



City of Kenmore
City Council Regular Meeting
Agenda
Monday, September 22, 2025
7:00 PM

ZOOM - LINK: <https://kenmorewa-gov.zoom.us/j/81286563225>

Password: 092225

Telephone: Dial US: +1 253 215 8782

Webinar ID: 812 8656 3225

SIGN UP FOR VIRTUAL PUBLIC COMMENT HERE: kenmorewa.gov/publiccomment

REQUEST AN ACCOMMODATION HERE: kenmorewa.gov/accommodation

If you have technical difficulties accessing the meeting virtually, please contact the
Acting City Clerk at mkang@kenmorewa.gov.

Technical Difficulties - If the virtual component of the meeting disconnects, and we cannot resolve technical difficulties to reconnect the virtual component, the in-person meeting will continue at City Hall if there is a quorum of the body to conduct business.

1. CALL REGULAR MEETING TO ORDER - 7:00 PM

2. ROLL CALL

3. LAND ACKNOWLEDGEMENT

We acknowledge that the City of Kenmore is situated upon the ancestral lands of the Snohomish, Snoqualmie, Sauk-Suiattle, Duwamish, Stillaguamish, Tulalip, Suquamish, Muckleshoot, and other tribes who are part of the Coast Salish Peoples. We recognize and express our deepest respect for their enduring stewardship and profound relationship with this land, which they have cherished and protected since time immemorial. We honor the First Peoples, acknowledge their vibrant cultures, and commit ourselves to learning from their wisdom in our journey to promote justice, equity, and mutual understanding. We pledge to stand alongside these communities in acknowledging past injustices and working towards a future that respects and celebrates the diverse heritage of this land.

4. FLAG SALUTE

5. AGENDA APPROVAL

6. PROCLAMATIONS

- A) Falls Prevention Awareness Week - September 22-26, 2025
 - 1. Falls Prevention Awareness Week - September 22-26, 2025
- B) Domestic Violence Awareness Month - October 2025
 - 1. Domestic Violence Awareness Month - October 2025

7. WHERE'S THE FUN?

8. PUBLIC COMMENTS

Welcome to the Council's meeting. Please address your comments to the Mayor and Council. You'll have three minutes to speak. If there are more than 20 speakers, time will be reduced to two minutes per speaker. The Clerk will call your name when it's your turn. The Presiding Officer may choose to alternate between in-person and online comments. Please state your name and city of residence and keep within the allotted time. To make every person feel welcome and safe here, please refrain from booing, clapping, heckling, yelling, or other interruptions. Please note: Under Washington State law (RCW 42.17A.555), public comment time may not be used to support or oppose candidates or ballot measures. Thank you for keeping remarks focused on City business. The meeting is recorded for transparency. Thank you for being here, and for sharing your input respectfully.

- A) **VIRTUAL PUBLIC COMMENT PRE-REGISTRATION:** To provide public comments virtually, please fill out the [Virtual Public Comment Request Form](#) in advance of the meeting. The form opens Tuesdays at 12:00 Noon and closes Mondays at 12:00 Noon. You will be confirmed by the City Clerk's Office. If you are having difficulty, please reach out to the City Clerk's Office at clerks@kenmorewa.gov.

9. CONSENT AGENDA

- A) Approve the following Voucher Certification and Approval:
 - Total Check #s 56855 through 56930 totaling \$ 589,376.56
 - Total Payroll/Taxes/Flexible Spending/Retirement & Health Savings Account Electronic Deposits Dated 08/22/2025 in the amount totaling \$332,407.79
 - Total EFT Payment #s 1880 through 1887 total \$123,460.33
 - Total Wire Transfers totaling \$600,763.51
- 1. Voucher Certification & Approval 08/16/2025 - 08/29/2025
- B) Approve the City Council Regular Meeting Minutes of Monday, September 8, 2025.

1. City Council Regular Meeting Minutes of Monday, September 8, 2025 (added 9/16)
- C) Ratify the amendments to the 2021 King County Countywide Planning Policies by taking no action.
 1. Agenda Bill - Ratification
 2. Attachment - Transmittal Letter from King County
 3. Attachment 2 - King County Ordinance 19946
 4. Attachment - King County Staff Report
- D) Authorize the City Manager to execute Amendment No. 1 to Interlocal Agreement No. 25-C3175 with King County District Court.
 1. Agenda Bill - Contract No. 25-C3175 Amendment No. 1 (added 9/16)
 2. Attachment 1 - Contract No. 25-C3175 (added 9/16)
 3. Attachment 2 - Amendment No. 1 (added 9/16)
- E) Authorize City staff to apply for a Boundary Line Adjustment (BLA) for the property located at 7010 NE 181st Street, Kenmore, Washington (tax parcel 011410-0590), sign the BLA application, and take all necessary actions to process and close the sale of said property including, but not limited to, processing the BLA or executing easements to address the minor encroachments.
 1. Agenda Bill - Boundary Line Adjustment (added 9/16)
 2. Attachment 1 - Parcel Map (added 9/16)
- F) Authorize the Mayor to sign the letter supporting the Floodplain Enhancement and Recovery Act - S. 1564 to be submitted to the Committee on Banking, Housing, and Urban Affairs and take all actions necessary to submit the letter on behalf of the City. *(added 9/18)*
 1. Agenda Bill - Letter Supporting Floodplain Enhancement and Recovery Act - S. 1564 (added 9/18)
 2. Attachment 1 - Sign-On Letter Supporting (added 9/18)
 3. Attachment 2 - Floodplain Enhancement and Recovery Act - S. 1564 Fact Sheet (added 9/18)

10. BUSINESS AGENDA

- A) Fee in Lieu of Providing Affordable Housing Units for Residential Development in the R4 and R6 Zones, presented by Assistant City Manager/Community Development Director Debbie Bent, Principal Planner Todd Hall, and A Regional Coalition for Housing (ARCH) Staff, *for discussion and direction*
 1. Agenda Bill - Fee In Lieu
 2. Attachment 1 - Memo from ARCH, dated September 22, 2025
 3. Presentation (added 9/19)

B) Kenmore Municipal Code Title 12 Update, presented by Engineering Director John Vicente, *for discussion*

1. Agenda Bill - Title 12 Updates
2. Attachment A - Draft Ordinance No. 25-0627
3. Attachment B - Redline Changes to Title 12
4. Attachment C - Proposed Road Standards Red Lined
5. Attachment D - Changes to Road Standards (full list)
6. Presentation (added 9/22)

11. STAFF REPORTS

12. COUNCILMEMBER REPORTS & COMMENTS

13. ADJOURNMENT

UPCOMING MEETING SCHEDULE:

- A) Monday, October 13, 2025 7:00 PM – City Council Regular Meeting
Monday, October 20, 2025 7:00 PM – City Council Regular Meeting
Monday, October 27, 2025 7:00 PM – City Council Regular Meeting

NOTICE OF POTENTIAL QUORUMS

- A) [Click here for information about Potential Quorums of the City Council](#). Now found on the City website under City Council Meetings.

City of Kenmore, Washington Proclamation

WHEREAS, every person, regardless of age or stage in life, deserves wellness, independence, and stability; and

WHEREAS, falls remain the leading cause of injury and death, and the most common cause of nonfatal injuries and hospital admissions for trauma in those aged 65 and older; and

WHEREAS, the City of Kenmore is committed to raising public awareness and educating older adults, caregivers, families, and healthcare providers about fall risk factors and strategies for prevention; and

WHEREAS, research shows that many falls can be prevented through evidence-based interventions, regular physical activity, home safety modifications, routine health checkups—including vision and hearing—and by encouraging open conversations with family members and support networks; and

WHEREAS, Falls Prevention Awareness Week serves as an opportunity for individuals, families, and organizations to learn effective fall prevention strategies and create safer, more supportive environments in the home and around the community; and

WHEREAS, the City of Kenmore stands with community partners and organizations to reduce fall risks, empower older adults to live confidently, and promote healthy aging without fear of falling.

NOW THEREFORE, I, Nigel Herbig, Mayor of the City of Kenmore, on behalf of the City Council, do hereby proclaim **SEPTEMBER 22-26, 2025** to be **FALLS PREVENTION AWARENESS WEEK** throughout the City of Kenmore.

IN WITNESS WHEREOF, signed this 22nd day of September 2025.

Signed: _____ Attested: _____
Nigel Herbig, Mayor Michelle Kang, Acting City Clerk

City of Kenmore, Washington Proclamation

WHEREAS, domestic violence is a pervasive crime that affects people of all races, ages, gender identities, and socio-economic backgrounds, and causes devastating and lasting harm to survivors, children, families, and the wider community; and

WHEREAS, domestic violence continues to be one of the most underreported crimes in the nation, creating profound physical, emotional, and financial consequences for those impacted; and

WHEREAS, the City of Kenmore remains committed to ending domestic violence and its destructive effects, working toward a future where every person can live in safety, dignity, and healthy relationships; and

WHEREAS, the Kenmore City Council honors and uplifts survivors, recognizing their courage in breaking free from abuse and their strength in the journey of healing and rebuilding their lives; and

WHEREAS, in solidarity, the City encourages residents to stop by City Hall to pick up purple LED lights and display them throughout October as a visible sign of awareness, unity, and support for survivors of domestic violence; and

WHEREAS, together as a community, we can foster hope, resilience, and change by supporting prevention efforts, promoting education, empowering all individuals to speak out against abuse. We as a Council and as a city commit to a community free from violence.

NOW THEREFORE, I, Nigel Herbig, Mayor of the City of Kenmore, on behalf of the City Council, do hereby proclaim **OCTOBER 2025** to be **DOMESTIC VIOLENCE AWARENESS MONTH** throughout the City of Kenmore.

IN WITNESS WHEREOF, signed this 22nd day of September 2025.

Signed: _____ Attested: _____
Nigel Herbig, Mayor Michelle Kang, Acting City Clerk



Voucher Certification & Approval

City of Kenmore

DATE RANGE: 08/16/2025 through 08/29/2025

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the City of Kenmore and that I am authorized to authenticate and certify to said claim. The following checks and electronic payments are approved for payment:

Total EFT Payments: #1880 through 1887	123,460.33
Total Checks: #56855 through 56930	589,376.56
Total Payroll EFT & Bank Drafts: Payroll/Taxes/FSA/HSA/Retirement/Life Ins.; Dated 08/22/2025	332,407.79
Total Wire Transfers:	600,763.51

Stephanie Lucas

Sep 4, 2025

Interim City Manager / Date

Melinda Merrill

Sep 4, 2025

Finance Director / Date

Vendor Name	Payment Number	Payment Date	Description (Item)	Amount
JACOBS ENGINEERING GROUP	1880	08/29/2025	T38 Lower Swamp Crk Bridge Replacement	73,792.84
KBA INC.	1881	08/29/2025	T221 61st Ave NE Sidewalk Replacement 25-C3147	26,692.27
U.S. BANK PURCHASE CARDS	1882-1887	08/29/2025	Subscriptions, Conferences, Training, Vehicle Maint, Software, Computers & Accessories, Summer Concerts, Summer Movies, 4th of July	22,975.22
AFLAC	56855	08/22/2025	Employee Medical/Disability Plans	32.89
AWC EMPLOYEE BENEFIT TRUST/VIMLY	56856	08/22/2025	Employee Health Insurance	111,045.22
VOID	56857	08/22/2025	VOID	-
DEPARTMENT OF LABOR AND INDUST	56858	08/22/2025	City of Kenmore	8,098.33
VOID	56859	08/22/2025	VOID	-
VOID	56860	08/22/2025	VOID	-
ESD - LTC	56861	08/22/2025	Long Term Care Fund	2,672.53
ESD - PFML	56862	08/22/2025	Paid Family & Medical Leave	5,522.97
VOID	56863	08/22/2025	VOID	-
NATIONAL LIFE INSURANCE CO.	56864	08/22/2025	Life Insurance	37.50
4LEAF INC	56865	08/29/2025	Jul 2025 4Leaf 25-C13127	3,645.64

Vendor Name	Payment Number	Payment Date	Description (Item)	Amount
ACORN CONSULTING LLC	56866	08/29/2025	Aug 2025 Consulting Svcs 25-C3105	6,000.00
AGORA REFRESHMENTS	56867	08/29/2025	Jul & Aug 2025 Filtered Water CH, PW Shop	396.38
ALEX TREE SERVICE LLC	56868	08/29/2025	T44 61st Sidewalk Replacement Project	10,524.10
AM TEST, INC	56869	08/29/2025	Swim Beach Monitoring A25H0025-01 to -06 & A25G0579-01 to -06	420.00
AMERICALL	56870	08/29/2025	Jul 2025 Aftr Hours Call Out Svcs	86.83
AMERICALL	56870	08/29/2025	Jul 2025 Aftr Hours Call Out Svcs	86.83
ARMSTRONG SERVICES	56871	08/29/2025	Janitorial Svcs Hangar, PW Office, City Hall	9,919.17
AURORA RENTS	56872	08/29/2025	Forklift Rental & Contech Filters Lift Rental CH	1,136.59
BADGER DAYLIGHTING CORP	56873	08/29/2025	T44 61st Sidewalk Replacement Project	3,145.33
BCN TELECOM, INC.	56874	08/29/2025	City Hall Phones	1,052.15
BEAVERS NORTHWEST	56875	08/29/2025	Feb-Mar 2025 Consulting 25-C3101	9,386.79
CANON FINANCIAL SERVICES, INC.	56876	08/29/2025	Aug 2025 Copier Rental 2nd Floor	266.32
CHICAGO TITLE	56877	08/29/2025	Mailing Labels for PRJ23-0040 & PRJ25-0006	6.20
CONFLUENCE ENVIRONMENTAL CO	56878	08/29/2025	Mitigation Monitoring/Stewardsip	5,875.75
COSTAR REALTY INFORMATION INC	56879	08/29/2025	CD Computer Software, CMO Subscriptions	947.72
E SQUARED SYSTEMS, LLC	56880	08/29/2025	Boathouse Fire Alarm Monitoring Annual Subscr.	595.08
H.D. FOWLER COMPANY	56881	08/29/2025	Part for SR522, ROW & W Samm Bridge Irrigation	1,568.87
HILLIS CLARK MARTIN & PETERSON P.S.	56882	08/29/2025	Legal for Lakepointe	995.00
JAMES E SAUERS	56883	08/29/2025	400 Gallon Tank Snow & Ice Operations	3,394.50
KIMLEY HORN AND ASSOCIATES, INC.	56884	08/29/2025	Jul 2025 Professional Svcs 25-C3134	5,497.50
KING COUNTY FINANCE	56885-7	08/29/2025	KC Discretionary Svcs, Road Maintenance, Inspections	22,868.67
LANGUAGE LINE SERVICES, INC.	56888	08/29/2025	Telecommunications	816.65
MATRIX CONSULTING GROUP, LTD	56889	08/29/2025	Dev Services Fee Study 25-C3106	7,200.00
MINUTEMAN PRESS	56890	08/29/2025	Finanace/DS Business Cards, 4th of July Mailings	562.34
MOJO STRATEGIES	56891	08/29/2025	Outsourced KAPE Communications	2,446.25
NAMI EASTSIDE	56892	08/29/2025	Q2/2025 Comm. Mental Health Education 25-C3121	1,250.00
NORTHSHORE SENIOR CENTER	56893-5	08/29/2025	Q1&Q2/2025 Adult Day Health, Contribution 25-C3123 & Transportation	33,500.00
OFFICE DEPOT	56896	08/29/2025	Misc. Office Supplies	91.90
VOID	56897	08/29/2025	VOID	-
OFFICE DEPOT	56898	08/29/2025	Misc. Office Supplies	85.50
VOID	56899	08/29/2025	VOID	-
OFFICE DEPOT	56900	08/29/2025	Misc. Office Supplies	222.15
VOID	56901	08/29/2025	VOID	-
OLSON BROTHERS PRO VAC LLC	56902	08/29/2025	Vactor Jetting Assist for Irr. Repairs SR522	908.44
O'REILLY/FIRST CALL	56903	08/29/2025	Fleet Supplies - Streets	11.01

Vendor Name	Payment Number	Payment Date	Description (Item)	Amount
PARAMETRIX INC	56904	08/29/2025	Jul 2025 Proffesional Svcs 24-C3013, 24-C3075	19,692.78
PAWS	56905	08/29/2025	Jul 2025 Animal Sheltering Svcs 10-C873	1,428.00
PREMIER MEDIA GROUP	56906	08/29/2025	FindKenmore & Oktoberfest Paid Ads	505.00
PUGET SOUND ENERGY	56907	08/29/2025	Streetlight Collective	25,675.20
QUADIENT FINANCE USA INC	56908	08/29/2025	Jul-Aug 2025 Postage	1,051.55
RONALD TANG	56909	08/29/2025	Technology & CC Fees Refund	16.85
SCORE	56910	08/29/2025	Jul 2025 Detention Svcs Services Contract 19-C2113	22,971.17
SEATTLE RECONOMY	56911	08/29/2025	Small Tools	500.00
SISKUN POWER EQUIPMENT	56912	08/29/2025	Small Tool Maintenance, Chainsaw Repair, Hedge Trimmer Re	978.88
SNOHOMISH COUNTY	56913	08/29/2025	Drainage maintenance Disposal	2,935.00
SPECIALTY DOOR SERVICE, INC.	56914	08/29/2025	City Hall Garage Door Repair	1,052.88
STAPLES	56915	08/29/2025	Maintenance Supplies	1,301.88
SUNBELT RENTALS	56916-18	08/29/2025	Cable Locator Rental, Trash Pump Rental, Chipper Rental	1,330.51
TOTAL LANDSCAPE CORP	56919	08/29/2025	Landscape Maintenance	5,034.59
TRICO COMPANIES LLC	56920	08/29/2025	Contractor 25-C3136	206,213.35
TUBE ART DISPLAYS, INC	56921	08/29/2025	Initial Design for WA St. Tourism Regeneration	2,383.63
U.S. BANK	56922-5	08/29/2025	W&W & PWOC Bond Fiscal Agent Fees - 2016 Issue & 2021 Issue	1,436.99
ULINE	56926	08/29/2025	Outreach - PSSH Buckets	173.99
US POSTAL SERVICE	56927	08/29/2025	Postage 2025 Fall Quarterly Newsletter	2,583.38
WASHINGTON STATE DEPT OF ECOLOGY	56928	08/29/2025	NPDES Permit	20,522.00
WESTERN ENTRANCE TECHNOLOGY, LLC	56929	08/29/2025	Hangar Door Repair	617.12
WM CORPORATE SERVICES INC.	56930	08/29/2025	Sweeper Dump Fees	8,652.71
MISSION SQUARE / 109964	DFT0002806-7	08/22/2025	City of Kenmore 401a & 401a Loan	31,409.86
DRS 457	DFT0002808-09	08/22/2025	DRS 457 Deferred Comp	831.50
MISSION SQUARE 457 / 304745	DFT0002810-13	08/22/2025	ICMA 457 Deferred Comp	7,469.96
NAVIA HSA	DFT0002814	08/22/2025	Employee Health Savings Contribution	250.76
LINCOLN NATIONAL LIFE INSURANCE	DFT0002815-16	08/22/2025	Life Ins/ADD & LTD	2,617.54
PERS DEPT OF RETIREMENT SYSTEMS	DFT0002817-24	08/22/2025	Public Employees Retirement	32,159.31
NAVIA FSA	DFT0002825	08/22/2025	Employee Flexible Spending Account	895.37
BANNER BANK 941 DEPOSIT	DFT0002826	08/22/2025	Federal Withholding	41,662.28
PAYROLL	Electronic Dep.	08/22/2025	Direct Deposit	215,111.21
CHICAGO TITLE	Wire Transfer	08/27/2025	Land Purchase: Tax Parcel # 563150-0860	600,763.51
Grand Total:				1,646,008.19



Vendor Purchasing Report

For Date Range 01/01/2025 - 08/29/2025

City of Kenmore, WA

2S DESIGN BUILD LLC	143,408.50
4IMPRINT	193.89
4LEAF INC	17,343.02
A & A LIMOUSINE & BUS SERVICE	6,916.00
A1 LANDSCAPING AND CONSTRUCTION, INC	749,033.94
ABS VALUATION	1,800.00
ACORN CONSULTING LLC	34,500.00
ADVANCE TESTING & SERVICE INC	2,090.00
AFLAC	263.12
AFRICANS ON THE EASTSIDE	1,500.00
AGORA REFRESHMENTS	1,651.59
AJ AND ASSOCIATES LLC	400.00
ALEX TREE SERVICE LLC	10,524.10
ALL CLIMATE HEATING AND AIR	335.27
ALLAN FRANCA VIDEOGRAPHER	350.00
ALPHAGRAPHICS	827.57
ALWAYS ACTIVE SERVICES LLC	57,548.25
AM TEST, INC	4,530.00
AMADOR FARMS	1.00
AMERICALL	1,530.94
AMERICAN GENERAL LIFE GPO/400S	1,762.64
AMERICAN PUBLIC WORKS ASSOCIATION	2,015.00
AMERICAN TRAFFIC SOLUTIONS INC	306,470.14
AMY'S ARITISTIC EXPRESSIONS	1,995.00
ANCHOR QEA, LLC	1,294.72
ANNA ARNOTT	137.00
ANSER ADVISORY CONSULTING, LLC	42,103.00
APWA/WA CHAPTER	1,650.00
AQUATECHNEX LLC	24,591.18
ARMSTRONG SERVICES	79,353.36
ARTS OF KENMORE	1,980.00
ASPECT CONSULTING LLC	787.50
ASSOCIATION OF WA CITIES	23,715.88
ATHINA ABRAHAM	150.00
AURORA RENTS	3,140.23
AWC EMPLOYEE BENEFIT TRUST/VIMLY	847,386.22
AZTECA SYSTEMS, LLC	46,065.54
BADGER DAYLIGHTING CORP	3,145.33
BANNER BANK 941 DEPOSIT	620,057.72
BASTYR UNIVERSITY	50,250.00
BCN TELECOM, INC.	8,263.42
BEAVERS NORTHWEST	9,386.79
BECKWITH CONSULTING GROUP	44,180.00
BERNICE CARBAUGH	9,642.80
BIZDIVERSITY	500.00
BLUE WAVE BAND	1,600.00
BOTHELL KENMORE CHAMBER OF COMMERCE	6,500.00
BOUNCE HOUSE LLC	1,998.15
BRIGHT SPARK EARLY LEARNING SERVICES	600.00
Bud Clary Dodge/Chevrolet	51,863.98
BUILDERS EXCHANGE OF WASHINGTON INC	238.05
BULGER SAFE & LOCK, INC.	986.31
CALPORTLAND COMPANY	530.90
CANON FINANCIAL SERVICES, INC.	2,130.56
CAPITAL ONE TRADE CREDIT/MCLENDON	89.22
CAPITOL CITY PRESS INC	550.97
CASCADE PEST CONTROL	1,180.88
CEDAR GROVE COMPOSTING, INC.	2,400.57
CENTER FOR HUMAN SERVICES	28,253.00
CENTRICITY GIS, LLC	26,781.25
Chandler Smith	171.43
CHICAGO TITLE	34.80
CHICAGO TITLE COMPANY OF WASHINGTON	1,500.00
CITY OF BELLEVUE	175,675.35
CITY OF KENT	575.00
CITY OF KIRKLAND	31,828.50

