic Calming Devices	Added "All proposed designs shall be reviewed and approved by the City Engineer."	Several items do not have standard details available and are based on geomentrics of each case. This statement is added to require a more detailed review.		
	40	Chapter 7/7.11	Curbing	Corrected A to be consistant with curb standards	Department Proposed clarrifcation.		
8	43	Chapter 8	Traffic Impact Analysis	Added "AM and/or"	Clarification for 10 trip requirement		
9	46	Chapter 9/9.1	Street Classification	Removed "-" from table	Department proposed grammar correction		
10	51	Chapter 9.5	Private Streets	Added requirements stated in other chapters to this secton for clarity	Requested by the MBA (Master Builders Association)		
11	50	Chapter 9/9.4	Woonerf	Substitued "Woonerf" for "alley" and "alleys"	Mayor Comments for grammar corrections where the word "alley" was used.		
12	57	Chapter 11/11.3	Access Clearance	Added Item E	Department Proposed clarrifcation.		
13	66	Chapter 12/12.6	Street End	Section B , Item 1, corrected dimension	Corrected to match detail dimensions		
14	70	Chapter 12/12.8	Private Streets	Table Corrections	In review of other Judications as a result of council comments, the number of maximum units on a private street is limited to 9. The table is updated to clarify that a sidewalk is required for over 4 units. Alleys and Woonerfs are kept at a higher allowable number due to accomodate the recommended used in areas of high density such as the Town Center.		
15	70	Chapter 12/12.8	Private Streets	Corrections to Items C and D to conform with Table corrections	Department proposed grammar correction		
16	70	Chapter 12/12.8	Private Streets	Corrections to Items C and D to conform with Table corrections	Department proposed grammar correction		
17	71	Chapter 12/12.9	Dead End Street	Section B , Item 1, corrected dimension	Corrected to match detail dimensions		
18	74	Chapter 13/13.1	General	Added "All intersection designs shall meet the requirements for entering sight distance and stopping sight distances as stated in the above reference standards. "	Department Proposed clarrifcation to refenece Federal design standards.		
19	76	Chapter 13/13.7	Intersection Grades	B. Added verbiage stated in Item C to be consistent with each other.	Clarification as requested by public comment.		
20	77	Chapter 13/13.7	Intersection Grades	C. Added "may" to allow for design consideration if the two percent standard intersection slope cannot be achieved due to natural grades.	Clarification as requested by public comment.		
21	80	Chapter 13/13.9	Clear Site Triangles	A. <i>Obsstrutions</i> : Corrections made to clearance requirements to match current design requirements as recommended by the Traffic Engineer	Department Proposed clarrifcation.		
22	80	Chapter 13,13.9	Clear Site Triangles	B. Clariifcation and removal of figure. Figure conflicts with standard detail. Corrections made to clearance requirements to match current design requirements as recommended by the Traffic Engineer	Department Proposed clarrifcation.		
23	81	Chapter 13,13.9	Clear Site Triangles	C. Clariifcation and removal of figure. Figure conflicts with standard detail. Corrections as recommended by the Traffic Engineer	Department Proposed clarrifcation.		
24	82	Chapter 13,13.9	Clear Site Triangles	D. Corrections as recommended by the Traffic Engineer	Department Proposed clarrifcation.		



801 228th Avenue SE, Sammamish, Washington 98075-9509
Phone: 425-295-0500 • Fax: 425-295-0600 • www.sammamish.us

Application for Deviation From Public Works Standards (PWS)

Permit Number: _____
Applicant: _____
Applicant Address/Phone/Email: _____
Applicant Signature: _____
Project Name: _____
Project Address: _____
Associated Applications: _____

Instructions to Applicant:

Pursuant to Chapter 6, Section 6.2 of the 2016 Public Works Standards, deviations to the PWS may be authorized only upon submittal and approval of information, plans, and/or design data by the engineer which indicates that the requested deviation is: (1) Conform to the intent and purpose of the Sammamish Municipal Code, (2) based upon sound engineering judgment; (3) that requirements for safety, environmental considerations, function, appearance, and maintainability are fully met; and (4) the deviation is in the best interest of the public.

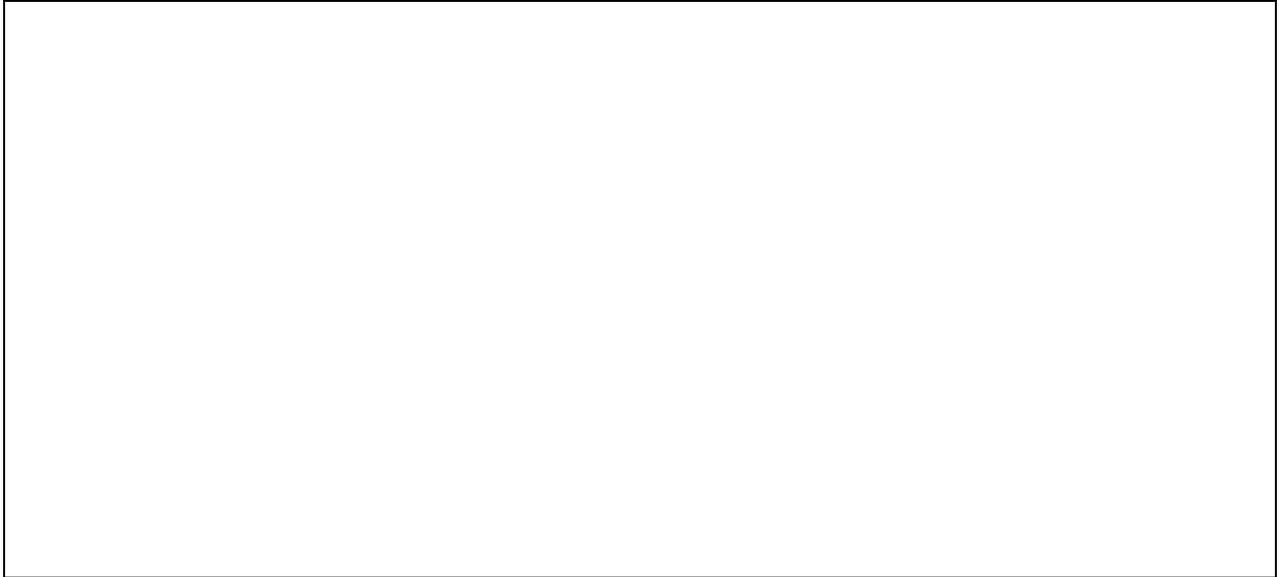
Please be sure to include all plans, sketches, photos and maps which may assist in complete review and consideration of this deviation request. Failure to provide all pertinent information may result in delayed processing or denial of your request.