CITY OF LAKE FOREST PARK	83,861.00
CITY OF MAPLE VALLEY	1,779.02
CITY WIDE FENCE COMPANY, INC	5,642.24
CIVICPLUS LLC	10,433.67
CLEARVIEW NURSERY, INC.	738.04
CODE PUBLISHING COMPANY	4,315.85
COMCAST	10,972.14
COMCAST BUSINESS	8,558.38
COMMANDLINK	22,205.47
CONFLUENCE ENVIRONMENTAL COMPANY	39,068.65
CONSOLIDATED PRESS	10,999.99
CONVERGINT TECHNOLOGIES	1,369.79
CORINA PFEIL	120.00
COSTAR REALTY INFORMATION INC	7,581.76
COSTCO	65.00
CREATION ORGANICS, LLC	2,301.19
CREATIVE HOUSE BRANDING	679.00
CUSTOMINK LLC	2,613.72
CWA CONSULTANTS, PS	25,340.00
D.P. NICOLI, INC.	616.78
DAILY JOURNAL OF COMMERCE	3,948.50
DAMODAR NAGANDLA	1,447.73
DAVID JONES	244.11
DAVID MAN CHE CHAN	150.00
DAVID ORR	2,143.40
DAVID TALLENT	40.00
DEERE & COMPANY	8,115.62
DEPARTMENT OF COMMERCE	115,295.96
DEPARTMENT OF LABOR AND INDUSTRIES	54,017.48
DIVERSIFIED	10,417.00
DOMESTIC ABUSE WOMENS NETWORK	2,500.00
DREW MARTIN	4,000.00
DRS 457	13,935.50
DTG RECYCLE	42,912.65
E SQUARED SYSTEMS, LLC	1,300.36
EBIX, INC.	177.86
ELECTRONIC BUSINESS MACHINES	1,684.02
ELNAH JORDAN	3,500.00
ELYON MAINTENANCE, INC.	115,872.75
ENVIRONMENTAL SYSTEMS RESEARCH INST	21,309.37
ERIC LONG	130.40
ESD - LTC	20,158.66
ESD - PFML	43,358.87
ESD - UI TAX ADMINISTRATION	6,211.60
EVERMARK, LLC	307.70
EXPLOREN BORGEN LLC	3,200.00
FACET NW, INC.	60,475.09
FERGUSON CONSULTING	50,000.00
FERGUSON WATERWORKS #3156	2,875.62
FIRE PROTECTION, INC	5,537.81
FLEMINGS HOLIDAY LIGHTING LLC	1,139.60
FLYNN BEC LP	4,204.13
FOOTPRINT PROMOTIONS	435.29
FOURTEN CREATIVE	3,570.80
FRANKLIN COVEY	20,201.78
FUELCARE	3,300.32
GALLO, ELHAM	442.49
GAMES2U	854.00
GAYLEN SAUVE	600.00
GAYLYNN BRIEN	360.00
GCP WW HOLDCO, LLC	6,109.05
GMP CONSULTANTS LLC	25,575.65
GORDON THOMAS HONEYWELL	32,550.00
GOVERNMENT FINANCE OFFICERS ASSOC	225.00
GRAINGER	577.58
GRAND EVENT RENTALS	18,936.24
GRANICUS	7,302.76
GREAT FLOORS LLC	2,534.60
GYANCARLO GARCIA	848.97
H.D. FOWLER COMPANY	9,232.51
HARPER'S PLAYGROUND	1,776.00
HAWK EQUIPMENT SERVICES INC	1,212.22
HDR ENGINEERING, INC	8,768.50
HEALTH MANAGEMENT ASSOCIATES INC	9,392.50

HEIDELBERG MATERIALS	2,025.24
HERRERA ENVIRONMENTAL CONSULTANTS	16,680.95
HESTON PHOTOGRAPHY	2,074.41
HHX, LLC	1,811.51
HILLIS CLARK MARTIN & PETERSON P.S.	8,895.92
HIMA NURSERY, INC.	6,491.38
HOLMBERG COMPANY	3,357.73
HOME DEPOT CREDIT SERVICES	4,518.22
HONEY BUCKET	7,443.16
HORIZON DISTRIBUTORS INC	6,497.46
HOUSING CONNECTOR	2,500.00
HRA VEBa TRUST	47,716.87
HUNTINGTON TECHNOLOGY FINANCE	24,221.71
ICAP TRUST	7,500.00
ICLEI	1,200.00
INSLEE, BEST, DOEZIE & RYDER, P.S.	282,820.06
INTEGRA REALTY RESOURCES - SEATTLE	8,000.00
INTERNATIONAL INSTITUTE OF MUNICIPAL CLERKS	370.00
IRUM YASIR BUTT	250.00
ISABELLE MAADI	490.92
IVONNE CASTRO	150.00
iWORQ SYSTEMS	2,800.00
JACOBS ENGINEERING GROUP	334,253.15
JAMES E SAUERS	3,394.50
JANET RAYOR	675.00
JANET SHAW	103.00
JASON RICHARD SPERLING	250.00
JET CITY PRINTING	884.69
KBA INC.	91,894.18
KELLEY PORTER	248.00
KENDALL FORD OF MARYSVILLE	52,050.68
KENMORE ELEMENTARY PTA	3,750.00
KENMORE HERITAGE SOCIETY	2,500.00
KENMORE LINK LLC	7,500.00
KENMORE MIDDLE SCHOOL	8,000.00
KENMORE SENIOR CENTER	7,812.50
KEY CODE MEDIA, INC.	1,025.47
KIMLEY HORN AND ASSOCIATES, INC.	44,759.00
KING COUNTY BAR ASSOCIATION	200.00
KING COUNTY FINANCE	250,125.15
KING COUNTY FINANCE	3,429.24
KING COUNTY FINANCE	8,145.94
KING COUNTY FINANCE W.L.R.D.	9,533.00
KING COUNTY MUNICIPAL CLERKS ASSOC	60.00
KING COUNTY POLICE CHIEFS ASSOCIATION	50.00
KING COUNTY RECORDER'S OFFICE	305.50
KING COUNTY REGIONAL HOMELESSNESS AUTHORITY	47,666.00
KING COUNTY SHERIFF	2,618,260.31
KING COUNTY TREASURY	89,856.51
KITTRICH CORP	863.97
KPFF CONSULTING ENGINEERS	374,948.79
LAKE CITY PARTNERS ENDING HOMELESSNESS	50,000.00
LANGUAGE LINE SERVICES, INC.	862.92
LIGHTHOUSE CONSULTING INC	114,955.35
LINCOLN NATIONAL LIFE INSURANCE	19,801.86
LOUDEDGE, INC.	95.00
MACDONALD MILLER FACILITY SOLUTIONS	7,842.93
MARINE FLOATS CORPORATION	7,599.33
MARY MILLER STEPHENS	7,500.00
MATRIX CONSULTING GROUP, LTD	11,800.00
McGRATH HUMAN RESOURCES GROUP	4,000.00
MCKINSTRY	11,295.50
MELANIE O'CAIN	657.00
MICHAEL CHAMBERLAIN	189.60
MICHELLE KANG	79.16
MINAL GUHE	400.00
MINUTEMAN PRESS	21,397.73
MISSION SQUARE / 109964	511,250.18
MISSION SQUARE 457 / 304745	130,661.36
MISSY RAINES	4,000.00
MOJO STRATEGIES	2,446.25
MOORLANDS GROVE, LLC	7,500.00
MORGAN SOUND INC	4,900.10
MORGAN STANLEY CAPITAL MANAGEMENT LLC	10,000.00

MORUP SIGNS, INC.	1,768.72
MSR COMMUNITIES LLC	7,500.00
MSR KENMORE CREEK HOMES	7,500.00
MSR TRI AT INGLEWOOD LLC	7,500.00
NAMI EASTSIDE	4,687.50
NARWHAL MET, LLC	2,975.00
NATIONAL BARRICADE CO., LLC	5,014.17
NATIONAL LIFE INSURANCE CO.	300.00
NATIONAL SCLERODERMA FOUNDATION	150.00
NAVIA FSA	27,871.19
NAVIA HSA	12,762.92
NELSON ELECTRIC, INC.	9,811.99
NELSON TRUCK EQUIPMENT CO	4,805.74
NIGEL HERBIG	1,458.91
NIKHIL PATNE	250.00
NORTH AMERICAN SAFETY, INC.	2,588.00
NORTH PACIFIC HOMES LLC	29,369.40
NORTHSHORE PARK & REC SERVICE AREA	2,720.00
NORTHSHORE SCHOOL DISTRICT	596,994.95
NORTHSHORE SCHOOLS FOUNDATION	750.00
NORTHSHORE SENIOR CENTER	35,062.50
NORTHSHORE UTILITY DIST	102,392.45
NORTHSHORE YOUTH SOCCER ASSOC.	55.00
NORTHWEST ARBORICULTURE LLC	17,837.40
NORTHWEST TROPHY	118.47
NUHSA	1,871.00
OFFICE DEPOT	5,703.75
OLBRECHTS & ASSOCIATES, PLLC	2,443.50
OLSON BROTHERS PRO VAC LLC	45,349.32
OLYMPIC ENVIRONMENTAL RESOURCES INC	28,458.12
OLYMPIC NURSERY INC	4,405.25
OPEN DOORS FOR MULTICULTURAL FAMILIES	2,500.00
O'REILLY/FIRST CALL	441.85
OSBORN CONSULTING INC.	130,228.62
OUR FAMILY FARM	22.00
OUTCOMES BY LEVY, LLC	10,200.00
PACE ENGINEERS, INC.	75,396.00
PACIFIC AIR CONTROL, INC.	16,525.58
PACIFIC TOPSOILS	6,758.73
PANE'N THE GLASS WINDOW CLEANING LLC	1,100.00
PARAMETRIX INC	345,413.74
PARDALIS GROUP III LLC	3,500.00
PARKROSE/McLENDONS HARDWARE	450.27
PARMA POST & POLE, INC.	1,027.06
PAWS	4,661.00
PENDLETON CONSULTING LLC	9,348.00
PERFORMANCE SYSTEMS INTEGRATION LLC	326.21
PERS DEPT OF RETIREMENT SYSTEMS	652,981.75
PETTY CASH CUSTODIAN	35.26
PLYWOOD SUPPLY	195.01
PREMIER MEDIA GROUP	505.00
PRIME HOMES LLC	7,500.00
PROCOM LLC	122.00
PSR MECHANICAL, LLC	4,640.56
PUGET SOUND CLEAN AIR AGENCY	5,845.75
PUGET SOUND EMERGENCY RADIO NETWORK OPERATOR	3,369.60
PUGET SOUND ENERGY	291,014.52
PUGET SOUND FINANCE OFFICERS ASSOC	80.00
PUGET SOUND PLANTS	1,787.31
PULTEGROUP	7,500.00
QUADIENT FINANCE USA INC	3,883.49
QUADIENT LEASING USA, INC.	1,291.54
RAKESH CHAKARI MALLAREPPA	250.00
RAMEZ DEBBAS	12,511.86
RECLAIM LAND MANAGEMENT LLC	1,309.20
REGIONAL ANIMAL SERVICES OF KC	8,423.00
REGIONAL CRISIS RESPONSE AGENCY	104,066.50
REPUBLIC SERVICES #172	16,310.84
RISAN ATHLETICS, INC.	1,157.05
RM HOMES LLC	7,500.00
ROADWAY MANAGEMENT TECHNOLOGIES LLC	23,142.00
ROMAN YEROKHIN	6,051.20
RONALD TANG	16.85
ROOPCHAND NARKEDAMILI	125.00

ROSS MAYER	109.66
SAGACITY MEDIA, INC.	1,200.00
SAMANTHA LOYUK	143.00
SAMUEL RODRIGUEZ	210.00
SARAH ROBERTS	95,414.45
SCHINDLER ELEVATOR CORPORATION	3,173.24
SCORE	120,120.48
SEATTLE PUMP & EQUIPMENT CO	4,853.35
SEATTLE RECONOMY	500.00
SEATTLE TIMES	10,308.65
SEATTLE'S CHILD	3,550.00
SELENA FITCH	885.05
SELLEN CONSTRUCTION COMPANY, INC.	8,649.60
SENTINEL OFFENDER SERVICES, LLC	609.50
SHANNON & WILSON, INC.	1,800.00
SHERI GRIMES	40.00
SHERWIN WILLIAMS CO.	1,466.03
SHI INTERNATIONAL CORP.	49,212.56
SHIELD OF ARMOR SAFETY LLC	1,532.50
SHORELINE FIRE DEPT	300.00
SHRED IT, C/O STERICYCLE, INC>	910.02
SIGN CONNEXTION LLC	5,070.97
SISKUN POWER EQUIPMENT	5,068.31
SITESCAPES, INC.	2,790.00
SNOHOMISH COUNTY	15,247.00
SOFTWAREONE, INC.	663.29
SOMERSAULT WELLNESS LLC	3,300.00
SOUND SAFETY PRODUCTS CO.	361.60
SP & CO/SUSSMAN PREJZA & CO	7,250.00
SPECIALTY DOOR SERVICE, INC.	1,447.40
STAPLES	18,591.83
STATE AUDITOR'S OFFICE	14,535.95
STATE OF WA DEPT. OF LICENSING	1.60
STEPHANIE LUCASH	322.00
STEVE GOEWEY	752.89
STEWART MACNICHOLS HARMELL, INC.	35,000.00
SUNBELT RENTALS	2,304.96
SUPERION, LLC	2,672.90
T MOBILE USA, INC.	13,450.46
TARA DUNFORD	1,121.25
TASTAD CONSTRUCTION INC	199,338.20
TERI KILLGORE	1,288.45
THE LODGE AT ST. EDWARD PARK	5,081.82
THE ORIGINAL POOP BAGS	1,419.89
THOMCO CONSTRUCTION, INC.	50,000.00
TOASTMASTERS INTERNATIONAL	250.00
TOTAL LANDSCAPE CORP	160,576.23
TOURNESOL SITEWORKS, LLC	2,589.70
Town and Country Fence Inc.	20,740.84
TRICO COMPANIES LLC	206,213.35
TRUGREEN	2,859.66
TRUSTEES OF THE HAMLINE UNIVERSITY OF MINNESOTA	2,206.11
TUBE ART DISPLAYS, INC	2,383.63
TYLER TECHNOLOGIES, INC.	1,212.65
U.S. BANK	1,436.99
U.S. BANK N.A. / CUSTODY	404.00
U.S. BANK PURCHASE CARDS	196,211.77
ULINE	2,196.15
UNITED RENTALS NW, INC	2,215.01
UPS STORE KENMORE	364.95
URBAN ACCESSORIES, INC.	3,960.59
US POSTAL SERVICE	7,275.84
UTILITIES UNDERGROUND LOCATION CTR	1,664.88
V2WORKS	3,135.00
VAUGHAN, KENT	1,382.24
VECA ELECTRIC & TECHNOLOGIES, LLC	43,021.00
VERIZON WIRELESS	350.30
VINIT KELKAR	250.00
WA ASSOC OF BUILDING OFFICIALS	290.00
WA CITIES INSURANCE AUTHORITY	907,745.00
WA STATE DEPT OF ENTERPRISE SVCS	12,761.16
WA STATE DEPT OF LABOR & INDUSTRIES	398.40
WA STATE DEPT OF TRANSPORTATION	2,073.77
WA STATE DEPT OF TRANSPORTATION	43.54

WAGNER ARCHITECTS	534,459.40
WALTER E. NELSON CO.	1,492.37
WASHINGTON ASSOCIATION OF CONSERVATION DISTRICT	1,759.31
WASHINGTON AUDIOLOGY SERVICES, INC.	1,163.40
WASHINGTON AUTISM ALLIANCE	1,000.00
WASHINGTON CITY/COUNTY MGMT ASSOC	2,285.00
WASHINGTON STATE DEPARTMENT OF ECOLOGY	35,458.00
WASHINGTON STATE OFFICE CASH MGMT	689.50
WASHINGTON STATE TREASURER	3,051.76
WEST COAST PLUMBING AND HEATING, INC.	823.20
WESTERN DISPLAY FIREWORKS, LTD.	32,000.00
WESTERN ENTRANCE TECHNOLOGY, LLC	1,223.22
WESTLAKE HARDWARE WA-153	3,288.70
WM CORPORATE SERVICES INC.	36,071.29
WONDERLAND CHILD & FAMILY SERVICES	500.00
WOODINVILLE FARMERS MARKET	12,500.00
WSDOT/LTAP CENTER	525.00
XEROX CORPORATION	4,560.48
XYLEM LLC	5,643.91
YOU LEE KIM	150.00
ZACHARY SERLETH	3,000.00
ZESBAUGH, INC.	1,542.80
ZIPLY FIBER	6,666.91
ZONAR SYSTEMS	544.56
ZUMAR	311.63

Vendor Set Vendor Set 01 Total:	15,533,515.37
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2025-09-29 Voucher List for Approval

Final Audit Report

2025-09-04

Created:	2025-09-04
By:	Jenilee Knox (jknox@kenmorewa.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAA2QzJ3_G8fwsUvnERrVDfY6MA2g-e5uGM

"2025-09-29 Voucher List for Approval" History

-  Document created by Jenilee Knox (jknox@kenmorewa.gov)
2025-09-04 - 10:28:48 PM GMT
-  Document emailed to Melinda Merrell (mmerrell@kenmorewa.gov) for signature
2025-09-04 - 10:29:53 PM GMT
-  Email viewed by Melinda Merrell (mmerrell@kenmorewa.gov)
2025-09-04 - 10:30:34 PM GMT
-  Document e-signed by Melinda Merrell (mmerrell@kenmorewa.gov)
Signature Date: 2025-09-04 - 10:30:43 PM GMT - Time Source: server
-  Document emailed to Stephanie Lucash (slucash@kenmorewa.gov) for signature
2025-09-04 - 10:30:45 PM GMT
-  Email viewed by Stephanie Lucash (slucash@kenmorewa.gov)
2025-09-04 - 11:24:37 PM GMT
-  Document e-signed by Stephanie Lucash (slucash@kenmorewa.gov)
Signature Date: 2025-09-04 - 11:24:47 PM GMT - Time Source: server
-  Agreement completed.
2025-09-04 - 11:24:47 PM GMT

**City of Kenmore
City Council Meeting
Regular Meeting Minutes
Monday, September 8, 2025**

These minutes are created to capture Council action. This is not a verbatim transcript. Meeting video is available on the [City YouTube channel](#). Attachments are available on the [CivicClerk Agenda Management Portal](#).

PRESENT:

Councilmembers: Mayor Nigel Herbig
Deputy Mayor Melanie O’Cain
Councilmember Joe Marshall
Councilmember Debra Srebnik
Councilmember Valerie Sasson
Councilmember Jon Culver
Councilmember Nathan Loutsis

Staff: City Manager Teri Killgore
Deputy City Manager Stephanie Lucash
City Attorney Dawn Reitan
Acting City Clerk Michelle Kang
Events and Volunteer Coordinator Alison Jenkins
Engineering Director John Vicente
Civil Engineer Lucas Fowler
Development Services Director Samantha Loyuk
Code Compliance Officer Kaitlin Grimm
Permit Coordinator Tessa Sithat
Senior Building Plans Examiner Brendan Bray
Finance & Administration Director Melinda Merrell

Speaking Guests: Brook Buettner, Proclamation Recipient

Public Comments Speaking Guests:
Janet Hays, Kenmore Resident
Stacey Valenzuela, Kenmore Resident
Jim Myers, Kenmore Resident
Elizabeth Mooney, Kenmore Resident
John Hendrickson, Kenmore Resident

CALL REGULAR MEETING TO ORDER

Mayor Herbig called the regular meeting to order at 7:00 PM.

LAND ACKNOWLEDGEMENT

Mayor Herbig read the Land Acknowledgement Honoring First Peoples.

FLAG SALUTE

Mayor Herbig led the Council in the Pledge of Allegiance.

AGENDA APPROVAL

The agenda was approved as presented.

PROCLAMATIONS

- A. Mayor Herbig, on behalf of the Kenmore City Council, proclaimed September 2025 as Suicide Prevention Awareness Month. Regional Crisis Response (RCR) Agency Executive Director Brook Buettner accepted this year's proclamation.
- B. Mayor Herbig, on behalf of the Kenmore City Council, proclaimed September 2025 as National Recovery Month.

WHERE'S THE FUN?

Events and Volunteer Coordinator Alison Jenkins highlighted this summer's City summer events, including Juneteenth and Pride at the Farmers Market, the Fourth of July at Log Boom Park, the summer concert series at Saint Edward Park, Movies @ the Square, and Play Day.

PUBLIC COMMENTS

The City Council took comments from the public.

Timestamped link here:

<https://www.youtube.com/live/s9LDEqK2FiU?si=2QZPPDNIGM387-au&t=974>

CONSENT AGENDA

- A. Approve the City Council Special and Regular Meeting Minutes of Monday, June 23, 2025.
- B. Approve the City Council Special Meeting Minutes of Monday, July 14, 2025.
- C. Approve the City Council Regular Meeting Minutes of Monday, July 21, 2025.
- D. Approve the City Council Special and Regular Meeting Minutes of Monday, July 28, 2025.

- E. Approve the City Council Special Meeting Minutes of Wednesday, August 27, 2025.
- F. Approve the following Voucher Certification and Approval:
- Total Check #s 56784 through 56854 totaling \$750,161.88
 - Total Payroll/Taxes/Flexible Spending/Retirement & Health Savings Account Electronic Deposits Dated 08/08/2025 in the amount totaling \$327,780.60
 - Total EFT Payment #s 1875 through 1879 total \$526,505.78
- G. Adopt Ordinance No. 25-0631, amending Titles 15 and 18 of the Kenmore Municipal Code (KMC), for single room occupancy (SRO) and residential parking regulations.
- H. Authorize the City Manager to execute Interlocal Agreement No. 25-C3170 with the Washington State Department of Commerce to accept grant funds totaling \$98,160 to install and expand the solar capacity on City Hall.
- I. Join and approve the Purdue Pharma and Generic Manufacturers opioid settlement and authorize the City Manager or designee to sign the 1) Subdivision Participation and Release Form, 2) Secondary Manufacturers' Combined Subdivision Participation and Release Form ("Combined Participation Form"), 3) Washington State Allocation Agreement Governing the Allocation of Funds Paid by the Purdue Bankruptcy, Sacklers, and Certain Opioid Manufacturers ("Allocation Agreement IV"), and 4) One Washington Memorandum of Understanding Between Washington Municipalities, and take all steps necessary to implement the City's participation in the settlement.

MOTION: Approve the consent agenda outlined above.

Moved by Culver; seconded by Herbig.

VOTE: Consent Agenda was approved by UNANIMOUS CONSENT

PRESENTATION

The following new staff were introduced to the Council:

- Civil Engineer Lucas Fowler, introduced by Engineering Director John Vicente
- Code Compliance Officer Kaitlin Grimm, introduced by Development Services Director Samantha Loyuk
- Permit Coordinator Tessa Sithat, introduced by Development Services Director Samantha Loyuk
- Senior Building Plans Examiner Brendan Bray, introduced by Development Services Director Samantha Loyuk
- City Manager Teri Killgore

BUSINESS AGENDA

2nd Quarter Financial Report, presented by Finance & Administration Director Melinda Merrell, *to receive and file*

Finance & Administration Director Melinda Merrell presented the 2nd quarter financial report for the 2025-2026 biennium. She presented the revenues and expenditures of the general fund and other funds, explaining that the city is currently through 25% of the biennium. Other second quarter summaries included:

- General fund revenues and expenditures are very close to target
- Development fees & permits revenue came in at 58% of budget
- Right-of-way permit fees (revenue) in Street Fund at 138% of budget
- Park and Transportation impact fees (revenue) ahead of target due to higher development activity than budgeted
- Public Works Operations Center debt costs lower than budgeted and construction costs slower to ramp up

STAFF REPORTS

COUNCILMEMBER REPORTS & COMMENTS

The Council has directed Staff to come back to a future Council meeting for further discussion with:

- More information about testing of all sorts, specifically regarding air quality around Cadman and Lakepointe
- What the City can do similarly to King County Motion 16848

ADJOURNMENT

Mayor Herbig adjourned the meeting at approximately 8:24 PM.

Nigel Herbig, Mayor

Michelle Kang, Acting City Clerk

City Council Agenda Bill
City of Kenmore, WA



Meeting Date: 9/22/2025

Subject/Topic:	Proposed Council Action/Motion:
Ratification of Amendments to the 2021 King County Countywide Planning Policies Department: Community Development Prepared by: Debbie Bent, Assistant City Manager, Community Development Director Attachments: 1. Transmittal Letter from King County 2. King County Ordinance 19946 3. King County Council Staff Report	☐ Information Only ☐ Receive and File ☐ Discuss ☒ Provide Direction ☐ Public Hearing ☐ Adopt/Approve ☐ Authorize ☐ Other: No action, means the City of Kenmore ratifies the amendments to the 2021 King County Countywide Planning Policies

Approvals:

Department	City	Finance	City
Head <u>DB 9/9/25</u>	Attorney <u>N/A</u>	Director <u>N/A</u>	Manager <u>TK 9/11/2025</u>
			Optional <u>N/A</u>

Summary/Background:

On 9/22/25 the Kenmore City Council has an opportunity to take legislative action to disapprove amendments to the King County Countywide Planning Policies (CPPs). The City of Kenmore is deemed to have ratified the amendments to the 2021 King County Countywide Planning Policies (CPPs) unless by 10/22/25 the City Council takes legislative action to disapprove the amendments. Staff recommend that the Council ratifies the amendment by taking no legislative action.

King County Ordinance 19946 approves amendments to the King County Countywide Planning Policies to adjust housing targets and associated need based on income-level for the Cities of Carnation and Snoqualmie.

BACKGROUND:

On 7/1/25, the King County Council approved and ratified Growth Management Planning Council (GMPC) Motion 25-1. The ordinance became effective 7/24/25. Copies of the transmittal letter (Attachment #1), King County Ordinance 19946 (Attachment #2) and King County Council staff report (Attachment #3) are attached.

In accordance with the Countywide Planning Policy (CPP), FW-1, amendments become effective when ratified by ordinance or resolution by at least 30 percent of the city and county governments representing 70 percent of the population of King County according to the interlocal agreement. A city will be deemed to have ratified the CPP and amendments unless, within 90 days of adoption by King County, the city takes legislative action to disapprove the amendments.

Previous Council Action(s):

There is no prior Council action related to the proposed amendments. 9/1/23 transmittal letter

Fiscal Consideration:

There are no fiscal considerations in ratifying the amendments to the Countywide Planning Policies.

City Council Priorities or Budget Objective Being Addressed:

The City's top priority will always be fulfilling its core mission, which includes City governance.



King County

Shannon Braddock

King County Executive

401 Fifth Avenue, Suite 800
Seattle, WA 98104

206-296-9600 Fax 206-296-0194

TTY Relay: 711

www.kingcounty.gov

May 21, 2025

The Honorable Girmay Zahilay
Chair, King County Council
Room 1200
C O U R T H O U S E

Dear Councilmember Zahilay:

This letter transmits a proposed Ordinance that would if enacted, adopt amendments to the 2021 King County Countywide Planning Policies (CPPs). The enclosed proposed amendments were recommended by the King County Growth Management Planning Council (GMPC) on March 26, 2025.

As a part of the shared framework for growth management planning established by the CPPs, growth targets and housing need values are adopted for each jurisdiction. Jurisdictions use these targets and need values as growth assumptions to plan for development capacity and public services in their comprehensive plans.

In 2024, the cities of Carnation and Snoqualmie requested that GMPC reduce their respective growth targets and housing need values in response to circumstances that were not understood when growth targets were adopted in the CPPs in 2021. Additionally, the state Legislature has adopted several amendments to the Growth Management Act, changing comprehensive planning expectations since the CPPs were originally adopted.

In its consideration of the cities' requests throughout 2024, GMPC acknowledged that these cities' growth targets were higher than amounts in the original countywide projection during the growth target setting process. The Puget Sound Regional Council identified that "reducing the Cities and Towns overall allocation would improve consistency" between the CPPs and VISION 2050.¹ GMPC also acted to preserve the share of housing need affordable to households with lower incomes within their proposed amendments.

¹ Letter to GMPC, December 2024 [[LINK](#)]

The Honorable Girmay Zahilay
May 21, 2025
Page 2

At its March 2025 meeting, GMPC unanimously approved GMPC Motion 25-1 recommending growth target and housing need amendments for Carnation and Snoqualmie.

The collaborative process used to develop this proposed legislation embodies the ethic of coordinated planning required by the Growth Management Act. King County staff, municipal planners, and elected officials were involved in developing the recommendations in the proposed legislation. No budget action is needed to support the proposed Ordinance.

Thank you for your consideration of this proposed Ordinance. This legislation is one of the many actions King County takes to accommodate and manage growth to ensure residents have opportunity to thrive and the environment is protected.

If your staff have questions, please contact Lauren Smith, Deputy Director for Regional Planning, Office of Performance, Strategy and Budget, at 206-263-9606.

Sincerely,



for

Shannon Braddock
King County Executive

Enclosure

cc: King County Councilmembers
 ATTN: Stephanie Cirkovich, Chief of Staff, King County Council
 Melani Hay, Clerk of the Council
Karan Gill, Deputy Executive, Chief of Staff, Office of the Executive
Stephanie Pure, Council Relations Director, Office of the Executive
Dwight Dively, Director, Office of Performance, Strategy and Budget (PSB)
Lauren Smith, Deputy Director, Regional Planning, PSB



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

Ordinance 19946

Proposed No. 2025-0153.1

Sponsors Perry

1 AN ORDINANCE adopting and ratifying amendments to
2 the 2021 King County Countywide Planning Policies.

3 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

4 SECTION 1. Findings:

5 A. The 2021 King County Countywide Planning Policies were adopted by King
6 County via Ordinance 19384, which established 2019-2044 growth targets for King
7 County jurisdictions in Table DP-1.

8 B. The 2021 King County Countywide Planning Policies were amended by King
9 County via Ordinance 19660, which established jurisdictional housing need values
10 commensurate to growth targets.

11 C. On March 26, 2022, the King County Growth Management Planning Council
12 approved Motion 25-1, which recommended revised growth targets and housing need
13 values for the cities of Carnation and Snoqualmie.

14 SECTION 2. The amendments to the 2021 King County Countywide Planning
15 Policies, as shown in Attachment A to this ordinance, are hereby adopted by King County
16 and ratified on behalf of the population of unincorporated King County.

17 SECTION 3. Severability. If any provision of this ordinance or its application to

Ordinance 19946

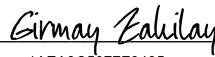
- 18 any person or circumstance is held invalid, the remainder of the ordinance or the
- 19 application of the provision to persons or circumstances is not affected.

Ordinance 19946 was introduced on 6/3/2025 and passed by the Metropolitan King County Council on 7/1/2025, by the following vote:

Yes: 8 - Balducci, Barón, Dembowski, Dunn, Mosqueda, Quinn,
von Reichbauer and Zahilay
Excused: 1 - Perry

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Signed by:



1AEA3C5077F8485...

Girmay Zahilay, Chair

ATTEST:

DocuSigned by:



8DE1BB375AD3422...

Melani Hay, Clerk of the Council

APPROVED this ____ day of 7/14/2025, ____.

Signed by:



AAA4841FD7644BE...

Shannon Braddock, County Executive

Attachments: A. GMPC Motion 25-1

03/26/2025

Sponsored By: ATTACHMENT A
Executive Committee**GMPC MOTION 25-1**

A MOTION to amend the King County Countywide Planning Policies,
amending the growth target and housing need tables for the cities of
Carnation and Snoqualmie.

WHEREAS, the King County Countywide Planning Policies were adopted and ratified by the
King County Council by Ordinance 19384 on December 21, 2021, and ratified by the cities in King
County on April 6, 2022; and

WHEREAS, the King County Countywide Planning Policies adopted new housing unit and
employment growth targets for unincorporated King County and all cities within King County; and

WHEREAS, Development Patterns policies 13 and 14 (DP-13 and DP-14) within the King
County Countywide Planning Policies were also amended to state that the Growth Management Planning
Council shall create a coordinated countywide process to reconcile growth targets that implements the
Puget Sound Regional Council's VISION 2050 Regional Growth Strategy and Regional Growth Strategy
Action Nine (RGS-Action-9), and that jurisdictions shall use the adopted growth targets as land use
assumptions in comprehensive plans; and

WHEREAS, reconciling growth targets, or a "reconciliation process," amends growth targets to
be consistent with comprehensive plan land use assumptions; and

WHEREAS, the Washington State Legislature adopted House Bill 1220 in 2021, which amended
the Growth Management Act to require jurisdictions to plan for and accommodate housing affordable to
all income segments of the population, and resulted in other substantive changes to how jurisdictions plan
for housing in the housing element of their comprehensive plan; and

WHEREAS, the King County Countywide Planning Policies were amended by King County
Council through Ordinance 19660 adopted August 15, 2023, and ratified November 30, 2023, to support
comprehensive planning under House Bill 1220, in part by establishing housing need by income for cities
and unincorporated King County that, in sum, equates to a jurisdiction's housing growth target; and

03/26/2025
GMPC Motion 25-1

WHEREAS, in 2022 and 2023, after growth targets were adopted and before the due date for periodic update of comprehensive plans, the Washington State Legislature adopted additional amendments to the Growth Management Act through House Bills 1241 and 1110, increasing urban residential capacity and affecting how jurisdictions plan for growth; and

WHEREAS, in March 2024, the City of Snoqualmie notified the King County Growth Management Planning Council that it was requesting the Growth Management Planning Council conduct a reconciliation process as described in Countywide Planning Policy DP-13 to amend its housing growth target; and

WHEREAS, the Growth Management Planning Council began its discussion of a reconciliation process at their March 27, 2024, meeting, weighing the consequences of conducting a reconciliation process, including when such a process was warranted; and

WHEREAS, at its July 24, 2024 meeting, the Growth Management Planning Council identified a set of guiding principles that establish criteria for holding a reconciliation process and evaluating requests, including:

1. Reconciliation/amendments may be pursued when significant changes to the planning framework or local circumstances that could not have been anticipated have occurred since target adoption.
2. Reconciliation/amendments may be allowed where adherence to the adopted targets creates a conflict with other Growth Management Act goals (e.g., environmental issues, infrastructure to serve growth).
3. Jurisdictions are responsible for demonstrating need, consistent with the threshold and principles for reconciliation, for the requested target change.
4. Jurisdictions should directly request reconciliation or amendment of their target.
5. Amended targets must further King County's alignment with the Regional Growth Strategy and protect the integrity of the growth target setting process.

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6. Growth Management Planning Council staff will coordinate with the Puget Sound Regional Council and Commerce to minimize any risk to plan certification.

7. Growth targets should only be redistributed when countywide housing needs are addressed.

8. Reconciliation should limit impacts to jurisdictions not requesting amended targets; and

WHEREAS, at its July 24, 2024, the Growth Management Planning Council directed staff to canvas King County jurisdictions for interest in reconciliation and seek written requests from interested jurisdictions; and

WHEREAS, in August 2024, Carnation and Snoqualmie submitted detailed requests to the Growth Management Planning Council to decrease their housing growth targets to 350 and 719 housing units, respectively, and adjust the associated housing need; and

WHEREAS, the Growth Management Planning Council considered these requests against the guiding principles for reconciliation, the related King County Countywide Planning Policies, and the related VISION 2050 Multicounty Planning Policies; and

WHEREAS, the Growth Management Planning Council determined that significant and unanticipated changes to King County's planning framework and local circumstances have occurred since growth targets were adopted, and that the requests from Carnation and Snoqualmie met the criteria stipulated in the guiding principles for reconciliation process; and

WHEREAS, while reducing housing growth targets and related housing need decreases King County's overall housing growth allocation, it is offset by additional housing added by other jurisdictions during the 2021 growth target setting process, the reconciled housing growth targets are consistent with the 2021 target setting process, and the requested reduction in growth targets improves King County's alignment with the VISION 2050 Regional Growth Strategy for the Cities and Towns Regional Geography; and

WHEREAS, the GMPC recognized that reconciling growth targets could be a precedent setting action, and as such, directed that this reconciliation process does not establish a precedent or permanent process;

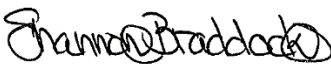
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NOW, THEREFORE, BE IT MOVED that the Growth Management Planning Council:

A. Recommends approval of amendments to the King County Countywide Planning Policies amending growth targets and housing need for the cities of Carnation and Snoqualmie, included with this motion as Attachment A; and

B. Recommends that in 2026, its staff analyze comprehensive plan growth assumptions and reported capacity after the periodic update of comprehensive plans is complete to inform required monitoring of the Countywide Planning Policies, the next version of the Urban Growth Capacity Report, and growth targets and housing need that support the 2034 periodic update; and

C. Recommends that in 2025 through 2026, if requested and consistent with the Growth Management Planning Council's guiding principles for reconciliation, its staff will support a jurisdiction that seeks to increase housing growth targets and housing need in the amounts removed during this reconciliation process to ensure alignment with regional and countywide policy and pursue available grant funding opportunities.



Shannon Braddock, Chair, Growth Management Planning Council

Attachments

A: Amendments to the growth targets and housing need tables for the cities of Carnation and Snoqualmie in the King County Countywide Planning Policies

**Attachment A: Amendments to 2021 King County Countywide Planning Policies –
Carnation and Snoqualmie Growth Targets**

In the Countywide Planning Policies Development Patterns Chapter, starting on page 23, amend as follows:

Table DP-1: King County Jurisdiction Growth Targets 2019-2044			
Net New Units and Jobs			
Jurisdiction		2019-2044 Housing Target	2019-2044 Job Target
Metro Cities	Bellevue	35,000	70,000
	Seattle	112,000	169,500
Metropolitan Cities Subtotal		147,000	239,500
Core Cities	Auburn	12,000	19,520
	Bothell	5,800	9,500
	Burien	7,500	4,770
	Federal Way	11,260	20,460
	Issaquah	3,500	7,950
	Kent	10,200	32,000
	Kirkland	13,200	26,490
	Redmond	20,000	24,000
	Renton	17,000	31,780
	SeaTac	5,900	14,810
	Tukwila	6,500	15,890
Core Cities Subtotal		112,860	207,170
High Capacity Transit Communities	Des Moines	3,800	2,380
	Federal Way PAA	1,020	720
	Kenmore	3,070	3,200
	Lake Forest Park	870	550
	Mercer Island	1,239	1,300
	Newcastle	1,480	500
	North Highline PAA	1,420	1,220
	Renton PAA - East Renton	170	0
	Renton PAA - Fairwood	840	100
	Renton PAA - Skyway/West Hill	670	600
	Shoreline	13,330	10,000
	Woodinville	2,033	5,000
High Capacity Transit Communities Subtotal		29,942	25,570

Table DP-1: King County Jurisdiction Growth Targets 2019-2044			
Net New Units and Jobs			
Jurisdiction		2019-2044 Housing Target	2019-2044 Job Target
Cities and Towns	Algona	170	325
	Beaux Arts	1	0
	Black Diamond	2,900	680
	Carnation	((799)) <u>350</u>	450
	Clyde Hill	10	10
	Covington	4,310	4,496
	Duvall	890	990
	Enumclaw	1,057	989
	Hunts Point	1	0
	Maple Valley	1,720	1,570
	Medina	19	0
	Milton	50	900
	Normandy Park	153	35
	North Bend	1,748	2,218
	Pacific	135	75
	Sammamish	2,100	728
	Skykomish	10	0
	Snoqualmie	((1,500)) <u>719</u>	4,425
	Yarrow Point	10	0
Cities and Towns Subtotal		((17,583)) <u>16,353</u>	17,891
Urban Unincorporated	Auburn PAA	12	0
	Bellevue PAA	17	0
	Black Diamond PAA	328	0
	Issaquah PAA	35	0
	Kent PAA	3	300
	Newcastle PAA	1	0
	Pacific PAA	134	0
	Redmond PAA	120	0
	Sammamish PAA	194	0
	Unaffiliated Urban Unincorporated	448	400
Urban Unincorporated Subtotal		1,292	700
Urban Growth Area Total		((308,677)) <u>307,447</u>	490,831

In the Countywide Planning Policies Housing Chapter, starting on page 39, amend as follows:

Table H-1: King County Countywide and Jurisdictional Housing Needs 2019-2044

		Countywide Net New Permanent Housing Units Needed, 2019-2044 ²								Countywide Net New Emergency Housing Needs ³
		Total	0 to ≤30%		>30 to ≤50%	>50 to ≤80%	>80 to ≤100%	>100 to ≤120%	>120%	
			Non-PSH	PSH						
Countywide Total Future Housing Needed: 2044		((1,269,628))	((113,790))	((49,064))	((139,718))	((177,590))	((195,934))	((136,061))	((457,471))	((65,054))
		<u>1,268,398</u>	<u>113,644</u>	<u>49,060</u>	<u>139,596</u>	<u>177,461</u>	<u>195,825</u>	<u>135,938</u>	<u>456,874</u>	<u>65,026</u>
Countywide Baseline Housing Supply: 2019 ⁴		960,951	32,213	6,168	91,505	155,214	181,009	119,133	375,709	6,071
Countywide Net New Housing Needed: 2019-2044		((308,677))	((81,577))	((42,896))	((48,213))	((22,376))	((14,925))	((16,928))	((81,762))	((58,983))
		<u>307,447</u>	<u>81,431</u>	<u>42,892</u>	<u>48,091</u>	<u>22,247</u>	<u>14,816</u>	<u>16,805</u>	<u>81,165</u>	<u>58,955</u>
		Jurisdictional Net New Permanent Housing Units Needed, 2019-2044								Jurisdictional Net New Emergency Housing Needs
		Total	0 to ≤30%		>30 to ≤50%	>50 to ≤80%	>80 to ≤100%	>100 to ≤120%	>120%	
			Non-PSH	PSH						
Metropolitan Cities	Bellevue	35,000	11,925	6,270	8,780	2,671	703	798	3,853	6,688
	Seattle	112,000	28,572	15,024	19,144	7,986	5,422	6,150	29,702	21,401
Core Cities	Auburn	12,000	1,543	812	309	616	1,146	1,299	6,275	2,293
	Bothell	5,800	2,100	1,105	819	654	147	167	808	1,108
	Burien	7,500	1,444	759	524	407	574	650	3,142	1,433
	Federal Way	11,260	1,799	946	842	208	981	1,112	5,372	2,152
	Issaquah	3,500	1,093	575	868	460	66	75	363	669
	Kent	10,200	1,872	984	788	318	820	929	4,489	1,949
	Kirkland	13,200	4,842	2,546	3,052	1,022	228	259	1,251	2,522
	Redmond	20,000	7,025	3,694	3,870	2,765	348	394	1,904	3,822
	Renton	17,000	4,110	2,161	1,624	1,019	1,062	1,205	5,819	3,248
	SeaTac	5,900	646	340	183	143	603	683	3,302	1,127
	Tukwila	6,500	896	471	274	214	610	692	3,343	1,242

²The countywide need projections are derived from the Washington State Department of Commerce and were adjusted to align with the adopted housing growth targets for the planning period to ensure jurisdictions are planning for growth that is consistent with the goals of the Development Patterns Chapter.

³ "Emergency Housing" includes emergency housing and emergency shelter and is in addition to permanent housing needs.

⁴ Data on baseline housing supply is estimated using 2020 Office of Financial Management data on total housing units, and 2014-2018 Comprehensive Housing Affordability Strategy and 2020 Public Use Microdata Sample data on the distribution of units at different income levels. These data sources are used to align with Department of Commerce countywide need baseline data, even though the King County growth target setting process began in 2019.

		Jurisdictional Net New Permanent Housing Units Needed, 2019-2044								Jurisdictional Net New Emergency Housing Needs
		Total	0 to ≤30% Non-PSH	PSH	>30 to ≤50%	>50 to ≤80%	>80 to ≤100%	>100 to ≤120%	>120%	
High Capacity Transit Communities	Des Moines	3,800	790	415	231	227	281	318	1,538	726
	Kenmore	3,070	1,063	559	483	393	75	85	412	587
	Lake Forest Park	870	313	164	143	140	14	16	80	166
	Mercer Island	1,239	339	178	202	488	4	5	23	237
	Newcastle	1,480	627	329	433	22	9	10	50	283
	Shoreline	13,330	3,617	1,902	2,710	740	573	650	3,138	2,547
	Woodinville	2,033	854	449	354	156	29	33	158	388
Cities and Towns	Algona	170	32	17	8	7	14	16	76	32
	Beaux Arts ⁵	1	1	-	-	-	-	-	-	-
	Black Diamond	2,900	745	392	203	410	151	171	828	554
	Carnation	((799)) 350	((239)) 189	((126)) 127	((23)) 13	((85)) 23	((43)) 0	((48)) 1	((235)) 0	((153)) 143
	Clyde Hill	10	3	2	2	3	-	-	-	2
	Covington	4,310	1,016	535	603	-	283	321	1,552	824
	Duvall	890	268	141	-	266	28	32	155	170
	Enumclaw	1,057	162	85	39	61	93	106	511	202
	Hunts Point ⁵	1	1	-	-	-	-	-	-	-
	Maple Valley	1,720	542	285	320	26	72	81	394	329
	Medina	19	5	3	3	8	-	-	-	4
	Milton	50	13	7	-	8	3	3	16	10
	Normandy Park	153	41	21	32	17	6	6	30	29
	North Bend	1,748	433	228	121	221	98	111	536	334
	Pacific	135	23	12	4	6	12	13	65	26
	Sammamish	2,100	950	499	419	232	-	-	-	401
	Skykomish	10	2	1	-	1	1	1	4	2
	Snoqualmie	((1,500)) 719	((472)) 374	((248)) 244	((233)) 117	((82)) 16	((61)) 0	((69)) 0	((335)) 0	((287)) 269
	Yarrow Point	10	4	2	3	1	-	-	-	2

⁵ Beaux Arts Village and Hunts Point both have growth targets of one unit, meaning their total need allocated is also one unit. The allocation process divides that unit up into multiple area median income bands, but to get need allocations that are whole numbers, we round all allocations in each area median income band and the emergency housing/shelter category.

		Jurisdictional Net New Permanent Housing Units Needed, 2019-2044								Jurisdictional Net New Emergency Housing Needs
		Total	0 to ≤30%		>30 to ≤50%	>50 to ≤80%	>80 to ≤100%	>100 to ≤120%	>120%	
Urban Unincorporated	Urban									
	Unincorporated ⁶	5,412	1,157	608	571	292	366	415	2,003	1,034

⁶ This includes all Potential Annexation Areas within the High Capacity Transit Communities and Urban Unincorporated King County regional geographies.

In the Countywide Planning Policies Appendix 4: Housing Technical Appendix, starting on page 75, amend as follows:

To arrive at countywide net new permanent housing needs for by income level and permanent supportive housing, King County selected the net new units needed from Commerce's medium projections and scaled the net new units needed proportionately to equal King County's housing growth target to build on and maintain consistency with the population projection and assumptions about regional growth. The 2025 reconciliation process reduced housing growth targets for the cities of Carnation and Snoqualmie. To meet the Department of Commerce's minimum standards for allocating housing need, the total housing need for these two cities is slightly higher than either city's housing growth target.

In the Countywide Planning Policies Appendix 4: Housing Technical Appendix, starting on page 77 , amend as follows:

Table H-2: King County Countywide and Jurisdictional Housing Needs 2019-2044

			Countywide Permanent Housing Needs ⁷							Countywide Emergency Housing Needs ⁸	
			Total	0 to ≤30%		>30 to ≤50%	>50 to ≤80%	>80 to ≤100%	>100 to ≤120%	>120%	
			Non-PSH	PSH							
Countywide Total Future Housing Needed: 2044			1,269,628	113,790	49,064	139,718	177,590	195,934	136,061	457,471	65,054
			1,268,398	113,644	49,060	139,596	177,461	195,825	135,938	456,874	65,026
Countywide Baseline Housing Supply: 2019 ⁹			960,951	32,213	6,168	91,505	155,214	181,009	119,133	375,709	6,071
Countywide Net New Housing Needed: 2019-2044			308,677	81,577	42,896	48,213	22,376	14,925	16,928	81,762	58,983
			307,447	81,431	42,892	48,091	22,247	14,816	16,805	81,165	58,955
			Total	Jurisdictional Permanent Housing Needs						Jurisdictional Emergency Housing Needs	
			Non-PSH	PSH	>30 to ≤50%	>50 to ≤80%	>80 to ≤100%	>100 to ≤120%	>120%		
Metropolitan Cities	Bellevue	Total Future Need: 2044	99,687	13,680	6,392	11,121	8,213	13,622	9,186	37,473	6,888
		Baseline Supply: 2019	64,687	1,755	122	2,341	5,542	12,919	8,388	33,620	200
		Net New Need: 2019-2044	35,000	11,925	6,270	8,780	2,671	703	798	3,853	6,688
	Seattle	Total Future Need: 2044	480,307	42,041	20,255	45,691	62,050	76,752	50,327	183,191	25,734
		Baseline Supply: 2019	368,307	13,469	5231	26,547	54,064	71,330	44,177	153,489	4,333
		Net New Need: 2019-2044	112,000	28,572	15,024	19,144	7,986	5,422	6,150	29,702	21,401
Core Cities	Auburn	Total Future Need: 2044	40,049	2,619	1,049	8,338	8,691	5,573	4,601	9,178	2,351
		Baseline Supply: 2019	28,049	1,076	237	8,029	8,075	4,427	3,302	2,903	58
		Net New Need: 2019-2044	12,000	1,543	812	309	616	1,146	1,299	6,275	2,293
	Bothell	Total Future Need: 2044	18,482	2,487	1,105	2,077	2,401	2,679	2,026	5,707	1,119
		Baseline Supply: 2019	12,682	387	-	1,258	1,747	2,532	1,859	4,899	11
		Net New Need: 2019-2044	5,800	2,100	1,105	819	654	147	167	808	1,108
	Burien	Total Future Need: 2044	28,285	2,434	759	4,457	5,849	4,346	3,354	7,086	1,683
		Baseline Supply: 2019	20,785	990	-	3,933	5,442	3,772	2,704	3,944	250

⁷ The countywide need projections are derived from the Washington State Department of Commerce and were adjusted to align with the adopted housing growth targets for the planning period to ensure jurisdictions are planning for growth that is consistent with the goals of the Development Patterns Chapter.