All deviations must be approved by the Public Works Director in writing prior to the start of construction.

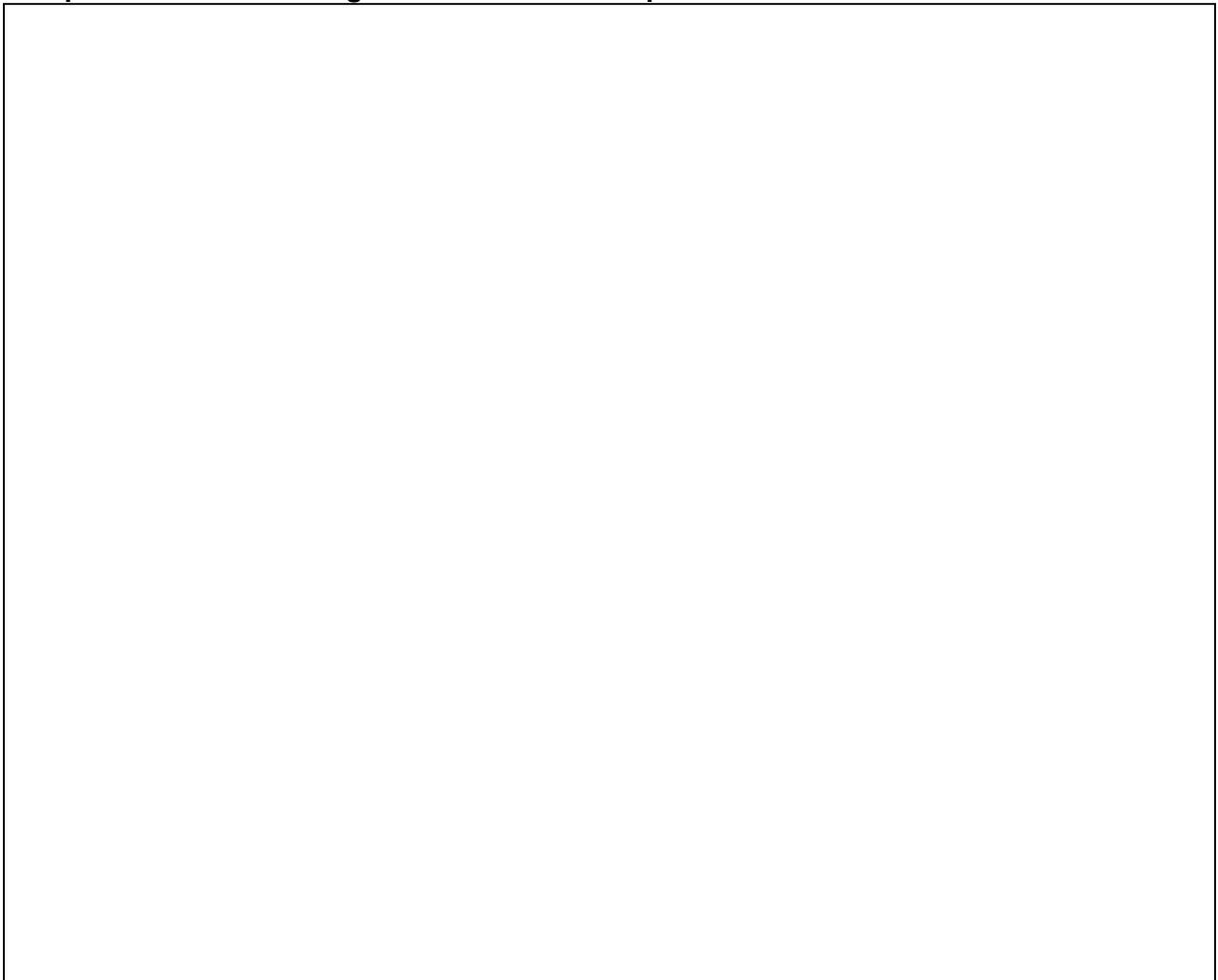
General Description of Deviation Request and Applicable PWS Standards:

Description of Unique Circumstances Justifying Deviation Request:

Exhibit 7

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Proposed Deviation Design and Detailed Description:

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Decision Section

Decision: **APPROVED / DENIED**

The applicant has / has not demonstrated that the proposed variance is in the public interest and that requirements for safety, function, fire protection, appearance, and maintainability based upon sound engineering judgment are fully met.

Summary of Basis for Decision:

Review and Authorization Signature

Development Review Engineer: _____

Date: _____

City Engineer: _____

Date: _____

Public Works Director: _____

Date: _____