⁸ "Emergency Housing" includes emergency housing and emergency shelter and is in addition to permanent housing needs.

⁹ Data on baseline housing supply is estimated using 2020 Office of Financial Management data on total housing units, and 2014-2018 Comprehensive Housing Affordability Strategy and 2020 Public Use Microdata Sample data on the distribution of units at different income levels. These data sources are used to align with Department of Commerce countywide need baseline data, even though the King County growth target setting process began in 2019.

Attachment A to GMPC Motion 25-1

Net New Need: 2019-2044	7,500	1,444	759	524	407	574	650	3,142	1,433
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		Jurisdictional Permanent Housing Needs								Jurisdictional Emergency Housing Needs	
		Total	0 to ≤30%		>30 to ≤50%	>50 to ≤80%	>80 to ≤100%	>100 to ≤120%	>120%		
			Non-PSH	PSH							
Core Cities	Federal Way	Total Future Need: 2044	48,937	3,424	1,024	7,754	13,283	8,190	4,528	10,734	2,259
		Baseline Supply: 2019	37,677	1,625	78	6,912	13,075	7,209	3,416	5,362	107
		Net New Need: 2019-2044	11,260	1,799	946	842	208	981	1,112	5,372	2,152
	Issaquah	Total Future Need: 2044	20,803	1,829	575	1,604	1,955	3,534	2,120	9,186	673
		Baseline Supply: 2019	17,303	736	-	736	1,495	3,468	2,045	8,823	4
		Net New Need: 2019-2044	3,500	1,093	575	868	460	66	75	363	669
	Kent	Total Future Need: 2044	59,357	3,953	984	9,770	15,367	11,275	8,142	9,866	2,118
		Baseline Supply: 2019	49,157	2,081	-	8,982	15,049	10,455	7,213	5,377	169
		Net New Need: 2019-2044	10,200	1,872	984	788	318	820	929	4,489	1,949
	Kirkland	Total Future Need: 2044	53,218	5,882	2,558	4,836	4,756	8,369	5,472	21,345	2,671
		Baseline Supply: 2019	40,018	1,040	12	1,784	3,734	8,141	5,213	20,094	149
		Net New Need: 2019-2044	13,200	4,842	2,546	3,052	1,022	228	259	1,251	2,522
	Redmond	Total Future Need: 2044	51,739	7,778	3,752	5,274	4,949	9,618	5,233	15,135	4,023
		Baseline Supply: 2019	31,739	753	58	1,404	2,184	9,270	4,839	13,231	201
		Net New Need: 2019-2044	20,000	7,025	3,694	3,870	2,765	348	394	1,904	3,822
	Renton	Total Future Need: 2044	60,362	5,520	2,393	7,830	10,278	11,925	8,193	14,223	3,362
		Baseline Supply: 2019	43,362	1,410	232	6,206	9,259	10,863	6,988	8,404	114
		Net New Need: 2019-2044	17,000	4,110	2,161	1,624	1,019	1,062	1,205	5,819	3,248
	SeaTac	Total Future Need: 2044	17,674	960	352	3,217	4,184	2,886	1,558	4,517	1,127
		Baseline Supply: 2019	11,774	314	12	3,034	4,041	2,283	875	1,215	-
		Net New Need: 2019-2044	5,900	646	340	183	143	603	683	3,302	1,127
	Tukwila	Total Future Need: 2044	15,243	1,148	559	2,548	3,275	2,210	1,317	4,186	1,242
		Baseline Supply: 2019	8,743	252	88	2,274	3,061	1,600	625	843	-
		Net New Need: 2019-2044	6,500	896	471	274	214	610	692	3,343	1,242
High Capacity Transit Communities	Des Moines	Total Future Need: 2044	17,022	1,246	415	2,857	3,537	2,933	1,948	4,086	726
		Baseline Supply: 2019	13,222	456	-	2,626	3,310	2,652	1,630	2,548	-
		Net New Need: 2019-2044	3,800	790	415	231	227	281	318	1,538	726
	Kenmore	Total Future Need: 2044	12,659	1,422	559	1,318	1,576	1,352	1,602	4,830	620
		Baseline Supply: 2019	9,589	359	-	835	1,183	1,277	1,517	4,418	33
		Net New Need: 2019-2044	3,070	1,063	559	483	393	75	85	412	587
	Lake Forest Park	Total Future Need: 2044	6,434	441	173	428	515	712	1,056	3,109	166
		Baseline Supply: 2019	5,564	128	9	285	375	698	1,040	3,029	-
		Net New Need: 2019-2044	870	313	164	143	140	14	16	80	166

		Jurisdictional Permanent Housing Needs								Jurisdictional Emergency Housing Needs	
		Total	0 to ≤30%		>30 to ≤50%	>50 to ≤80%	>80 to ≤100%	>100 to ≤120%	>120%		
			Non-PSH	PSH							
High Capacity Transit Communities	Mercer Island	Total Future Need: 2044	11,808	613	178	487	674	1,510	1,239	7,107	237
		Baseline Supply: 2019	10,569	274	-	285	186	1,506	1,234	7,084	-
		Net New Need: 2019-2044	1,239	339	178	202	488	4	5	23	237
	Newcastle	Total Future Need: 2044	6,952	703	329	566	399	614	514	3,827	283
		Baseline Supply: 2019	5,472	76	-	133	377	605	504	3,777	-
		Net New Need: 2019-2044	1,480	627	329	433	22	9	10	50	283
	Shoreline	Total Future Need: 2044	37,372	4,776	1,991	4,234	4,499	5,059	4,109	12,704	2,620
		Baseline Supply: 2019	24,042	1,159	89	1,524	3,759	4,486	3,459	9,566	73
		Net New Need: 2019-2044	13,330	3,617	1,902	2,710	740	573	650	3,138	2,547
Woodinville	Total Future Need: 2044	7,928	921	449	640	625	1,360	902	3,031	388	
	Baseline Supply: 2019	5,895	67	-	286	469	1,331	869	2,873	-	
	Net New Need: 2019-2044	2,033	854	449	354	156	29	33	158	388	
Cities and Towns	Algona	Total Future Need: 2044	1,219	55	17	318	407	196	88	138	32
		Baseline Supply: 2019	1,049	23	-	310	400	182	72	62	-
		Net New Need: 2019-2044	170	32	17	8	7	14	16	76	32
	Beaux Arts ¹⁰	Total Future Need: 2044	120	1	-	4	9	2	10	94	-
		Baseline Supply: 2019	119	-	-	4	9	2	10	94	-
		Net New Need: 2019-2044	1	1	-	-	-	-	-	-	-
	Black Diamond	Total Future Need: 2044	4,742	826	392	445	641	512	498	1,428	554
		Baseline Supply: 2019	1,842	81	-	242	231	361	327	600	-
		Net New Need: 2019-2044	2,900	745	392	203	410	151	171	828	554
	Carnation	Total Future Need: 2044	((1,614)) 1,165	((244)) 194	((126)) 127	((164)) 154	((215)) 153	((130)) 87	((1,116))) 64	((624)) 389	((153)) 143
		Baseline Supply: 2019	815	5	-	141	130	87	63	389	-
		Net New Need: 2019-2044	((799)) 350	((239)) 189	((126)) 127	((23)) 13	((85)) 23	((43)) 0	((48)) 1	((235)) 0	((153)) 143
	Clyde Hill	Total Future Need: 2044	1,106	27	2	30	26	52	104	865	2
		Baseline Supply: 2019	1,096	24	-	28	23	52	104	865	-
		Net New Need: 2019-2044	10	3	2	2	3	-	-	-	2

¹⁰ Beaux Arts Village and Hunts Point both have growth targets of one unit, meaning their total need allocated is also one unit. The allocation process divides that unit up into multiple area median income bands, but to get need allocations that are whole numbers, we round all allocations in each area median income band and the Emergency Housing/Shelter category.

		Total	Jurisdictional Permanent Housing Needs							Jurisdictional Emergency Housing Needs
			0 to ≤30% Non-PSH	PSH	>30 to ≤50%	>50 to ≤80%	>80 to ≤100%	>100 to ≤120%	>120%	
Covington	Total Future Need: 2044	11,460	1,087	535	1,165	1,821	1,875	1,457	3,520	824
	Baseline Supply: 2019	7,150	71	-	562	1,821	1,592	1,136	1,968	-
	Net New Need: 2019-2044	4,310	1,016	535	603	-	283	321	1,552	824
Duvall	Total Future Need: 2044	3,668	316	141	221	341	323	321	2,005	195
	Baseline Supply: 2019	2,778	48	-	221	75	295	289	1,850	25
	Net New Need: 2019-2044	890	268	141	-	266	28	32	155	170
Enumclaw	Total Future Need: 2044	6,422	436	85	1,520	1,665	1,141	461	1,114	202
	Baseline Supply: 2019	5,365	274	-	1,481	1,604	1,048	355	603	-
	Net New Need: 2019-2044	1,057	162	85	39	61	93	106	511	202
Hunts Point ¹⁰	Total Future Need: 2044	186	1	-	15	5	3	15	147	-
	Baseline Supply: 2019	185	-	-	15	5	3	15	147	-
	Net New Need: 2019-2044	1	1	-	-	-	-	-	-	-
Maple Valley	Total Future Need: 2044	11,155	706	285	752	1,070	2,372	2,065	3,905	329
	Baseline Supply: 2019	9,435	164	-	432	1,044	2,300	1,984	3,511	-
	Net New Need: 2019-2044	1,720	542	285	320	26	72	81	394	329
Medina	Total Future Need: 2044	1,151	34	3	32	26	45	107	904	4
	Baseline Supply: 2019	1,132	29	-	29	18	45	107	904	-
	Net New Need: 2019-2044	19	5	3	3	8	-	-	-	4
Milton	Total Future Need: 2044	737	20	7	211	119	224	74	82	10
	Baseline Supply: 2019	687	7	-	211	111	221	71	66	-
	Net New Need: 2019-2044	50	13	7	-	8	3	3	16	10
Normandy Park	Total Future Need: 2044	2,960	170	21	166	285	230	826	1,262	29
	Baseline Supply: 2019	2,807	129	-	134	268	224	820	1,232	-
	Net New Need: 2019-2044	153	41	21	32	17	6	6	30	29
North Bend	Total Future Need: 2044	4,699	562	228	526	626	462	383	1,912	334
	Baseline Supply: 2019	2,951	129	-	405	405	364	272	1,376	-
	Net New Need: 2019-2044	1,748	433	228	121	221	98	111	536	334
Pacific	Total Future Need: 2044	2,601	60	12	814	889	474	157	195	26
	Baseline Supply: 2019	2,466	37	-	810	883	462	144	130	-
	Net New Need: 2019-2044	135	23	12	4	6	12	13	65	26

		Jurisdictional Permanent Housing Needs								Jurisdictional Emergency Housing Needs
		Total	0 to ≤30% Non-PSH	PSH	>30 to ≤50%	>50 to ≤80%	>80 to ≤100%	>100 to ≤120%	>120%	
Sammamish	Total Future Need: 2044	24,643	1,060	499	760	773	1,899	2,024	17,628	401
	Baseline Supply: 2019	22,543	110	-	341	541	1,899	2,024	17,628	-
	Net New Need: 2019-2044	2,100	950	499	419	232	-	-	-	401
Skykomish	Total Future Need: 2044	163	11	1	67	19	25	7	33	2
	Baseline Supply: 2019	153	9	-	67	18	24	6	29	-
	Net New Need: 2019-2044	10	2	1	-	1	1	1	4	2
Snoqualmie	Total Future Need: 2044	((6,174)) 5,393	((521)) 423	((248)) 244	((379)) 263	((349)) 283	((413)) 352	((630)) 561	((3,634)) 3,299	((318)) 300
	Baseline Supply: 2019	4,674	49	-	146	267	352	561	3,299	31
	Net New Need: 2019-2044	((1,500)) 719	((472)) 374	((248)) 244	((233)) 117	((82)) 16	((64)) 0	((69)) 0	((335)) 0	((287)) 269
Yarrow Point	Total Future Need: 2044	423	8	2	7	9	20	39	338	2
	Baseline Supply: 2019	413	4	-	4	8	20	39	338	-
	Net New Need: 2019-2044	10	4	2	3	1	-	-	-	2
Urban Unincorporated ¹¹	Total Future Need: 2044	90,067	3,770	608	7,079	11,218	11,018	9,252	47,122	1,109
	Baseline Supply: 2019	84,655	2,613	-	6,508	10,926	10,652	8,837	45,119	75
	Net New Need: 2019-2044	5,412	1,157	608	571	292	366	415	2,003	1,034

¹¹ This includes all Potential Annexation Areas within the High Capacity Transit Communities and Urban Unincorporated King County regional geographies.



King County

Metropolitan King County Council Local Services and Land Use Committee

STAFF REPORT

Agenda Item:	7	Name:	Erin Auzins
Proposed No.:	2025-0153	Date:	June 18, 2025

SUBJECT

A Proposed Ordinance that adopts and ratifies amendments to the 2021 King County Countywide Planning Policies to modify growth targets for the Cities of Carnation and Snoqualmie.

SUMMARY

Proposed Ordinance 2025-0153 would approve amendments to the King County Countywide Planning Policies to adjust housing targets and associated need based on income-level for the Cities of Carnation and Snoqualmie, as recommended by the Growth Management Planning Council, and would ratify the amendments on behalf of the population of unincorporated King County.

BACKGROUND

Growth Management Planning Council (GMPC). The GMPC is a formal body comprised of elected officials from King County, Seattle, Bellevue, other cities and towns in King County, and special purpose districts. The GMPC was created in 1992 by an interlocal agreement in response to a provision in the Washington State Growth Management Act (GMA) requiring cities and counties to work together to adopt Countywide Planning Policies (CPPs).

The CPPs are a series of policies that address growth management issues in King County. The CPPs present the shared vision of King County and the 39 cities within King County to guide jurisdictions as they develop and amend their comprehensive plans. For King County specifically, the CPPs relate to the King County Comprehensive Plan (KCCP) and its implementing development regulations.

As provided for in the GMPC interlocal agreement, the GMPC developed and recommended the original CPPs, which were adopted by the King County Council and ratified by the cities in 1992.

2021 Countywide Planning Policy Update. The CPPs were comprehensively reviewed and updated in 2021 in Ordinance 19384. The 2021 CPPs established 2019-2044 growth targets for King County jurisdictions in Table DP-1. The growth targets were amended in were amended in 2023 in Ordinance 19660 to establish jurisdictional housing need values commensurate to growth targets.

Reconciliation Requests. CPP DP-13 describes a process for reconciliation of growth targets:

DP-13 *The Growth Management Planning Council shall:*

- a) Update housing and employment growth targets and housing needs periodically to provide jurisdictions with up-to-date growth allocations to be used as the land use assumption in state-mandated comprehensive plan updates;*
- b) Adopt housing and employment growth targets and housing needs in the Countywide Planning Policies pursuant to the procedure described in policy FW-1;*
- c) Create a coordinated countywide process to reconcile and set growth targets that implements the Regional Growth Strategy through countywide shares of regional housing and job growth, countywide shares of statewide housing needs, allocations to Regional Geographies, and individual jurisdictional growth targets;*
- d) Ensure that each jurisdiction's growth targets and housing needs are commensurate with their role in the Regional Growth Strategy by establishing a set of objective criteria and principles to guide how jurisdictional targets and housing needs are determined;*
- e) Ensure that each jurisdiction's growth targets allow it to meet the need for housing affordable to households with moderate-, low-, very low-, and extremely low-incomes; and*
- f) Adjust targets and housing needs administratively upon annexation of unincorporated Potential Annexation Areas by cities. Growth targets for the planning period are shown in Table DP-1. Net new housing needs for the planning period are shown in Table H-1 and total projected housing needs are shown in Table H-2.*

Both the City of Carnation and the City of Snoqualmie requested adjustments to decrease their housing growth targets through the process described in DP-13.

GMPC Recommendation. On March 26, 2025, the GMPC approved Motion 25-1, which recommends revised growth targets and housing need values for the Cities of Carnation and Snoqualmie. GMPC motions are a recommendation to the King County Council.

Amendments to the CPPs become effective when the County adopts an Ordinance and when the Ordinance is ratified by at least 30% of the city and county governments representing at least 70% of the population of King County. A city is deemed to have ratified an amendment to the CPPs unless the city disapproves it by legislative action within 90 days of adoption by King County.

ANALYSIS

Proposed Ordinance 2025-0153 would approve amendments to the King County Countywide Planning Policies to reduce the housing targets for the City of Carnation from 799 to 350, and for the City of Snoqualmie from 1,500 to 719. This lowers the overall housing target for the urban growth area from 308,677 to 307,447. The GMPC motion states that this lower number is offset by "additional housing added by other jurisdictions during the 2021 target setting process, the reconciled housing growth targets are consistent with the 2021 target setting process."

While the lowered targets primarily focus on the market-rate housing targets (units for incomes higher than 120% of area median income), there were also lowered housing need numbers for these two jurisdictions for the income-based targets, as shown in the table below:

		Jurisdictional Net New Permanent Housing Units Needed, 2019-2044							Jurisdictional Net New Emergency Housing Needs	
		Total	0 to ≤30%		>30 to ≤50%	>50 to ≤80%	>80 to ≤100 %	>100 to ≤120%		>120%
			Non-PSH	PSH						
Cities and Towns	Carnation	((799)) 350	((239)) 189	((126)) 127	((23)) 13	((85)) 23	((43)) 0	((48)) 1	((235)) 0	((153)) 143
	Snoqualmie	((1,500)) 719	((472)) 374	((248)) 244	((233)) 117	((82)) 16	((61)) 0	((69)) 0	((335)) 0	((287)) 269

GMPC Motion 25-1 also adds a recommendation for work in 2026 to analyze "comprehensive plan growth assumptions and reported capacity after the periodic update of comprehensive plans is complete to inform required monitoring of the Countywide Planning Policies, the next version of the Urban Growth Capacity Report, and growth targets and housing need that support the 2034 periodic update." It also calls for support for jurisdictions that want to increase housing growth targets and housing need to incorporate the amount removed by this amendment.

INVITED

- Lauren Smith, Division Director, Regional Planning, Office of Performance, Strategy, and Budget
- Rebecca Maskin, Demographic Planner, Regional Planning, Office of Performance, Strategy, and Budget

ATTACHMENTS

1. Proposed Ordinance 2025-0153 and its attachment
2. Transmittal Letter
3. Fiscal Note

City Council Agenda Bill
City of Kenmore, WA



Meeting Date: 9/22/2025

Subject/Topic:	Proposed Council Action/Motion:
First Amendment to the Interlocal Agreement Contract No. 25-C3175 with King County District Court Department: City Manager's Office Prepared by: Tambi Cork Housing & Human Services Manager Attachments: 1. Contract No. 25-C3175 District Court Services ILA between King County District Court and City of Kenmore 2. Amendment to the Interlocal Agreement for the Provision of District Court Services Between King County and the City of Kenmore	☐ Information Only ☐ Receive and File ☐ Discuss ☐ Provide Direction ☐ Public Hearing ☒ Adopt/Approve ☐ Authorize ☐ Other: Motion to Authorize the City Manager to Execute the First Amendment to the Interlocal Agreement Contract No. 25-C3175 with King County District Court.

Approvals:

Department

Head SLL 9/11/25 Attorney DFR 9/15/25 Finance Director MM 9/11/25 City Manager TK 9/12/25 Optional N/A

Summary:

Kenmore handles municipal infractions and misdemeanor cases through an interlocal agreement (ILA) with King County District Court (KCDC), which operates out of the Shoreline Courthouse. The ILA became effective January 1, 2022, and can run through December 31, 2035, if both automatic extensions are exercised. Currently, probation costs are covered by fees charged to individuals, but many are unable to pay, leaving KCDC subsidizing the City's costs. The proposed First Amendment would instead charge the City directly for probation services, with financial impacts beginning in the 2027–28 biennium. Staff recommend that the City Council authorize the City Manager to execute the First Amendment to the Interlocal Agreement with King County District Court to allow the Court to charge the City for probation services starting in 2027.

Background:

Under Washington law (RCW 39.34.180), cities must provide criminal justice services for misdemeanor and gross misdemeanor cases, including court, jail, prosecution, and public defense. Cities may provide these services directly or through interlocal agreements (ILAs). Cities are obligated to pay for the costs of prosecution and incarceration of persons committing infractions and

misdeemeanors within the City. Kenmore contracts with King County District Court (KCDC) for court services, and has additional contracts for prosecution, jail housing, indigency screening, and public defense.

KCDC, the state's largest limited-jurisdiction court, processes about 250,000 matters annually, with 40% filed through city contracts. Since January 1, 2007, the contract for these services has been based on a shared cost model, most recently updated in 2017, whereby the cities pay their proportional share of court costs. The cost model ensures that a contract city pays for the KCDC staff and facility time that is used each time a case is filed, based on case type, staff time, and facility use. Shared facilities, such as the Shoreline Courthouse, are funded jointly by King County, Shoreline, and Kenmore.

The current ILA between Kenmore and KCDC went into effect January 1, 2022, and has KCDC providing probation services at no cost to Kenmore. It was expected that cost recovery would come from individuals paying to cover their own fees; however, most probationers cannot pay, leaving KCDC to subsidize the service. In 2025, KCDC, the Executive's Office, and contracting cities began negotiations to shift probation costs to cities. In 2024, systemwide probation costs included in the probation costing model were \$977,491, with Kenmore responsible for about 4.5% (\$43,611).

The proposed ILA amendment requires cities to pay their proportional share of probation costs, in a cost model similar to the overall contract for services. No other changes are proposed. Once approved by all cities, the amendment will take effect, with Kenmore's costs beginning in 2027.

Previous Council Action(s):

The Interlocal Agreement for the Provision of District Court Services Between King County and the City of Kenmore was approved by the Kenmore City Council on April 19, 2021.

Fiscal Consideration:

The estimate for the City's annual probation costs is \$40,000 starting in 2027.

City Council Priorities or Budget Objective Being Addressed:

Public Safety and Judicial Branch Support, including court services, are a core service within the City Manager's Office budget.

INTERLOCAL AGREEMENT FOR PROVISION OF DISTRICT COURT SERVICES BETWEEN KING COUNTY AND THE CITY OF KENMORE

THIS INTERLOCAL AGREEMENT (“Agreement”) FOR PROVISION OF DISTRICT COURT SERVICES BETWEEN KING COUNTY (“County”) AND THE CITY OF KENMORE (“City”) is entered on this 8th day of December, 2021. County and the City may be referred to herein collectively as the “Parties” and individually as a “Party.”

RECITALS

1. On August 22, 2006, the County and the original Participating Cities entered into an Interlocal Agreement for Provision of District Court Services (“2006 Agreement”). As of January 1, 2020, Auburn, Beaux Arts, Bellevue, Burien, Carnation, Covington, Duvall, Kenmore, Redmond, Sammamish, Shoreline, and Skykomish are Parties to the 2006 Agreement. The 2006 Agreement expires December 31, 2021, thereby requiring a new interlocal agreement for District Court services.

2. Under the 2006 Agreement, the County is providing the City with District Court services at the King County District Court – West Division, Shoreline Courthouse (“Shoreline District Court”) located at SHORELINE COURTHOUSE, 18050 Meridian Ave N, Shoreline, WA 98133, and the City is sharing in the King County District Court system costs with the other Participating Cities.

3. It is the intent of the County and the Participating Cities to establish mechanisms within this Agreement to ensure court services, case processing, and court operations are delivered as consistently as possible within each District Court, including, for the City, the Shoreline District Court, and across the King County District Court system.

4. The County and the Participating Cities have established within this Agreement a process under which District Court services, facilities, and costs can be mutually reviewed.

5. The Parties acknowledge that they and the public they together serve have benefited from the flexible and collaborative approach to problem solving that historically has defined the relationship between the Parties and wish to memorialize and continue that approach in this Agreement.

6. The Parties’ relationship has yielded many successes, including implementation of Community Court, the stabilization of the call center, and execution of the Case Management System (CMS) project.

7. The Parties understand that a successful partnership is achieved when the County and the Cities pay for the services each uses in order to have a true reconciliation of the costs to provide such services to the public.

8. The Parties embrace the value of collaboration and transparent communication to seamlessly meet the needs of our changing metropolitan region related to criminal justice services.

9. The County will continue to support a unified, County-wide District Court, utilizing existing facilities, to provide for a more equitable and cost effective system of justice for the citizens of King County. The County will continue to:

- A. Ensure District Court facilities promote system efficiencies, quality services and access to justice;
- B. Consolidate District Court facilities that exist in the same city;
- C. Reconsider facilities if there are changes with Participating Cities or changes in leases;
- D. Work with the Participating Cities to develop a facility plan as it relates to the District Court and District Court related services.

10. In entering into this Agreement for District Court Services, the Participating Cities and County have considered, pursuant to RCW 39.34.180, the anticipated costs of services, anticipated and potential revenues to fund the services, including fines and fees, filing fee recoupment, criminal justice funding, and state sales tax funding.

11. With this Agreement, the Parties intend to provide sufficient revenue to the County to allow for the continued provision of District Court services and provide the City with a service level commensurate with that revenue.

NOW THEREFORE, in consideration of the mutual covenants contained herein, the sufficiency of which is hereby acknowledged, the Parties agree as follows:

DEFINITIONS

Words and terms shall be given their ordinary and usual meanings. Where used in the Agreement and Exhibits, the following words and terms shall have the meanings indicated. The meanings shall be applicable to the singular, plural, masculine, feminine and neutral form of the words and terms.

City/Participating City: An individual city.

Cities/Participating Cities: The Cities that have contracted with King County for District Court services, collectively.

Court/District Court: The branch of government within King County tasked with providing District Court services to the County and to the Participating Cities.

Court Facility Management Review Committee (CFMRC): A committee that is facility-specific and includes representatives from the County as well as individual Cities served by that facility to discuss facility-level issues. A committee having a different name but serving in this capacity is considered a CFMRC.

District Court Management Review Committee (DCMRC): A committee that includes a representative from all of the Participating Cities to discuss system-wide issues.

District Court System: The King County District Court system as a whole.

Effective Date: January 1, 2022

KCC: King County Courthouse in Seattle, WA.

MRJC: Maleng Regional Justice Center in Kent, WA.

Regular Calendar: A recurring court calendar which requires the attendance of a judge, court staff, and an individual City's prosecutor, public defender, and/or police officers.

1.0 TERM AND TERMINATION

1.1 Term. This Agreement shall be effective as of January 1, 2022 and shall remain in effect for an initial term of five (5) years ending on December 31, 2026. Unless terminated or extended pursuant to Section 1.2, this Agreement shall be automatically extended on the same terms and conditions as follows:

- a. For a four (4) year term thereafter commencing January 1, 2027, and expiring on December 31, 2030 (the "First Extension"); and
- b. For a four (4) year term thereafter commencing January 1, 2031, and expiring on December 31, 2034 (the "Second Extension").

1.2 Termination and Notice of Termination. This Agreement is terminable by the County, without cause and in its sole discretion, if County provides written notice to the City(ies) it seeks to terminate. Any Participating City may individually terminate its participation in this Agreement, without cause and in its sole discretion, by providing written notice to the County. The terminating party shall provide notice (electronic notice is permitted for this notification only) to all other Participating Cities. Notice of termination shall be provided no later than the following dates:

Initial Term: By February 1, 2025 for termination effective December 31, 2026
 First Extension: By February 1, 2029 for termination effective December 31, 2030
 Second Extension: By February 1, 2033 for termination effective December 31, 2034

It is the County's and the Participating Cities' intent for Section 1.2 to provide as much or more notice than required by the provisions of RCW 3.50.810 and RCW 35.20.010(3)

and (4) in effect on the Effective Date of this Agreement. If the RCWs are amended to require more notice than Section 1.2 provides, such longer notice requirement shall apply.

1.3 Extension pending conclusion of negotiations with respect to amending Agreement. The County and the Participating Cities may agree in writing to extend any term of this Agreement upon the same terms and conditions if they are negotiating in good faith for amendments to the Agreement. The extension shall be such that expiration of the Agreement occurs not less than 18 consecutive months after the end of good faith negotiations. The end of good faith negotiations may be declared in writing by the County or any individual City. Following such declaration, there shall be a thirty (30) calendar day period in which the County or any individual City may provide written notice to the County or all of the Participating of its intent to let the Agreement expire at the end of the extended Agreement term.

2.0 SERVICES; OVERSIGHT COMMITTEES

2.1 District Court Services Defined. The County and District Court shall provide District Court Services for all Participating Cities' cases filed by a Participating City in its assigned King County District Court. District Court Services as used in this Agreement shall mean and include all local court services imposed by Washington State statute, court rule, individual City ordinance, or other regulations as now existing or as hereafter amended, including but not limited to the services identified in Section 2 of this Agreement. Nothing in this Agreement shall permit the Participating Cities, collectively or individually, to regulate the administration of the Court or the selection of particular judges to hear its cases by City ordinance. District Court services may include Community Court services which shall be billed in the same manner as other cases filed by a Participating City in its assigned King County District Court.

2.2 Decision-Making. The County and the Participating Cities recognize that General Rule (GR) 29 requires that the ultimate decision-making authority regarding the management and administration of the Court rests with the Presiding Judge and/or the Division Presiding Judge, and the County and the Participating Cities recognize that the duties imposed by GR 29 are non-delegable except as provided otherwise in GR 29. The provisions of Sections 2.1 through 2.2.7 of this Agreement are subject to GR 29 and the non-delegable duties and responsibilities of the Presiding Judge and/or the Division Presiding Judge contained therein.

2.2.1 Case Processing and Management. The County and District Court shall remain responsible for the filing, processing, adjudication, and penalty enforcement of all Participating Cities' cases filed, or to be filed, by a Participating City in its assigned District Court, whether criminal or civil. Such services shall include but not be limited to: issuance of search and arrest warrants; interpreters for Court hearings, the conduct of motions and

other evidentiary hearings; pre-trial hearings; discovery matters; notifications and subpoenaing of witnesses¹ and parties prior to a scheduled hearing; providing to a Participating City prosecutor (and contract Participating City prosecutor who has signed the required Department of Licensing confidentiality agreement), complete Court calendars, the conduct of bench and jury trials; pre-sentence investigations; sentencing; post-trial motions; the duties of the Courts of Limited Jurisdiction regarding appeals; and any and all other Court functions as they relate to municipal cases filed by the Participating City in its assigned District Court.

- 2.2.2 Changes in Court Processing. Except when determined by the Presiding Judge that a shorter notice period is necessary, the District Court shall provide a Participating City's designated representative(s) DCMRC with sixty (60) calendar days written notice by U.S. Mail or e-mail prior to changes in Court processing procedures that directly impact a Participating City's operations (e.g. may require additional prosecutor or public defense services) in order to provide the Participating City with adequate time to assess the effect of proposed changes on the Participating City's operations, unless a shorter timeframe for notice is mutually agreed upon by the County and the Participating City through the CFMRC.
- 2.2.3 Customer Service. The District Court shall provide a means for the public to contact the Court by telephone, including transferring the caller to a particular Court facility if requested, and front counter access to each Court facility during regular business hours, without lengthy wait. District Court shall provide quarterly reports to the DCMRC on its public access. District Court shall work with the Participating Cities through the DCMRC to address any customer service concerns. In order to minimize workload on District Court staff, the Participating City prosecutor, City public defenders, and City paralegal staff shall have access to their assigned District Court court files through the Court's portal at no additional cost in order to most efficiently obtain necessary information.
- 2.2.4 Probation Services. The County shall provide probation services unless a Participating City elects to provide its own probation services and notifies the County in writing that it does not wish the County to provide probation services. A Participating City shall provide such notice at least six (6) months prior to January 1 of the year in which probation services shall be discontinued. The County shall provide a Participating City not less than twelve (12) months written notice if the County intends to terminate probation services to a Participating City. Notwithstanding this provision, the County may terminate probation services upon not less than six (6) months advance written notice to the City if (a) the County is unable to

¹ When District Court issues subpoenas for witnesses the information contained in the subpoena including addresses and names is not confidential and is part of the public record.

procure sufficient primary or excess insurance coverage or to adequately self-insure against liability arising from the provision of probation services, and (b) the County ceases to provide probation services throughout King County District Court system.

2.2.5 Regular Court Calendars.

2.2.5.1 A Participating City budget for court services assumes a finite number of Regular Calendars. The Participating City's Regular Calendars shall remain scheduled as set forth on Exhibit D to this Agreement. Any Regular Calendar that is to occur on a day other than the day or days specified on Exhibit D shall require the mutual consent of the County and any Participating City that would be impacted by such change. However, a Participating City's prior consent shall not be required if a Regular Calendar is moved to the next judicial day or other day mutually agreed upon in order to make up a day which the District Court was closed due to a Court holiday, inclement weather, emergency circumstances. Prior consent shall not be required to reschedule calendars for judges to attend judicial conference if the calendars moved are those calendars that City prosecutors or public defenders do not normally attend.

2.2.5.2 The provisions of Section 2.2.5.1 regarding Regular Calendars do not apply to other judicial functions and hearings, including but not limited to, jail hearings at the King County Jail (Seattle or Regional Justice Center) or the SCORE Jail hearings or trials that cannot be set on a Participating City's Regular Calendar due to time limitations or transport issues, search warrants, infraction hearings where a Participating City prosecutor or public defender is not required to be present, or mitigation hearings.

2.2.5.3 The County and an individual Participating City are encouraged to work collaboratively to adjust the number of Regular Court Calendars by agreement at any time during the course of this Agreement as necessary for the efficient operation of the District Court. If either the County or a Participating City believes that the number of Regular Court Calendars that a Participating City has are either insufficient or too numerous, then that party shall request a meeting by March 31st of a given calendar year to confer regarding the number of Regular Court Calendars. If the County and a Participating City are unable to agree on changes by April 30th of that calendar year, the Presiding Judge, with the concurrence of the executive committee of the District Court, shall determine the number of Regular Court Calendars that the District Court believes will be sufficient to manage the Participating City's case load with consideration of the caseloads and number of hearings of comparable Participating Cities also being served by the District Court

and the County's caseload. The County shall provide notice to the Participating City of the required changes no later than May 31st of the same calendar year for implementation on January 1 of the subsequent calendar year.

- 2.2.6 Participating City Judicial Services. Not later than September 30, the Participating Cities² whose cases are primarily heard at the same District Court facility shall submit in writing to the Chief Presiding Judge a pool of District Court judges who may hear these Participating Cities' Regular Calendars beginning the next calendar year. The pool shall consist of not less than 75 percent of the judges elected or appointed to the judicial district wherein the facility is located. Within thirty (30) calendar days of an election or notice to the applicable Participating Cities of an appointment of a new judge within the judicial district, the Participating Cities shall be entitled to recreate their pool of District Court judges ("Recreated Pool"). The Recreated Pool shall take effect within thirty (30) calendar days of submission of the pool. In the case of an election, the Recreated Pool shall take effect the next calendar year following the election. Except when the Chief Presiding Judge deems an alternative assignment is necessary, the Chief Presiding Judge shall assign judges from these Participating Cities' pool, whether the original pool or a Recreated Pool, of judges to hear their Regular Calendars. If no pool of judges is submitted by the Participating Cities at a particular facility, the Chief Presiding Judge may assign any judge of the King County District Court system to hear the Regular Calendars at that facility. All other judicial functions and hearings that are not set on a Participating City's Regular Calendars can be heard by any judicial officer of the District Court against whom an affidavit of prejudice has not previously been filed that would prevent the judicial officer from hearing the matter. Each party shall notify the other party via email, telephone, or meeting (between the Cities' DCMRC representative and the Chief Presiding Judge or designee) when there will be a change or action impacting judicial assignments so the parties may discuss potential impacts prior to the change being finalized. This notice requirement does not apply to short-term judicial coverage that lasts up to one month.
- 2.2.7 The County shall provide all necessary personnel, equipment and facilities to perform the foregoing described District Court Services in a timely manner as required by law and court rule.

2.3 District Court Management Review Committee (DCMRC).

- 2.3.1 System-wide issues related to the District Court Services provided pursuant to this Agreement will be monitored and addressed through a District Court Management Review Committee. The Committee shall consist of the District Court Chief Presiding Judge, the District Court

² Procedures of this section shall also apply if only one City is using a court facility.

Chief Administrative Officer, any other District Court representatives designated by the District Court Chief Presiding Judge or Chief Administrative Officer, a representative of the King County Executive, and one representative or designee for each Participating City. On or before the effective date of this Agreement, a Participating City shall identify in writing to the Chief Presiding Judge the name, phone number, e-mail and postal address of its representative and to whom notice as provided in this Section shall be sent. If a Participating City wishes to change the information provided to the Chief Presiding Judge, it shall notify the Chief Presiding Judge in writing at least seven (7) calendar days prior to the change. A Participating City may send its representative or designee to the DCMRC meetings.

- 2.3.2 The DCMRC shall meet at least quarterly unless otherwise agreed and shall make decisions and take actions upon the mutual agreement of the Participating Cities, the County, and the Chief Presiding Judge. Mutual agreement of the Participating Cities is defined as votes representing 65 percent of total Participating Cities' weighted case filings for the prior calendar year and 65 percent of all Participating Cities. The County, the Chief Presiding Judge, or the Participating Cities can vote at any time up to 45 calendar days after DCMRC action unless mutual agreement has been reached sooner. The Chief Presiding Judge or designee shall schedule meetings and submit proposed agendas to the representatives. Any representative may suggest additional agenda items. The Chief Presiding Judge or designee shall provide the DCMRC representatives with written notice of the actions taken by the DCMRC in a timely manner.
- 2.3.3 The DCMRC shall ensure that a cost and fee reconciliation is completed at least annually and that the fees retained by the County and remitted to a Participating City are adjusted to ensure that the County fully recovers its Participating City Case Costs and that the Participating City retains the remaining Fees, as defined and described in Section 4, below.
- 2.3.4 The DCMRC shall provide recommendations and/or guidelines regarding the implementation of services under this Agreement including, but not limited to, court calendar scheduling, public access (such as phone and counter services), officer overtime, officer availability (such as vacation and training schedules), new technology, facility issues, jail issues, and warrant issues.

2.4 Court Facility Management Review Committees (CFMRC). Facility level issues related to this Agreement shall be addressed by the Court Facility Management Review Committee established for each Facility, taking into consideration guidance from the DCMRC. The CFMRC for each Division/Facility shall consist of the judges at that Facility, the Division presiding judge, the Division director, the court manager, the applicable Participating City prosecutor/attorney, the applicable Participating City public

defender, and such other representatives as the Participating City or the District Court wishes to include. On or before the effective date of this Agreement, a Participating City shall identify in writing to the Division Presiding Judge the name(s), phone number(s), e-mail and postal address(es) where notice of meetings shall be sent. If a Participating City wishes to change the information provided to the Division Presiding Judge, it shall notify the Division Presiding Judge at least seven (7) calendar days prior to the change. A Participating City may send its representative(s) or the representative's designee to the CFMRC meetings. Each CFMRC shall meet monthly unless the Court and the applicable Participating Cities agree to cancel a particular meeting. The members shall agree on meeting dates. The CFMRC shall make decisions and take actions upon the mutual agreement of the representatives.

3.0 FACILITIES

3.1 Utilizing Existing County Facilities

- 3.1.1 The County is committed to a unified, County-wide District Court and intends to utilize existing facilities pursuant to the provisions of Section 3.1. The County shall operate a District Court facility within the Cities of Burien, Issaquah, Redmond, and Shoreline unless (1) the County obtains agreement to close a particular facility from all Participating Cities served in the facility proposed to be closed, or (2) notice has been given to terminate the Agreement by the Participating City in which the facility is located.
- 3.1.2 Notice of Facility Closure. If the County determines that it will close a District Court facility within the Cities of Burien, Issaquah, Redmond, and Shoreline and relocate District Court services within the same City, the County shall provide written notice to the Participating City(ies) served in the affected facility. Relocation of the Participating City(ies)'s District Court services under this subsection shall result from the County's determination, after consultation with the Participating City(ies) served in the affected facility, that continuing to operate the facility would 1) pose health and safety risks; 2) exceed the facility's useful life based on the cost of maintaining the facility; or 3) not be able to minimally meet the operational needs of the District Court.
- 3.1.3 Relocation due to Closure. If a County court facility is to be closed pursuant to Subsections 3.1.1 or 3.1.2, the County shall work cooperatively with Participating City(ies) served in the facility to relocate affected District Court services to a different facility. A Participating City impacted by a County court facility closure may choose to relocate to an existing County court facility or move to a different County facility. If

District Court does not already provide services in the facility(ies) proposed for the displaced services, the County and the Participating Cities served in the facility to be closed shall negotiate in good faith a separate agreement. The separate agreement should include, but is not limited to, identifying the location of these services, cost sharing responsibilities and financial commitment, ownership interest (if applicable), and implementation schedule. If the County and any of the Participating City(ies) served in the facility to be closed are unable to come to mutual agreement on relocation in a time frame acceptable to the County and the impacted Participating Cities(ies), notice of termination may be given as set forth in Section 1.2 above.

3.1.4 Other County Facilities. The County also has District Court facilities at the MRJC and the KCC. Upon mutual agreement of the County and a Participating City services may be provided to a Participating City(ies) at the MRJC or KCC. In the event of a relocation of a Participating City's District Court services to the MRJC, KCC, or other County facility not included in this Agreement, the County and the Participating City will negotiate appropriate facility operating and rent costs. All other provisions of this Agreement shall continue to apply.

3.1.5 Temporary Emergency Relocations. The relocation provisions provided above in Sections 3.1.1- 3.1.3, are not intended to apply to temporary emergency relocations which may occur in the event of a facility emergency (e.g. facility flooding, loss of facility heat or water, road closures, etc.) or natural disaster (e.g. earthquake, extreme weather events, etc.). Such temporary relocations may only last until the emergency conditions are resolved if the relocation was done without the consent of the relocated Participating City(ies). Temporary relocations may only be extended beyond the resolution of the emergency conditions or made permanent by mutual consent of the County and the relocated Participating City(ies).

3.1.5.1 Costs. If District Court Services to a Participating City are temporarily relocated from one County court facility to another County court facility, including the MRJC or KCC, due to an emergency, the Participating City's facility operating and rent costs will continue as calculated for the original facility for the duration of the temporary relocation.

3.1.6 Annual Facility Charges. The AFC for existing District Court facilities in the cities of Burien, Issaquah, Redmond, and Shoreline on the Effective Date satisfies the financial obligations of the Participating Cities served by these facilities for facility operations and daily maintenance, major maintenance, and other costs necessary to maintain existing facilities.

This AFC does not cover the costs associated with capital improvements as defined in Section 3.3 and does not entitle a Participating City to any funds or credit toward replacement of the existing facility. The AFC will be included as a reimbursable Participating City Case Cost under Exhibit A with the exception that space that is dedicated to the sole use and benefit of either a Participating City, the County, or other tenant, shall be excluded from the total square footage and be the sole financial responsibility of the benefiting party. Reimbursement for space dedicated to the sole use of a Participating City shall be based on the financial terms in Exhibit B and included as a Participating City Case Cost under Exhibit A. All other terms and conditions for a Participating City dedicated space shall be covered in a separate agreement. Each year, the County will identify in Exhibit A the square footage of dedicated space for each facility. Empty or unused space at a facility, previously used as dedicated space for the sole benefit and use of either the County, a Participating City(ies), or other tenant, shall be excluded from the total square footage. The AFC for the Burien, Issaquah, Redmond and Shoreline facilities are calculated in accordance with Exhibit B.

- 3.1.7 Call and Payment Center Charge. Participating Cities will pay an AFC for space used for the call center and payment center. The charge shall be calculated in accordance with Exhibit B and included as a reimbursable Participating City Case Cost under Exhibit A with the exception that space that is dedicated to the sole use and benefit of the County shall be excluded from the total square footage for this space.

3.2 Relocation from a Participating City Facility

- 3.2.1 City Buildings. Where District Court is providing District Court Services to a Participating City in a City-owned or operated facility and where the Participating City or the County wishes to relocate District Court Services to a different facility, the County and the affected Participating City or Participating Cities agree to work cooperatively to enter into a separate agreement to relocate to either a County facility or to another City-owned or operated facility. The agreement should include, but is not limited to the following:

- (a) Identifying a facility location
- (b) Cost sharing responsibilities and financial commitment
- (c) Ownership interest
- (d) Allocation of Implementation Responsibilities
- (e) Implementation schedule
- (f) Operational terms including but not limited to:
 - (i) Depending on location of facility, space for a Participating City's prosecution staff
 - (ii) Holding cells at facility

3.2.2 Separate Facility Agreements. The District Court will continue to operate at the Participating City's facility under the terms of a separate agreement between the County and the Participating City until the new location is agreed upon and operational, unless District Court Services are terminated pursuant to Section 1.2 of this Agreement..

3.2.3 Temporary Emergency Relocations. The provisions of Section 3.1.5 regarding temporary relocations due to emergency circumstances also apply in the case of District Court Services provided to a Participating City in a City-owned or operated facility, except Section 3.1.5.1 does not apply. If District Court Services for a Participating City must be temporarily relocated from a City-owned or operated facility to a County facility, the County and the Participating City will negotiate appropriate facility operating and rent costs and any other appropriate reimbursement of costs for the temporary relocation.

3.3 Capital Improvement Projects. Capital improvement projects to County facilities are those projects identified in the approved District Court Facilities Master Plan or Capital Improvement Plan.

3.3.1 Sole Benefit. Capital improvement projects for space that is dedicated to the sole use and benefit of either a Participating City(ies) or the County shall be funded by the benefiting party. In the case of a capital improvement project solely benefiting a Participating City(ies), the County and the Participating City(ies) will negotiate payment and enter into a separate agreement to address such project.

3.3.2 Dual Benefit. Capital improvement projects at a facility for space benefiting both the County and all Participating Cities served in the facility shall be presented to the affected CFMRC. The Participating Cities' contribution to the costs of the capital improvement projects shall be determined by mutual agreement of the County and the Participating Cities served in the affected facility. Absent an approved capital cost sharing agreement between the County and the Participating Cities served in the affected facility, those Participating Cities are not responsible for capital project costs.

3.3.3 City Buildings. Where the County and a Participating City have an agreement for the use of a City-owned or operated facility, cost apportionment for capital improvement projects is governed by the agreement between the County and the Participating City rather than Section 3.3.1 and 3.3.2 above.

4.0 REVENUE; FILING FEES ESTABLISHED; CITY PAYMENTS IN LIEU OF FILING FEES; LOCAL COURT REVENUE DEFINED.

4.1 Filing Fees Established. A filing fee is set for every criminal citation and infraction filed with the District Court.³ Filing fees will be established each year by the DCMRC pursuant to statutory criteria and this Section. At or before the commencement of this Agreement, the filing fees shall be as set by the agreement of the Participating Cities.

- 4.1.1 Pursuant to RCW 3.62.070 and RCW 39.34.180, the County will retain its portion of Local Court Revenues (as defined below) and additional payments pursuant to Section 4.5, if any, as full and complete payment by a Participating City for services received under this Agreement.

4.2 Compensation for Court Costs. The Participating Cities agree that the County is entitled to sufficient revenue to compensate the County for all Participating City Case Costs incurred during the term of this Agreement. For purposes of this Agreement, “Participating City Case Costs” means the sum of the costs for the Participating City as determined by the County pursuant to Exhibit A (including attachments A-Q), Exhibit B, and Exhibit C.

4.3 Annual Reconciliation. To ensure that the revenue provided to the County is equal to the Participating City’s Case Costs incurred in each year of the term of this Agreement, the County shall perform an annual reconciliation of the actual Participating City’s Case Costs in comparison to the Local Court Revenue, as defined in Section 4.9, retained by the County during that year in accordance with Exhibit A. The County will credit the Participating Cities in the reconciliation for each Participating City’s share of offsetting revenue received by the County for District Court from the state, the federal government and other sources. Reconciliations shall be performed as set forth below:

- 4.3.1 Beginning in 2022 and each year thereafter, the County shall perform a reconciliation of its actual reported Participating City’s Case Costs and the Local Court Revenue retained in the previous year. This reconciliation shall be completed no later than July 31 of each year. The County costs of performing the reconciliations shall be a reimbursable Participating City’s Case Cost and included as a Participating City’s Case Cost under Exhibit A.
- 4.3.2 No later than August 1 of the year in which the reconciliation is completed, the County shall send each Participating City a written statement as to the findings of the reconciliation.

³ The County and the Participating Cities acknowledge that the filing fees are intended to represent an approximation of the per-case cost for each filing. The County and the Participating Cities further acknowledge that while, in a criminal case, a judge, in their discretion and in accordance with Washington law may order a defendant to pay the filing fee upon conviction (for recoupment to the applicable Participating City), however, a judge may not order an individual who has been found to have committed an infraction to pay the infraction filing fee.

4.4 Payment for Participating City's District Court Services. Subject to the adjustments set forth below, the County shall retain a percentage of Local Court Revenue as payment for the Participating City's District Court Services. The percentage of Local Court Revenue retained by the County shall be the percentage necessary to pay the Participating City's Case Costs. This percentage shall be based on the prior year's reconciliation. The Participating City shall receive any remaining Local Court Revenue. In order to more closely match Local Court Revenue retained by the County with Participating City Case Costs (and thus lessen the amount of any additional payment or refunds pursuant to Section 4.5), the Participating City shall adjust the percentage retained by the County after July 31 of each year, for the following twelve months, based on the reconciliations of the prior year.

4.5 Reconciliation Adjustments. In the event the reconciliation completed pursuant to this Agreement shows that the Local Court Revenue retained by the County in the prior year was less than the Participating City's Case Costs for that year, the Participating City shall pay the difference to the County within 75 calendar days of receipt of a written invoice from the County. In the event the reconciliation completed pursuant to this Agreement shows that the Local Court Revenue retained by the County in the prior year was more than the Participating City Case Costs for that year, the County shall pay the difference to the Participating City within 75 calendar days of the County's completion of the reconciliation or, at the Participating City's option provided in writing to the County, credit the Participating City with such amount for the following year or extended term of this Agreement, if any.

4.6 Filing Fees. The County retention of Local Court Revenue and the process for reconciliation and additional payments/reimbursements is in lieu of direct Participating City payment for filing fees and it is agreed by the Participating City and County to be payment for District Court Services provided by the County to the Participating City under this Agreement.

4.7 Local Court Revenue after Expiration or Termination. Any Local Court Revenue received after the expiration or termination of this Agreement for cases filed during the term of this Agreement shall be distributed to the Participating City, less any costs owed to the County, unless an amendment to this Agreement is executed.

4.8 One-Time Costs for District Court Technology and System Improvement Projects.

- 4.8.1 One-Time Costs for Technology and System Improvement Projects are defined as the costs associated with the development and implementation of District Court technology and System improvement projects. The District Court shall involve the Participating Cities in its planning for technology and system improvement projects as described in Exhibit C. The Participating Cities shall contribute each year to a reserve fund to cover one-time costs for technology and system improvement projects in excess of \$100,000. Exhibit C sets forth the amount of the Participating

Cities' annual contribution to the reserve for one-time costs for technology and system improvement projects. Technology and system improvement projects which in total are less than \$100,000 in any year will be included as a reimbursable Participating City Case Cost under Exhibit A.

4.9 Local Court Revenue. Local Court Revenue includes all fines, filing fees, forfeited bail, penalties, court cost recoupment and parking ticket (including photo enforcement) payments derived from City-filed cases after payment of any and all assessments required by state law thereon. Local Court Revenue includes all revenue defined above received by the court as of opening of business January 1, 2022. Local Court Revenue excludes:

- (a) Payments to a traffic school operated by a City;
- (b) Restitution or reimbursement to a City or crime victim, or other restitution as may be awarded by a judge;
- (c) Assessments authorized by statute, such as Domestic Violence and Crime Victims, used to fund local programs;
- (d) Probation revenues;
- (e) Reimbursement for home detention and home monitoring, public defender, jail costs, on City filed cases; and
- (f) Revenues from Participating City cases filed prior to January 1, 2000.

4.9.1 All revenue excluded from Local Court Revenue shall be retained by the County or the Participating City to whom such revenue is owed.

4.9.2 A Participating City will not start a traffic violations bureau during the term of this Agreement.

4.10 Monthly Reporting and Payment to Participating City. The County will provide to a Participating City monthly remittance reports and payment for the Participating City's share of Local Court Revenue no later than three (3) business days after the end of the normal business month. On a monthly basis, the County will provide to the Participating City reports listing Participating City cases filed and revenue received for all Participating City cases on which the Local Court Revenue is calculated.

4.11 Payment of State Assessments. The County will pay on behalf of a Participating City all amounts due and owing the State relating to Participating City cases filed at the District Court out of the gross Court revenues received by the District Court on those cases. The County assumes sole responsibility for making such payments to the State as agent for the Participating City in a timely and accurate basis. As full compensation for providing this service to the Participating City, the County shall be entitled to retain any interest earned on these funds prior to payment to the State.

5.0 DISPUTE RESOLUTION.

Any issue may be referred to dispute resolution if it cannot be resolved to the satisfaction of the County, a Participating City, and/or the Participating Cities. Depending on the nature of the issue, there are different dispute resolution processes, described as follows:

5.1 Facility Dispute. Disputes arising out of facility operation and management practices which are not resolved by the CFMRC may be referred by the County or a Participating City in writing to all representatives of the DCMRC as designated in Section 2.3. If the DCMRC is unable to reach mutual agreement within sixty (60) calendar days of referral, then the dispute may be referred by either the County or a Participating City to non-binding mediation. Any and all Participating Cities who refer a dispute regarding the same event to non-binding mediation, will be considered one party and shall participate as one party for the purposes of mediation. The mediator will be selected in the following manner: The Participating City(ies) participating in the mediation shall propose a mediator and the County shall propose a mediator; in the event the mediators are not the same person, the two (2) mediators shall select a third mediator who shall mediate the dispute. Alternately, the Participating City(ies) participating in the mediation and the County may agree to select a mediator through the mediation service mutually acceptable to both the County and the Participating City(ies). The County and the Participating City(ies) to the mediation shall share equally in the costs charged by the mediator or mediation service. By mutual agreement, the DCMRC can establish an alternative Participating City(ies)'s share of the mediation costs.

5.2 System Wide Disputes. System Wide Disputes are disputes arising out of District Court system operations or management, or involving the interpretation of this Agreement in a way that could impact the entire District Court system and other Participating Cities with an agreement for District Court services. System Wide Disputes also include disputes resulting from the following events: (i) changes in state statute or regulation, state and or local court rule, Participating City or County ordinance, or exercise of court management authority vested by GR 29 in the Chief Presiding Judge, requiring the County to provide new court services reasonably deemed to substantially impact the cost of providing District Court Services, or material reductions or deletions of the District Court Services included in this Agreement that occurred for a period of at least six (6) consecutive months; or (ii) any decree of a court of competent jurisdiction in a final judgment not appealed from substantially altering the economic terms of this Agreement; or (iii) changes in state statute or regulation, state and or local court rule, or Participating City or County ordinance, which substantially alter the revenues retained or received by either the County or the Participating City related to Participating City's case filings;

5.2.1. System Wide Disputes may be referred in writing by the County or a Participating City to all representatives of the DCMRC as designated in Section 2.3. If the DCMRC is unable to resolve the dispute within ninety (90) calendar days of referral (or within a different amount of time by mutual agreement of the DCMRC), then the dispute may be referred by

either the County or the Participating City to non-binding mediation, conducted in the manner described in Section 5.1.

5.2.2. If a System Dispute is referred to mediation, all Participating Cities may participate in the mediation and will be bound by any agreement that comes out of mediation even if they choose not to attend. The County shall pay 50% of the mediator's costs and the Participating Cities shall pay 50% of the mediator's costs. The Cities shall contribute to their share of mediator's costs based on the proportion of the Participating Cities weighted caseload for the prior year. By mutual agreement, the DCMRC can establish an alternative means to establish a Participating City's share of the mediator's costs.

5.3 If a dispute is unable to be resolved, any party may invoke the termination provision of this Agreement.

6.0 RE-OPENER.

The County and all Participating Cities may agree to enter into re-negotiation of the terms of this Agreement at any time and for any purpose by mutual agreement in writing. The Agreement shall remain in full force and effect during such negotiations.

7.0 WAIVER OF BINDING ARBITRATION.

The Parties waive and release any right to invoke binding arbitration under RCW 3.62.070, RCW 39.34.180 or other applicable law as related to this Agreement, any extension or amendment of this Agreement, or any discussions or negotiations relating thereto.

8.0 INDEMNIFICATION.

8.1 City Ordinances, Rules and Regulations. In executing this Agreement, the County does not assume liability or responsibility for or in any way release the City from any liability or responsibility which arises in whole or in part from the existence or effect of City ordinances, rules or regulations, policies or procedures. If any cause, claim, suit, action or administrative proceeding is commenced in which the enforceability and/or validity of any City ordinance, rule or regulation is at issue, the City shall defend the same at its sole expense and if judgment is entered or damages are awarded against the City, the County, or both, the City shall satisfy the same, including all chargeable costs and attorney fees.

8.2 Indemnification.

8.2.1 Each Party to this Agreement shall protect, defend, indemnify, and save harmless the other Party, its officers, officials, employees, and agents,

while acting within the scope of their employment as such, from any and all costs, claims, judgment, and/or awards of damages, arising out of, or in any way resulting from, the Party's negligent acts or omissions. No Party will be required to indemnify, defend, or save harmless the other Party if the claim, suit, or action for injuries, death, or damages is caused by the sole negligence of the other Party. Where such claims, suits, or actions result from concurrent negligence of two or more Parties, the indemnity provisions provided herein shall be valid and enforceable only to the extent of each Party's own negligence. Each of the Parties agrees that its obligations under this subparagraph extend to any claim, demand, and/or cause of action brought by, or on behalf of, any of its employees or agents. For this purpose, each of the Parties, by mutual negotiation, hereby waives, with respect to each of the other Parties only, any immunity that would otherwise be available against such claims under the Industrial Insurance provisions of Title 51 RCW. In the event that any of the Parties or combination of the Parties incurs any judgment, award, and/or cost arising therefrom, including attorney fees, to enforce the provisions of this Section, all such fees, expenses, and costs shall be recoverable from the responsible Party or combination of the Parties to the extent of that Party's/those Parties' culpability. This indemnification shall survive the expiration or termination of this Agreement.

- 8.2.2 With respect to any technology provided by the County for use by the City pursuant to this Agreement, the County shall defend the City and the City's officers and directors, agents, and employees, against any claim or legal action brought by a third party arising out of a claim of infringement of U.S. patent, copyrights, or other intellectual property rights, or misappropriation of trade secrets, in connection with the use of the technology by the City so long as the City gives prompt notice of the claim or legal action and the City gives the County information, reasonable assistance, and sole authority to defend or settle any such claim or legal action. The County shall have no liability to defend the City to the extent the alleged claim or legal action is based on: (i) a modification of the technology by the City or others authorized by the City but not by the County; or (ii) use of the technology other than as approved by the County.

8.3 Actions Contesting Agreement. Each Party shall appear and defend any action or legal proceeding brought to determine or contest: (i) the validity of this Agreement; or (ii) the legal authority of the City and/or the County to undertake the activities contemplated by this Agreement. If both Parties to this Agreement are not named as parties to the action, the Party named shall give the other Party prompt notice of the action and provide the other an opportunity to intervene. Each Party shall bear any costs and expenses taxed by the court against it; any costs and expenses assessed by a court against both Parties jointly shall be shared equally.

9.0 INDEPENDENT CONTRACTOR.

Each Party to this Agreement is an independent contractor with respect to the subject matter herein. Nothing in this Agreement shall make any employee of the City a County employee for any purpose, including, but not limited to, for withholding of taxes, payment of benefits, worker's compensation pursuant to Title 51 RCW, or any other rights or privileges accorded City employees by virtue of their employment. At all times pertinent hereto, employees of the County are acting as County employees and employees of the City are acting as City employees.

10.0 NOTICE.

Unless otherwise provided herein, any notice or other communication given hereunder shall be deemed sufficient, if in writing and delivered personally to the addressee, or sent by certified or registered mail, return receipt requested, addressed as follows, or to such other address as may be designated by the addressee by written notice to the other Party:

To the County: King County Executive, 701 Fifth Avenue, Suite 3210, Seattle, Washington 98104

To the City:
City Manager

18120 68th Avenue NE, Kenmore, WA 98028

(insert title of mayor, City manager, or City administrator and address)

In addition to the requirements for notice described above, a copy of any notice or other communication may be provided to the Chief Presiding Judge of the District Court.

11.0 PARTIAL INVALIDITY.

Whenever possible, each provision of this Agreement shall be interpreted in such a manner as to be effective and valid under applicable law. Any provision of this Agreement which shall prove to be invalid, unenforceable, void, or illegal shall in no way affect, impair, or invalidate any other provisions hereof, and such other provisions shall remain in full force and effect. Notwithstanding the foregoing, this Agreement shall be subject to re-negotiation as provided in Section 6.0.

12.0 ASSIGNABILITY.

The rights, duties and obligations of either Party to this Agreement may not be assigned to any third party without the prior written consent of the other Parties, which consent shall not be unreasonably withheld.

13.0 CAPTIONS.

The section and paragraph captions used in this Agreement are for convenience only and shall not control or affect the meaning or construction of any of the provisions of this Agreement.

14.0 FORCE MAJEURE.

The term “force majeure” shall include, without limitation by the following enumeration, acts of Nature, acts of civil or military authorities, fire, terrorism, accidents, shutdowns for purpose of emergency repairs, lockouts, strikes, and any other labor, civil or public disturbance, inability to procure required construction supplies and materials, delays in environmental review, permitting, or other environmental requirement or work, delays as a result of legal or administrative challenges brought by parties other than signatories to this Agreement, delays in acquisition of necessary property or interests in property, including the exercise of eminent domain, or any other delay resulting from any cause beyond a party’s reasonable control, causing the inability to perform its obligations under this Agreement. If the County is rendered unable, wholly or in part, by a force majeure, to perform or comply with any obligation or condition of this Agreement then, upon giving notice and reasonably full particulars to the City, such obligation or condition shall be suspended only for the time and to the extent reasonably necessary to allow for performance and compliance and restore normal operations. For purposes of this Agreement, “force majeure” shall not include reductions or modifications in District Court Services caused by or attributable to reductions or modifications to the budget of the King County District Court as adopted or amended by the Metropolitan King County Council.

15.0 ENTIRE AGREEMENT.

This Agreement, inclusive of the Exhibits hereto, contains the entire agreement and understanding of the Parties with respect to the subject matter hereof, and supersedes all prior oral or written understandings, agreements, promises or other undertakings between the Parties.

16.0 GOVERNING LAW.

This Agreement shall be interpreted in accordance with the laws and court rules of the State of Washington in effect on the date of execution of this Agreement. In the event either Party deems it necessary to institute legal action or proceedings to ensure any right or obligation under this Agreement, the Parties hereto agree that such action or proceedings shall be brought in a court of competent jurisdiction situated in King County, Washington.

17.0 NO THIRD-PARTY RIGHTS.

Except as expressly provided herein, nothing in this Agreement shall be construed to permit anyone other than the Parties hereto and their successors and assigns to rely upon the covenants and agreements herein contained nor to give any such third party a cause of

action (as a third-party beneficiary or otherwise) on account of any nonperformance hereunder.

18.0 COUNTERPARTS.

This Agreement may be executed in counterparts, and each such counterpart shall be deemed to be an original instrument. All such counterparts together will constitute one and the same Agreement.

19.0 AMENDMENT OR WAIVER.

This Agreement may not be modified or amended except by written instrument approved by the City and the County; provided that changes herein which are technical in nature and consistent with the intent of the Agreement may be approved on behalf of the City by its chief executive officer and on behalf of the County by the County Executive. No course of dealing between the Parties or any delay in exercising any rights hereunder shall operate as a waiver of any rights of any Party.

IN WITNESS WHEREOF, the Parties have executed this Agreement on the dates indicated.

King County

DocuSigned by:

 4FBCAB8106AE4C6...
 King County Executive

Date: 12/21/2021

City of Kenmore

DocuSigned by:

 CC3C31CC3CA24A0...
 Title: City Manager

Date: 12/8/2021

Approved as to Form:

DocuSigned by:

 B142B2B1C3AF4BB...
 King County Deputy Prosecuting
 Attorney

Approved as to Form:

DocuSigned by:

 B71BF258C4734D7...
 City Attorney

EXHIBIT D
City Regular Court Calendar

This Exhibit is attached to the Interlocal Agreement for the Provision of District Court Services between the County and the City.

The City of Kenmore's regular court calendars will be held on Wednesdays. The designated day(s) may be adjusted upon mutual agreement of the City and County and without formal amendment of this ILA so long as such agreement is memorialized in writing between the Chief Presiding Judge or designee and City's designated representative.

**AMENDMENT TO THE INTERLOCAL AGREEMENT FOR THE PROVISION OF
DISTRICT COURT SERVICES BETWEEN KING COUNTY AND THE CITY OF _____**

This is an amendment to the Interlocal Agreement for Provision of District Court Services ("Agreement") between King County ("County") and the City of _____ ("City") (collectively, the "Parties") executed 2022.

The Parties hereby agree to amend the Agreement as follows:

1. Exhibit A (dated January 2021) is replaced with Exhibit A (Revised 2025), which is attached to this amendment.
2. Subparagraph (d) of Paragraph 4.9 Local Court Revenue is modified as follows:

 (d) Probation Revenue related to compliance monitoring;
3. The Parties agree that this amendment to the Agreement is technical in nature and is consistent with the intent of the Agreement.
4. The Parties further agree that all other terms and conditions of the Agreement not modified by this amendment shall remain in full force and effect.
5. This amendment shall be effective as of the date signed by King County below.

City of _____

King County

City Manager

Shannon Braddock
King County Executive

Date: _____

Date: _____



Subject/Topic:	Proposed Council Action/Motion:
Boundary Line Adjustment to eliminate encroachments in preparation for the Imagine Affordable Housing Development at 7010 NE 181st Street, Kenmore WA (tax parcel 011410-0590) Department: City Manager's Office Prepared by: Tambi Cork Housing & Human Services Manager Attachments: 1. Parcel Map	☐ Information Only ☐ Receive and File ☐ Discuss ☐ Provide Direction ☐ Public Hearing ☒ Adopt/Approve ☐ Authorize ☐ Other: Motion to Authorize City staff to apply for a Boundary Line Adjustment (BLA) for the property located at 7010 NE 181st Street, Kenmore WA (tax parcel 011410-0590), sign the BLA application, and take all necessary actions to process and close the sale of said property including, but not limited to, processing the BLA or executing easements to address the minor encroachments.

Approvals:

Department

City

Finance

City

Head SLL, 9/9/2025 Attorney DFR 9/15/25 Director MM 9/9/2025 Manager TK 9/16/25 Optional DB, 9/9/25

Summary/Background:

This action is requesting approval from the City Council to authorize staff to apply for a Boundary Line Adjustment (BLA) for the City-owned property located at 7010 NE 181st Street, Kenmore WA (tax parcel 011410-0590), sign the BLA application, and take all actions necessary to process the same. The BLA is necessary to resolve to encroachments that exist on the property.

In September 2022, the City purchased the Holt property at 7010 NE 181st Street to support its housing priorities and issued a Request for Proposals in 2023 for affordable housing development. In December 2023, the City Council selected Imagine Housing's proposal, which included affordable rental and ownership units in partnership with Habitat for Humanity, and directed staff to negotiate a purchase and sale agreement. Over 2024, the proposal was refined to meet land use regulations, and in March 2025, the City Council approved a purchase and sale agreement with Imagine Housing. As a component of finalizing the sale of that property, this action will clean up two existing encroachments with

adjoining property owners. If adjacent property owners do not wish to engage in the BLA process, granting minor easements would be an alternative process in removing the encroachments.

Previous Council Action(s):

December 2023: At the 12/4/23 City Council meeting, the Council approved the selection of the proposal called “The Approach” submitted by Imagine Housing/Habitat for Humanity/Hopelink in response to City RFP 23-C2969 and authorized staff to initiate negotiations with Imagine Housing for agreements needed for property transfer.

March 2024: Staff update on 3/25/24.

June 2024: Staff update on 6/17/24.

September 2024: At the 9/30/24 City Council meeting, Council authorized the City Manager to execute a Letter of Intent (LOI) with Imagine Housing.

March 2025: At the 3/24/25 City Council meeting, Council authorized the Disposition of Surplus Property Resolution No. 25-427 and authorized the City Manager to execute a Purchase and Sale Agreement (PSA) with Imagine Housing.

Fiscal Consideration:

The City will need to hire a professional land surveyor to prepare the BLA map and lot closure calculations. The estimated cost is approximately \$6,000 in General Fund dollars for this work.

City Council Priorities or Budget Objective Being Addressed:

2. Preserve and increase availability of all types of housing at all income levels, including the needs of people experiencing homelessness.

467/076

EXCEPTIONS CONTAINED IN TITLE

1. NOT APPLICABLE TO THIS SURVEY
2. THIS SITE IS SUBJECT TO EASEMENTS OR CLAIMS OF EASEMENTS NOT DISCLOSED BY THE PUBLIC RECORDS. (NOTHING TO PLOT)
3. THIS SITE IS SUBJECT TO RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT DISCLOSED BY THE PUBLIC RECORDS. (NOTHING TO PLOT)
4. THIS SITE IS SUBJECT TO ANY LIEN OR RIGHT TO LIEN FOR SERVICES, MATERIAL, LABOR, AND/OR CONTRIBUTIONS TO AN EMPLOYEE BENEFIT FUND OR STATE WORKERS' COMPENSATION THAT IS NOT DISCLOSED BY THE PUBLIC RECORDS. (NOTHING TO PLOT)
5. THIS SITE IS SUBJECT TO EXCEPTIONS AND RESERVATIONS IN UNITED STATES PATENTS, INDIAN TRIBAL CODES OR REGULATIONS, INDIAN TREATY OR ABORIGINAL RIGHTS, INCLUDING EASEMENTS AND EQUITABLE SERVITUDES. WATER RIGHTS, CLAIMS OR TITLE TO WATER. (NOTHING TO PLOT)
6. THIS SITE IS SUBJECT TO ANY SERVICE, INSTALLATION OR GENERAL CONNECTION CHARGES FOR SEWER, WATER, ELECTRICITY, TELEPHONE, GAS AND/OR GARBAGE REMOVAL. (NOTHING TO PLOT)
7. NOT APPLICABLE TO THIS SURVEY
8. THIS SITE IS SUBJECT TO COVENANTS, CONDITIONS, RESTRICTIONS, EASEMENTS, PROVISIONS, DEDICATIONS AND MATTERS DELINEATED OR DISCLOSED BY THE PLAT OF ALDERWOOD MANOR NO. 14, RECORDED UNDER RECORDING NUMBER 1608090, RECORDS KING COUNTY, WASHINGTON. (NOTHING TO PLOT)
9. THIS SITE IS SUBJECT TO AN EASEMENT AFFECTING THAT PORTION OF SAID LAND AND FOR PURPOSES OF SLOPES, CUTS AND FILLS AND THE RIGHTS INCIDENTAL THERETO CONTAINED IN THE DOCUMENT RECORDED UNDER RECORDING NUMBER 5033986, RECORDS KING COUNTY, WASHINGTON. (PORTION DEEDED TO KING COUNTY FOR ROADS)
10. THIS SITE IS SUBJECT TO TERMS AND PROVISIONS AS CONTAINED IN AN INSTRUMENT ENTITLED "RESTRICTIONS, CONDITIONS, COVENANTS AND EASEMENTS", RECORDED UNDER RECORDING NUMBER 8810200843, RECORDS KING COUNTY WASHINGTON. (NOTHING TO PLOT)
11. THIS SITE IS SUBJECT TO A JOINT USE AND MAINTENANCE SERVICE RETENTION/DETENTION SYSTEM AND THE TERMS, COVENANTS AND CONDITIONS THEREIN, RECORDED UNDER RECORDING NUMBER 8810240223, RECORDS KING COUNTY, WASHINGTON. (NOTHING TO PLOT)
12. THIS SITE IS SUBJECT TO TERMS AND PROVISIONS AS CONTAINED IN AN INSTRUMENT RECORDED UNDER RECORDING NUMBER 8811149008, RECORDS KING COUNTY, WASHINGTON. (SHOWS ENCROACHMENTS AT SOUTHEAST CORNER, CURRENT CONDITIONS SHOWN HEREON)
13. THIS SITE IS SUBJECT TO ANY RIGHTS, EASEMENTS, INTERESTS OR CLAIMS WHICH MAY EXIST OR ARISE BY REASON OF OR REFLECTED BY THE FACTS SHOWN ON THE PLAT OF A SURVEY MADE BY HASSENGER COMPANY, INC., RECORDED UNDER RECORDING NUMBER 20010129900001, RECORDS KING COUNTY, WASHINGTON. (A) FENCE DOES NOT ACCURATELY REPRESENT LOT LINES. B) 1 STORY WOOD-FRAME BUILDING AND ASPHALT PAVEMENT ENCROACHMENT OVER THE EAST LINE UNTO SUBJECT PROPERTY. C) WOOD PORCH AND STEPS ENCROACHMENT OVER THE NORTH LINE INTO SUBJECT PROPERTY. CURRENT CONDITIONS SHOWN HEREON.)
14. THIS SITE IS SUBJECT TO TERMS AND PROVISIONS AS CONTAINED IN AN INSTRUMENT RECORDED UNDER RECORDING NUMBER 20030501002580, RECORDS KING COUNTY, WASHINGTON. (REGARDING ENCROACHMENTS IN SOUTHEAST CORNER, CURRENT CONDITIONS SHOWN HEREON)
- 15-17. NOT APPLICABLE TO THIS SURVEY.

LEGEND

- ⊗ FOUND SURVEY MONUMENT, AS NOTED
- FOUND SURVEY MARKER, AS NOTED
- SET 1/2" REBAR W/ YELLOW PLASTIC CAP STAMPED "CORE 21032471"
- ⊗ FOUND NAIL & WASHER, AS NOTED
- IRRIGATION METER
- UTILITY POLE
- ← GUY ANCHOR
- ASPH ASPHALT
- FNC FENCE
- CLF CHAIN LINK FENCE
- VBF VERTICAL BOARD FENCE
- WIF WROUGHT IRON FENCE
- x FENCE LINE (FNC)
- EDGE OF ASPHALT (ASPH.)
- ℙ PROPERTY LINE

NW 1/4, NW 1/4, SEC. 12, TWP. 26 N., RGE. 4 E., W.M. CITY OF KENMORE, KING COUNTY, WASHINGTON

BASIS OF BEARINGS

N01°14'43"E BETWEEN THE FOUND MONUMENTS IN 73RD AVENUE NE AT THE INTERSECTIONS OF NE 181ST STREET AND NE 182ND STREET AS SHOWN ON REFERENCE 1 AND ROTATED TO WASHINGTON STATE PLANE COORDINATE SYSTEM, NORTH ZONE PER GNSS OBSERVATIONS.

REFERENCES

1. BOUNDARY LINE ADJUSTMENT NO. BLA 2008-036 AS RECORDED IN VOLUME 270 OF SURVEYS, AT PAGES 264 THROUGH 265, UNDER RECORDING NUMBER 20100408900001, RECORDS KING COUNTY, WASHINGTON.
2. RECORD OF SURVEY RECORDED IN VOLUME 142 OF SURVEYS, AT PAGE 285, UNDER RECORDING NUMBER 20010129900001, RECORDS KING COUNTY, WASHINGTON.
3. PLAT OF ALDERWOOD MANOR NO. 14 AS RECORDED IN VOLUME 28 OF PLATS, AT PAGE 4, RECORDS KING COUNTY, WASHINGTON.

LEGAL DESCRIPTION

THE LAND REFERRED TO IS SITUATED IN THE COUNTY OF KING, CITY OF KENMORE, STATE OF WASHINGTON, AND IS DESCRIBED AS FOLLOWS:

THAT PORTION OF LOTS 13 AND 14, BLOCK 11, ALDERWOOD MANOR NO. 14, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 26 OF PLATS, PAGE 4, RECORDS OF KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

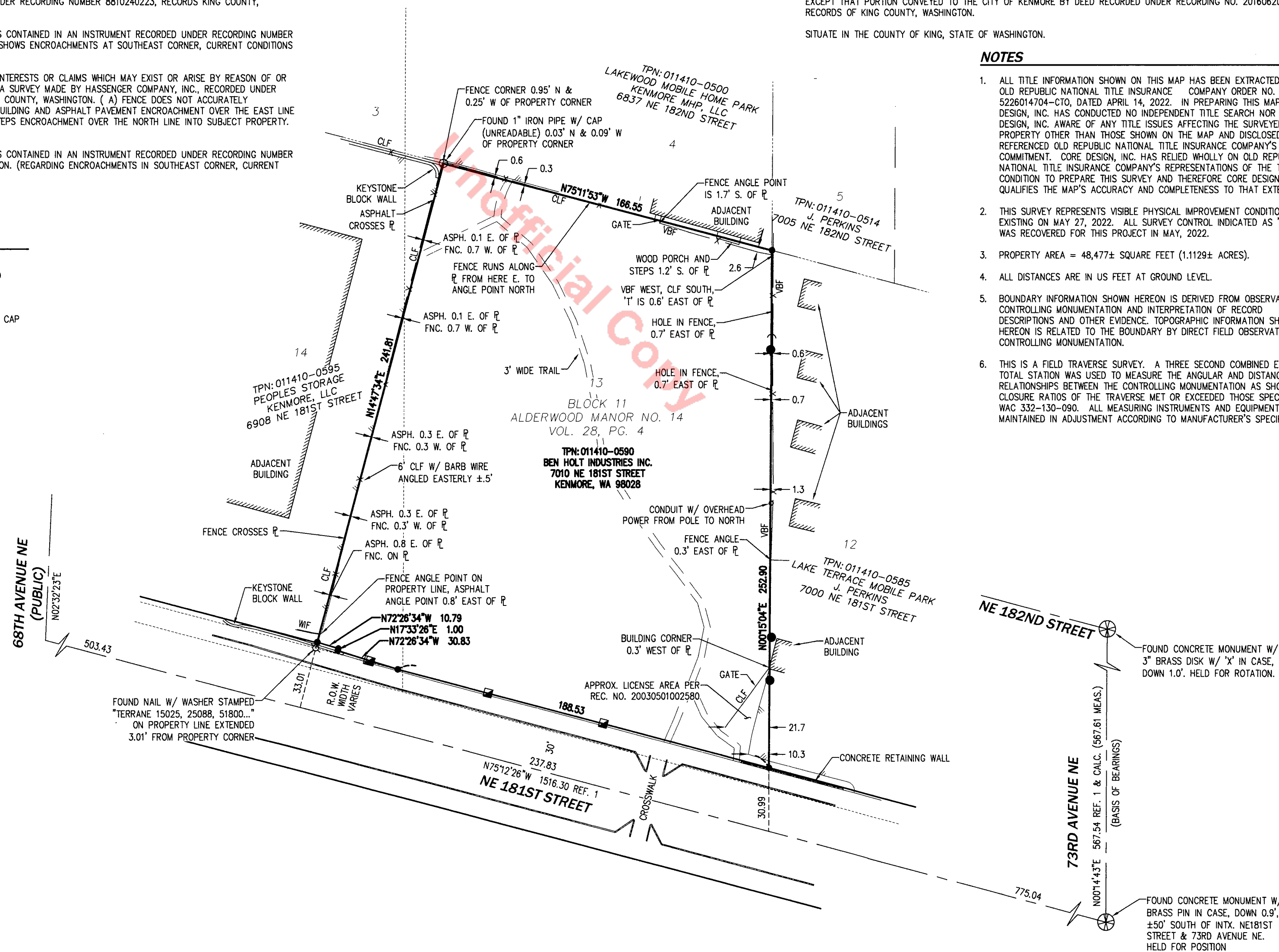
BEGINNING AT THE SOUTHWESTERLY CORNER OF LOT 15 OF SAID PLAT; THENCE SOUTH 75°27'09" EAST ALONG THE SOUTHERLY LINE THEREOF 325.41 FEET; THENCE NORTH 14°32'51" EAST 10 FEET TO THE NORTHERLY MARGIN OF NE 181ST STREET AS ESTABLISHED BY CONVEYANCE TO KING COUNTY BY DEED FILED UNDER RECORDING NO. 5033986 AND TRUE POINT OF BEGINNING; THENCE NORTH 14°32'51" EAST 244.81 FEET TO THE NORTHERLY LINE OF SAID LOT 13; THENCE SOUTH 75°26'39" EAST ALONG SAID NORTHERLY LINE, 166.55 FEET TO THE NORTHEASTERLY CORNER THEREOF; THENCE SOUTH 00°00'26" WEST ALONG THE EAST LINE OF SAID LOT 13, 252.89 FEET TO THE NORTHERLY MARGIN OF SAID NE 181ST STREET; THENCE NORTH 75°27'09" WEST ALONG SAID NORTHERLY MARGIN 230.04 FEET TO THE TRUE POINT OF BEGINNING;

EXCEPT THAT PORTION CONVEYED TO THE CITY OF KENMORE BY DEED RECORDED UNDER RECORDING NO. 20160620000448, RECORDS OF KING COUNTY, WASHINGTON.

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

NOTES

1. ALL TITLE INFORMATION SHOWN ON THIS MAP HAS BEEN EXTRACTED FROM OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY ORDER NO. 5226014704-C70, DATED APRIL 14, 2022. 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 OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY'S COMMITMENT. CORE DESIGN, INC. HAS RELIED WHOLLY ON OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY'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 MAY 27, 2022. ALL SURVEY CONTROL INDICATED AS "FOUND" WAS RECOVERED FOR THIS PROJECT IN MAY, 2022.
3. PROPERTY AREA = 48,477± SQUARE FEET (1.1129± ACRES).
4. ALL DISTANCES ARE IN US FEET AT GROUND LEVEL.
5. BOUNDARY INFORMATION SHOWN HEREON IS DERIVED FROM OBSERVATION OF CONTROLLING MONUMENTATION AND INTERPRETATION OF RECORD DESCRIPTIONS AND OTHER EVIDENCE. TOPOGRAPHIC INFORMATION SHOWN HEREON IS RELATED TO THE BOUNDARY BY DIRECT FIELD OBSERVATION FROM CONTROLLING MONUMENTATION.
6. THIS IS A FIELD TRAVERSE SURVEY. A THREE 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.



12100 NE 195th St., Suite 300 Bellevue, Washington 98011 425.885.7877 Fax 425.885.7943 ENGINEERING - PLANNING - SURVEYING - G.L.A.		PROJECT NO. 22170
CORE DESIGN	DATE 6/1/22	SHEET 1 OF 1
DRAWN KKW	APPROVED KKW	
RECORD OF SURVEY FOR CITY OF KENMORE 7010 NE 181ST STREET KENMORE, WA 98028		
SURVEYOR'S CERTIFICATE THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE SURVEY RECORDING ACT AT THE REQUEST OF IN MAY 2022 KYLE W. WRIGHT, PLS CITY OF KENMORE CERTIFICATE NO. 21032471		
RECORDER'S CERTIFICATE FILED FOR RECORD THIS 11th DAY OF JUN 20 22 AT 11:32 A.M. IN BOOK 467 OF SURVEYS AT PAGE 076 AT THE REQUEST OF CORE DESIGN, INC. MANAGER		



Subject/Topic:	Proposed Council Action/Motion:
Floodplain Enhancement and Recovery Act - S.1564 sponsored by Senator Department: Environmental Services Prepared by: Richard Sawyer Environmental Services Director Attachments: 1) Sign-on Letter Supporting Floodplain Enhancement and Recovery Act - S.1564. 2) Floodplain Enhancement and Recovery Act - S.1564 Fact Sheet (Puget Sound Partnership)	☐ Information Only ☐ Receive and File ☐ Discuss ☐ Provide Direction ☐ Public Hearing ☐ Adopt/Approve ☒ Authorize ☐ Other: Authorize the Mayor to sign the letter supporting the Floodplain Enhancement and Recovery Act – S. 1564 to be submitted to the Committee on Banking, Housing, and Urban Affairs and take all actions necessary to submit the letter on behalf of the City.

Approvals:

Department	City	Finance	City
Head <u>RS 9/10/2025</u>	Attorney <u>N/A</u>	Director <u>N/A</u>	Manager <u>TK 9/18/25</u>
			Optional <u>N/A</u>

Summary/Background:

On May 1, 2025 Senator Murray (sponsor, D-WA) and Senator Daines (co-sponsor, R-MT) introduced bill S.1564 – Floodplain Enhancement and Recovery Act and the bill has been referred to the Committee on Banking, Housing, and Urban Affairs. The bill proposes an amendment to the Homeowner Flood Insurance Affordability Act of 2014 that would streamline Federal Emergency Management Agency (FEMA) permit procedures specifically for ecosystem restoration projects to reduce costs, time delays and increase regulatory efficiency. This would be achieved by providing certain exemptions for ecosystem restoration projects, which are defined as those projects with the goal of recovering natural and beneficial functions to a former or degraded aquatic resource or floodplain, or those that enhance, accelerate, reclaim, or improve a specific, natural, and beneficial function of an aquatic resource or floodplain.

A coalition of NGOs, led by American Rivers and the National Association of Conservation Districts have drafted the attached sign-on letter to support this bill and is requesting signatures from organizations by Tuesday, September 23, to accommodate Senate Banking Committee scheduling.

This bill aligns with WRIA 8’s policy priorities to support permit streamlining for habitat restoration projects. The WRIA 8 Chair and Vice Chair will be signing on behalf of the WRIA 8 Salmon Recovery Council, and they have asked partner jurisdictions to consider adding their signature to the attached sign-on letter as well. With Council approval, staff will obtain the Mayor’s signature to add to the letter on behalf of the City of Kenmore.

Previous Council Action(s):

N/A

Fiscal Consideration:

N/A

City Council Priorities or Budget Objective Being Addressed:

1. Continue to implement the adopted Climate Action Plan and promote environmental stewardship, including water, air, forest, and habitat restoration and preservation.



City of Kenmore, Washington

September 23, 2025

The Honorable Tim Scott
Chairman - Senate Committee on Banking,
Housing, and Urban Affairs
United States Senate
Washington DC 20510

The Honorable Elizabeth Warren
Ranking Member - Committee on Banking, Housing,
and Urban Affairs
United States Senate
Washington DC 20510T

RE: Floodplain Enhancement and Recovery Act - S. 1564

Dear Chairman Scott and Ranking Member Warren:

Our organizations are writing to express our support for the bipartisan *Floodplain Enhancement and Recovery Act - S. 1564* and request a hearing on the bill from the Committee on Banking, Housing, and Urban Affairs.

This bill provides common sense flexibility for communities to more easily embrace ecosystem restoration and nature-based solutions under the National Flood Insurance Program regulations (NFIP). The bill empowers states and local communities to have more control to improve their environment while keeping their residents safe from flood impacts.

State and local governments, Tribal Nations, farmers, NGOs, and the private sector are increasingly turning to ecosystem restoration projects to improve the quality of life and reduce risk to communities from flooding and hazardous weather. Intact natural floodplains help absorb floodwaters, recharge and store groundwater, clean and filter water, buffer against wildfire impacts, improve rangeland health, and increase fish and wildlife populations. However, the NFIP regulations were developed for a wide range of development that can take place in a floodplain, including structural development and large infrastructure projects. Without clear definitions, this results in requirements that may not be needed for many projects designed to restore natural floodplains and their functions.

Under current Federal Emergency Management Agency (FEMA) policy, any proposed project in the regulated floodway, whether it is an apartment complex or fish habitat restoration, must complete a time and cost-intensive Conditional Letter of Map Revision (CLOMR) to update the flood maps before the project is built unless they demonstrate to FEMA that it will not increase flood heights within that area.

While these policies are important to protect communities from increased flood risk due to the building of new structures in the floodway, they disincentivize ecosystem restoration projects and all the associated benefits. The regulatory requirements cause significant delays, cost increases, reduction of landowner willingness, and, oftentimes, the abandonment of projects altogether.

The *Floodplain Enhancement and Recovery Act - S. 1564* will provide communities the option to provide more timely approval for ecosystem restoration projects that have been determined by a professional engineer to not adversely impact insurable structures or critical infrastructure – greatly reducing federal process and increasing regulatory efficiency.

Our organizations strongly believe this bill will provide a much needed, simplified pathway for ecosystem restoration projects in mapped floodways. This benefits the efficiency, cost effectiveness, and pace of implementation across the country, resulting in public benefits ranging from improved fish and wildlife habitat to community resilience.

Thank you for your attention to this issue. We look forward to a hearing on *S. 1564 - the Floodplain Enhancement and Recovery Act*. Please do not hesitate to contact Eileen Shader (Senior Director at American Rivers - eshader@americanrivers.org), Chad Berginnis (Executive Director at the Association of State Floodplain Managers - cberginnis@floods.org), or Libby Wawro (Natural Resource Policy Specialist at the National Association of Conservation Districts - libby-wawro@nacdnet.org) if we can provide any additional information or background that would be helpful to you.

Sincerely,

Mayor Nigel Herbig

City of Kenmore, WA



EXPEDITING FLOODPLAIN ENHANCEMENT AND RECOVERY

Senator Patty Murray is introducing the *Floodplain Enhancement and Recovery Act* to streamline the lengthy regulatory review process the Federal Emergency Management Agency (FEMA) currently uses to assess certain projects within floodways.

CONTEXT

Floodplains - low-lying areas adjacent to river channels or estuaries that can be inundated by flood water or subject to channel migration – provide invaluable ecosystem services including flood damage mitigation, improved water quality, economically valuable farmlands, recreational opportunities, and critical wildlife habitat for salmon and other species.

Federal, state, and local governments work together to manage and regulate activity within our floodplains for multiple benefits, including protecting human life and property, recovering endangered species, and upholding Tribal treaty rights.

ISSUE

FEMA currently requires that any project within a regulated floodway conduct analyses to ensure the project does not increase flood risks to nearby communities.

However, this rule often unintentionally hinders important ecosystem restoration efforts that cause minimal or no real flood risk. As a result, many restoration projects are delayed, scaled back, or abandoned altogether, limiting important opportunities to improve habitat, water quality, and flood resilience.

SOLUTION

Pass the *Floodplain Enhancement and Recovery Act*

- ▶ Upholds important flood safety standards that protect communities across the nation
- ▶ Provides regulatory flexibility and a streamlined path to earlier implementation for projects designed to restore natural and beneficial aquatic ecosystems
- ▶ Delivers resilient floodplains more quickly to help recover Endangered species such as salmon



In Washington state alone, restoration projects been subjected to:

- ▶ An average delay of 17 months relative to the expected design and construction timeline
- ▶ \$128.5 million in federal funding and \$47.6 million in state funding stalled or lost
- ▶ Jeopardized landowner participation because of project delays



Subject/Topic:	Proposed Council Action/Motion:
Fee In Lieu of Providing Affordable Housing Units for Residential Development in the R4 and R6 Zones Department: Community Development Prepared by: Debbie Bent Community Development Director Todd Hall, Principal Planner Attachments: 1. Memo from ARCH – dated September 22, 2025	☐ Information Only ☐ Receive and File ☒ Discuss ☒ Provide Direction ☐ Public Hearing ☐ Adopt/Approve ☐ Authorize ☐ Other: Motion authorizing a fee in lieu rate effective 1/1/26 of \$6 per square foot for providing affordable housing units for residential development in the R4 and R6 zones and for rental development projects a rate of \$8 per square foot.

Approvals:

Department Head	DB, 9/9/25	City Attorney	N/A	Finance Director	N/A	City Manager	TK 9/11/25	Optional	N/A
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Summary/Background:

At the September 22 City Council meeting, staff are asking the City Council to give direction on the proposed fee in lieu rate for affordable housing for residential development in the R4 and R6 zones as an alternative to meeting on-site affordability requirements. Staff recommend that the rate be established based on the ARCH memo (see Attachment #1).

On June 23, 2025, the City Council adopted Ordinance No. 25-0630, which amended the Kenmore Municipal Code for middle housing, accessory dwelling units, and affordable housing (inclusionary zoning) regulations. “Middle housing” refers to duplexes, triplexes, cottage housing, townhomes, and other dwellings in buildings similar in scale with single-family homes. The ordinance requires 10 percent of new housing units in R-4 and R-6 zones to be affordable at certain income levels, which would result in a fraction less than one for projects creating fewer than ten (10) new units.

Chapter 18.77.043 regarding affordable housing is provided as follows:

18.77.043 R-4 and R-6 zones.

All residential developments on properties zoned R-4 or R-6 and producing new dwelling units shall provide affordable housing as follows:

- A. Ten percent of the total number of new residential units in the development, excluding units whose net floor area is less than 1,750 square feet, shall be very low-income housing if renter-occupied or low-income housing if owner-occupied.

1. Development applications vested by December 31st, 2025, shall be exempt from this affordable housing requirement if the proposed development conforms to regulations in place before June 1st, 2025.

2. Development applications made under regulations adopted after May 31st, 2025, shall provide affordable housing as prescribed in this section.

B. Developments producing fewer than ten new dwelling units with units that have floor area equal to or exceed 1,750 square feet shall not have the number of affordable units rounded down to zero but may either provide an affordable unit on-site or pay a fee in lieu of the required fractional affordable unit.

1. Notwithstanding the provisions of KMC 18.77.045, fees in lieu of affordable housing required in R-4 and R-6 zones shall be calculated from a rate set by the city council in the city's development fee schedule.

a. Payment of a fee in lieu of fractional affordable units shall be the applicant's option and does not require a proposal or the city manager's approval.

b. The initial fee rate shall be assessed on the combined net floor area of all new dwelling units in the development, excluding units whose net floor area is less than 1,750 square feet, based on the difference between typical market-rate housing expenses and affordable housing expenses in Kenmore as the city shall determine using commonly accepted methods.

c. The city council shall increase or decrease the fee annually to reflect the current published annual change in the Seattle Consumer Price Index for Wage Earners and Clerical Workers.

d. The city council may reset the fee rate, no more frequently than two years, based on updated analysis of market-rate and affordable housing expenses.

e. A written agreement is not necessary but charges and payments, including dates payable, may be administered as any other development fees.

2. Deposits and uses of payments in lieu of fractional affordable units shall follow the same policies established in KMC 18.77.045.

C. Developments producing ten or more new dwelling units shall have the number of affordable units rounded according to KMC [18.30.020](#)(D).

Background: The WA State Legislature passed House Bill (HB) 1110 and HB 1337 in 2023 which required cities to adopt zoning regulations permitting middle housing types (i.e., duplexes, triplexes, cottage housing, etc.) that allow for single-family residential (R-1, R-4, and R-6 zones), and allowing two accessory dwelling units on single-family residential properties.

State Law allows cities to consider requiring affordable housing to be included (i.e., inclusionary housing) in areas where residential capacity is increased either by providing on-site units or fee-in-lieu. A Regional Coalition for Housing (ARCH) developed a model that assesses the financial feasibility of inclusionary housing for different prototype housing types (duplexes, triplexes, etc.) and project sizes. ARCH staff reviewed regulations and a model supporting fee in lieu earlier in 2025.

Previous Council Action(s):

In June 2025, the City Council adopted Ordinance 25-0630 adopting regulations related to middle housing and accessory dwelling units.

Fiscal Consideration:

None

City Council Priorities or Budget Objective Being Addressed:

Priority 2: "Preserve and increase availability of all types of housing at all income levels, including the needs of people experiencing homelessness."



A Regional Coalition for Housing

Together Center Campus
16305 NE 87TH St, Suite 119
Redmond, WA 98052
425-861-3677

MEMORANDUM

To: Debbie Bent, Director of Community Development, City of Kenmore
Todd Hall, Principal Planner, City of Kenmore

From: Mike Stanger, Senior Planner

Subject: Fees in Lieu of Affordable Housing in Middle Housing Development

Date: September 22, 2025

Summary

Analysis of market-rate and affordable housing prices indicate the following rates for fees in lieu of affordable housing, as they apply to middle housing development: \$6.00 per square foot of new owner-occupied residential floor area and \$8.00 per square foot if renter-occupied. The city's zoning code provides exemptions, described below.

Background

On June 23, 2025, the City Council adopted Ordinance No. 25-0630, which amended the Kenmore Municipal Code for middle housing, accessory dwelling units, and affordable housing (inclusionary zoning) regulations. "Middle housing" refers to duplexes, triplexes, cottage housing, townhomes, and other dwellings in buildings similar in scale with single-family homes. The ordinance requires 10 percent of new housing units in R-4 and R-6 zones to be affordable at certain income levels, which would result in a fraction less than one for projects creating fewer than ten (10) new units. Under KMC 18.77.043, the ordinance further provides:

B. Developments producing fewer than then new dwelling units with units that have floor area equal to or exceeding 1,750 square feet shall not have the number of affordable units rounded down to zero but may either provide an affordable unit on-site or pay a fee in lieu of the required fractional affordable unit.

1. Notwithstanding the provisions of KMC 18.77.045, fees in lieu of affordable housing required in R-4 and R-6 zones shall be calculated from a rate set by the city council in the city's development fee schedule.

a. Payment of a fee in lieu of fractional affordable units shall be the applicant's option and does not require a proposal or the city manager's approval.

b. The initial fee rate shall be assessed on the combined net floor area of all new dwelling units in the development, excluding units whose net floor area

is less than 1,750 square feet, based on the difference between typical market-rate housing expenses and affordable housing expenses in Kenmore as the city shall determine using commonly accepted methods.

c. The city council shall increase or decrease the fee annually to reflect the current published annual change in the Seattle Consumer Price Index for Wage Earners and Clerical Workers.

d. The city council may reset the fee rate, no more frequently than two years, based on updated analysis of market-rate and affordable housing expenses.

e. A written agreement is not necessary but charges and payments, including dates payable, may be administered as any other development fees.

2. Deposits and uses of payments in lieu of fractional affordable units shall follow the same policies established in KMC 18.77.045.

The value of an affordable home for the public (i.e., a renter or buyer) is the difference between the price they would pay on the open market and the price that is affordable at an income level set by the city. For example, a townhouse that would ordinarily sell for \$1,000,000 but priced at \$400,000 as an affordable unit would have a value to the public of \$600,000. The ordinance provides that builders can pay a fee in lieu of fractional affordable units based on this price gap.

Timing, Process, and Accounting of Fee Collections

KMC 18.77.045.D includes the following relevant paragraphs:

3. The City shall deposit collected payments in an affordable housing fund established by the City.

4. Before the city manager approves or executes an agreement to accept payment in lieu of affordable housing, the City must have a plan for investing funds in affordable housing that supports City objectives. The City should make every effort to use these funds as quickly as possible.

5. The highest priority location for affordable housing funded wholly or in part with in-lieu fees is the subarea location of the project that generated the in-lieu fee; however, the city manager may authorize the use of these funds for affordable housing projects in other subareas of the City (as a second priority) or within another jurisdiction (as a third priority) with close proximity to commercial uses, transit services, and/or employment opportunities.

Other ARCH-member jurisdictions also collect fees in lieu of affordable housing. At those cities, city staff collect in-lieu fees from developers in a manner consistent with other development fees. Once payment is received, city staff may choose to retain the money in a city account or transfer it to the ARCH trust fund. The trust fund pools contributions from all ARCH-member jurisdictions for investments recommended in annual cycles. Each city council retains approval authority over its trust fund contributions. Typically, cities choose to transfer to the trust fund unless an already approved project makes it more efficient for the city to pay the recipient directly.

If transferring to the ARCH trust fund, city staff informs ARCH staff of the payment. ARCH staff, in turn, initiates an invoice request at the city of Bellevue, who administers the trust fund under the ARCH inter-local agreement. The city of Bellevue's accounting staff then invoices the city to deposit the funds into Bellevue's accounting system, where they are coded and tracked separately.

Analysis

Calculation of the Fee Rate: Homeownership Projects

As part of the analysis of middle housing zoning in Kenmore, ARCH staff studied the potential value created for landowners and builders. Our financial model showed that re-zoning for middle housing added significant value; whereas replacing older single-family homes with larger ones was not feasible, many middle housing prototypes were feasible even when requiring affordable housing. In other words, the additional market-rate units that a builder can sell because of the re-zone more than compensates for losses on the affordable units.

We calculated the price gaps for nine prototypes (a single-family detached home and eight middle housing scenarios) and divided each by the total square footage in the prototype so that builders would pay based on the size rather than the number of units. Key inputs, such as assumptions for construction costs, land acquisition, financing, and sales prices, were gathered by ARCH staff and ARCH's consultants, BAE Urban Economics. The midpoint of the results was \$6.00 per square foot. (A memo from ARCH staff describing this analysis in greater detail can be found in the Planning Commission's meeting packet for March 18, 2025: [Planning Commission Meeting • City of Kenmore Agendas and Minutes • CivicClerk](#).) After presenting these findings to the Planning Commission in March, a member of the public offered alternative inputs. Alternate construction and land costs and sale prices increased the results to about \$7.00. The alternate financing terms, which might be required of some very small builders with little cash or security, would raise the fee rate substantially.

Staff believes the most reasonable approach is to use assumptions for "typical" builders; that is, costs from the middle of the spectrum, which leads us to recommend our initial estimate of \$6.00 per square foot.

Attachment 1 to this memo provides a few examples of calculating the in-lieu fee.

Calculation of the Fee Rate: Rental Projects

A similar calculation to find the value of the gap between market-rate and affordable rents has these key differences:

- The ordinance requires R-4 and R-6 development to set aside 10 percent of new renter-occupied units to be affordable at 60 percent of median income (with exemptions for units smaller than 1,750 square feet).
- Rental housing projects must provide affordability for the life of the project, which means that the rent gap value must be estimated for an indefinite period. In place of one-time sale prices, we calculated values as an investor would do when buying multifamily properties by capitalizing the net operating incomes of market-rate and affordable units.

Fees in lieu of affordable middle housing
August 26, 2025

On the date of this writing, Zillow.com lists three-bedroom townhomes for rent with a rounded average rent of \$2.10 per square foot. A minimum-size, three-bedroom affordable unit – 1,000 square feet, as per KMC 18.77.015 – was used for comparison and resulted in a fee of \$8.00 per square foot, rounded to the nearest dollar. The calculations are shown in Attachment 2. It is very unlikely, under present conditions, that builders will choose to rent rather than sell housing in R-4 and R-6 zones, but Attachment 1 provides examples of applying this fee.

Attachments

1. Examples of Fee-in-lieu Calculations.
2. Calculation of Fee-in-lieu Rate for Rental Housing Projects.

Fees in lieu of affordable middle housing
August 26, 2025

Attachment 1. Examples of Fee-in-lieu Calculations

	Single-family Detached (SFD)	SFD and 2 Detached ADUs	Townhouses (on 2 lots)	Cottage Housing (on 3 lots)
New Units	1	3	6	9
Unit Sizes (sq ft)	3,000	2,400 1,000 1,000	2,000 each	Max. 1,500 sq ft
New Units Subject to Affordable Housing Requirement	1	1	6	0
Affordable Housing Requirement (10%)	0.1 affordable units	0.1 affordable units	0.6	0.0
Total Sq Ft Subject to Fee in Lieu of Affordable Housing	3,000	2,400	12,000	0
Homeownership Projects: In-lieu Fee at \$6.00 per Sq Ft	\$18,000	\$14,400	\$72,000	\$0
Rental Housing Projects: In-lieu Fee at \$8.00 per Sq Ft	\$24,000	\$19,200	\$96,000	\$0

Fees in lieu of affordable middle housing
August 26, 2025

Attachment 2. Calculation of Fee-in-lieu Rate for Rental Housing Projects

Four 3-bedroom, 1,000 square foot homes, requiring 0.4 affordable units (10%); 4,000 total sq ft.

Capitalization rate = 5.25%

	Rent, net Utilities	Operating Expenses, Vacancy, & Credit Losses	Net Operating Income (NOI)	NOI per Year	Capitalized Value
Market-rate	\$2,100	(\$591)	\$1,509	\$18,111	\$344,980
Affordable at 60 AMI	\$1,725	(\$572)	\$1,153	\$13,840	\$263,616
Difference per Unit = Fee in Lieu of One Affordable Unit					\$81,363
Fee in Lieu of 0.4 Affordable Units					\$32,545
Fee per Sq Ft					\$8.14

Affordable (Inclusionary) Housing

In R4 and R6 zones

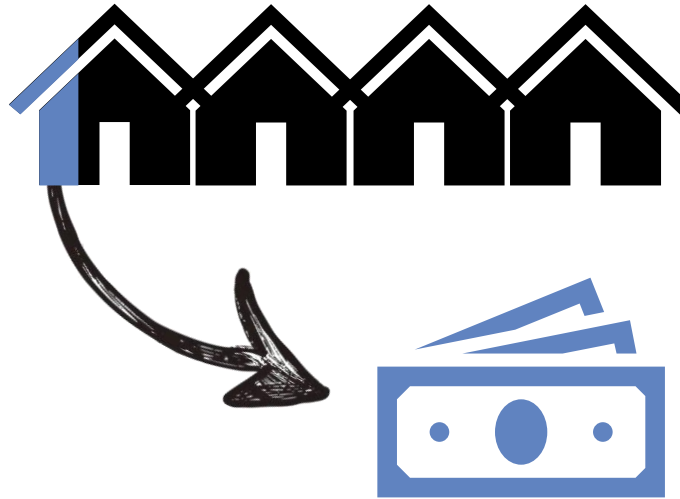
10% of the total number of new residential units in the development must be affordable (excluding units less than 1,750 sq ft).



Affordable (Inclusionary) Housing

In R4 and R6 zones

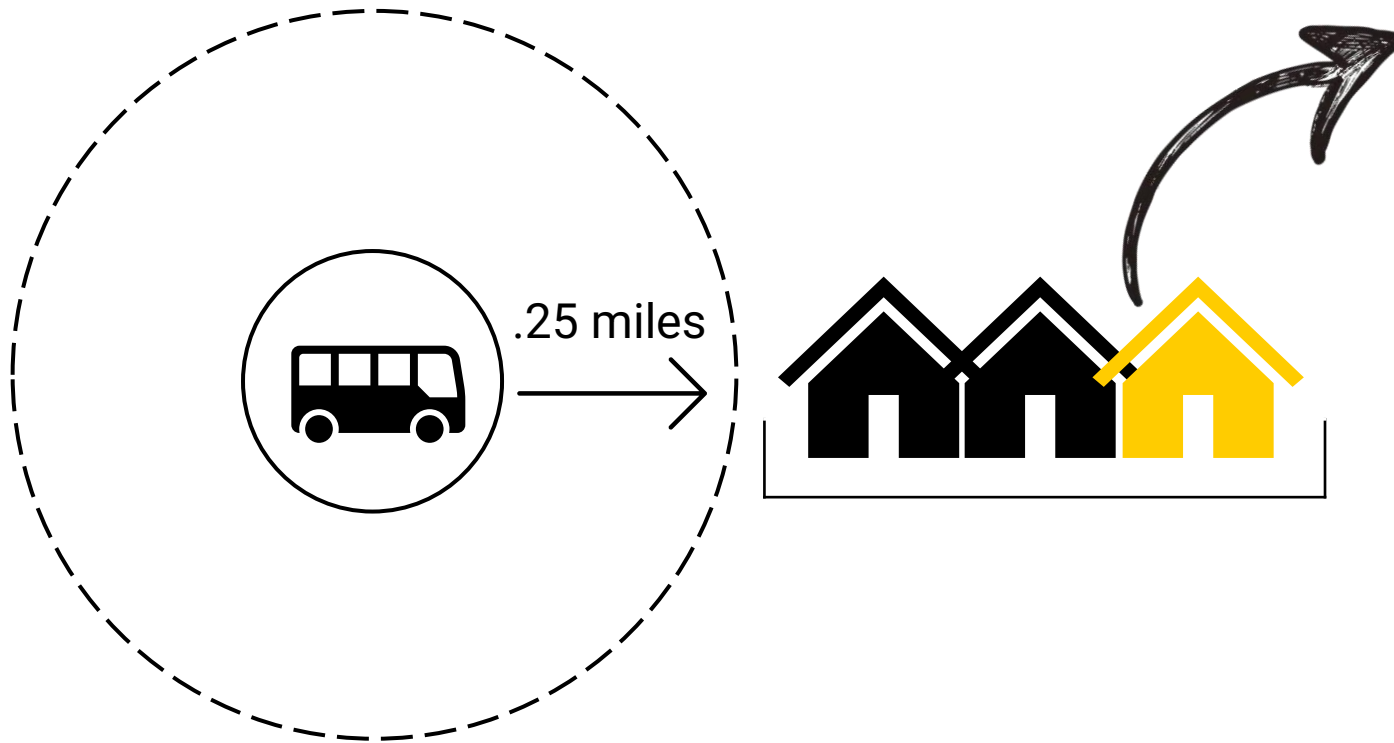
Developments with fewer than 10 new dwelling units, each having 1,750 sq ft or more, may pay a fee in lieu of fractional affordable units.



E.g., 10% of 4 units = 0.4 affordable units.

Affordable (Inclusionary) Housing

In R4 and R6 zones



Beyond 1/4 mile from a major transit stop, building more than 2 units on a lot requires an on-site affordable unit.

This overrides the 10% requirement.

Affordable (Inclusionary) Housing

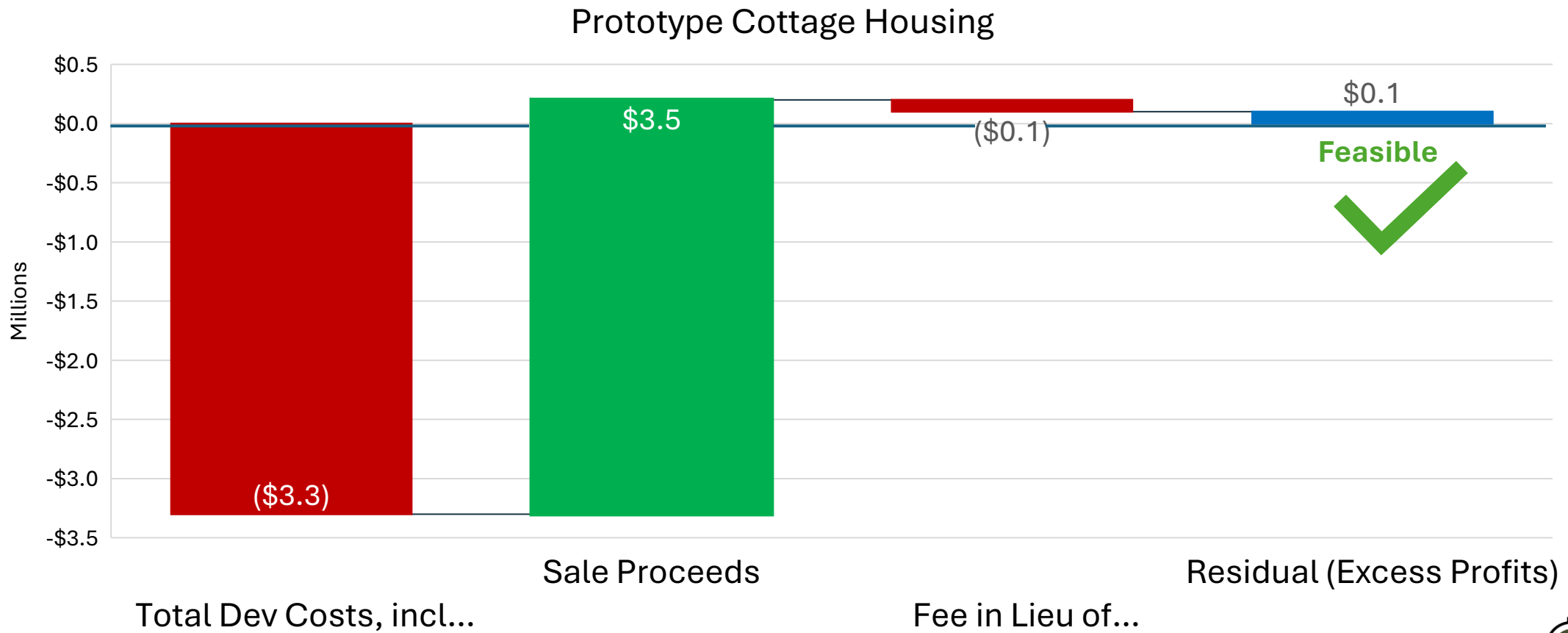
In R4 and R6 zones

Prototype Single-Family Unit



Affordable (Inclusionary) Housing

In R4 and R6 zones



Affordable (Inclusionary) Housing

In R4 and R6 zones

Owner-occupancy – sample of prototypes

	1 Detached	4 Cottages	2 Duplexes	Backyard Triplex	Detached + 2 ADUs
All Units	3,000 sq ft	4,500 sq ft	6,336 sq ft	3,240 sq ft	4,400 sq ft
Before Fee	Infeasible	Feasible	Feasible	Feasible	Feasible
Affrd Unit	1,200 sq ft	1,000 sq ft	1,000 sq ft	1,000 sq ft	1,000 sq ft
Price Gap	\$220,241	\$159,770	\$72,470	\$64,346	\$181,179
Affrd Units Required	0.1	0.4	0.4	0.3	0.3
Potential Fee	\$7.34 per sq ft	\$10.65 per sq ft	\$4.58 per sq ft	\$5.96 per sq ft	\$12.35 per sq ft

The midpoint of all eight prototypes = \$5.96 per sq ft.

Homeownership affordability based on 10% of total units at 80% of area median income.

Affordable (Inclusionary) Housing

In R4 and R6 zones

Renter-occupancy prototype

	4 3-bedroom homes
All Units	4,000 sq ft
Market-rate net operating income	\$18,111 per year
Affordable unit net operating income	\$13,840 per year
Difference capitalized at 5.25%	\$81,363 per unit
Affrd units required	0.4
Potential fee	\$8.14 per sq ft

Rental affordability based on 10% of total units at 50% of area median income.

Affordable (Inclusionary) Housing

In R4 and R6 zones

Staff recommends a fee per square foot of new residential units (combined), excluding units less than 1,750 square feet:

- \$6.00 per square foot if homes are to be owner-occupied.
- \$8.00 per square foot if homes are to be renter-occupied.



Fees will increase or decrease annually according to changes in the Consumer Price Index.



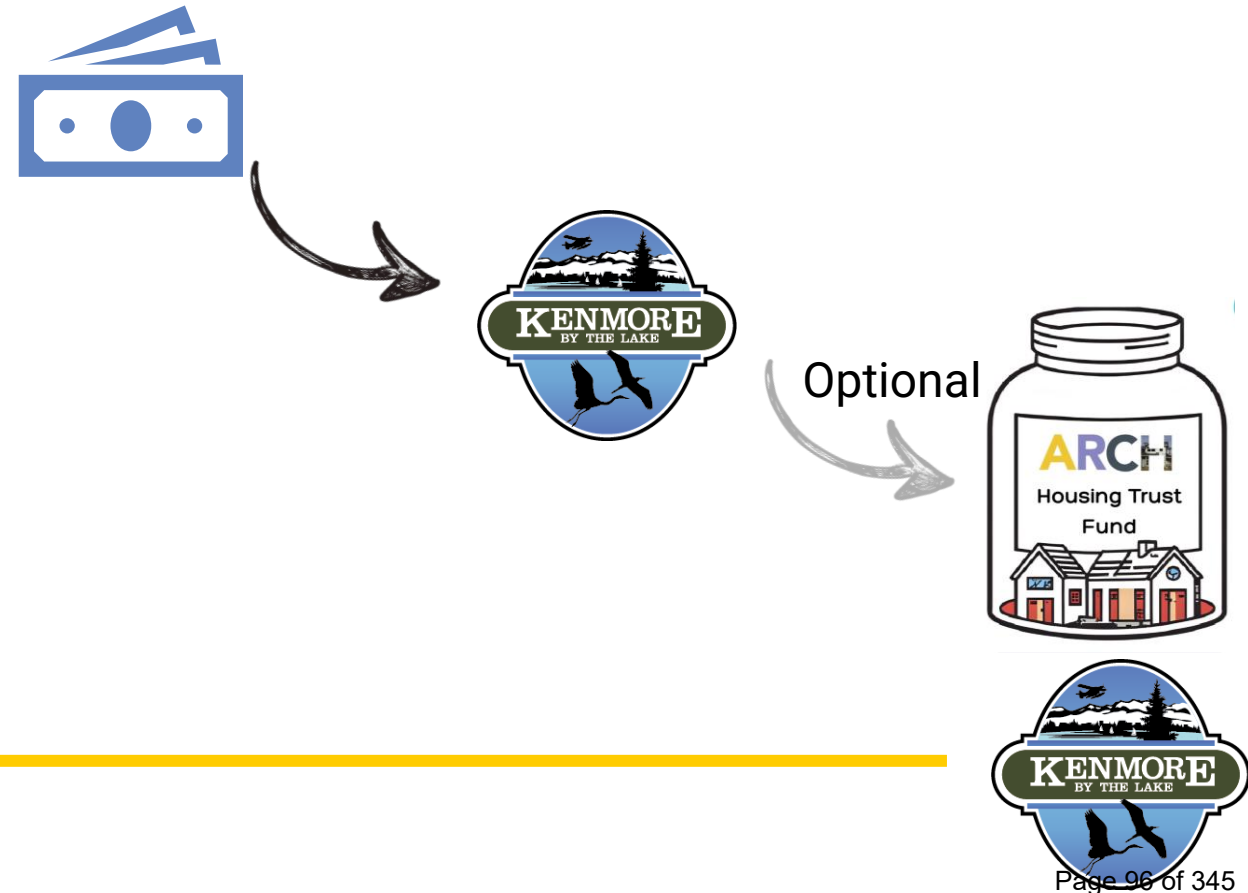
The City Council may reset the fee rates, based on new analysis, no more frequently than two years.

Affordable (Inclusionary) Housing

In R4 and R6 zones

Timing, process, and accounting of fee collections:

- City staff will collect in-lieu fees along with other development fees.
- Collected fees may remain in city accounts or transferred to the ARCH Trust Fund (at the city of Bellevue).
- City councils retain authority over spending their deposits to the ARCH Trust Fund.
- The ARCH Executive Board recommends funding awards from the Trust Fund to affordable housing projects each year.



City Council Agenda Bill
City of Kenmore, WA



Meeting Date: 9/22/2025

Subject/Topic:	Proposed Council Action/Motion:
Kenmore Municipal Code Title 12 Update Department: Engineering Prepared by: John Vicente Engineering Director Attachments: Attachment A: Draft Ordinance 25-0627 Attachment B: Redline Changes to Title 12 Attachment C: Proposed Road Standards Red Lined Attachment D: Changes to Road Standards (full list)	☐ Information Only ☐ Receive and File ☒ Discuss ☐ Provide Direction ☐ Public Hearing ☐ Adopt/Approve ☐ Authorize ☐ Other:

Approvals:

Department	City	Finance	City
Head <u>JV 9/8/2025</u>	Attorney <u>DR 8/21/2025</u>	Director <u>N/A</u>	Manager <u>TK 9/12/2025</u>
			Optional <u>N/A</u>

Summary/Background:

Kenmore Municipal Code (KMC) Title 12 focuses on activity and other actions within the city's right of way. Title 12 currently consists of 19 sections. Of those 19 sections, 3 have been repealed and are no longer in use (Title 12.25 and 12.30 were consolidated into 12.50 and 12.75 was replaced with 12.80). The following chapters have proposed changes (see Attachment B for redlined changes):

12.05 General Provisions

- Clarified the term "board" within RCW 36.75.050 to mean city council
- Change name of special use permit to public use permit. This was done to avoid confusion with the special use permit identified in 18.115.050.

12.40 Permit System for Use of City Real Property

- Change name of special use permit to public use permit. This was done to avoid confusion with the special use permit identified in 18.115.050.

12.50 Road Standards

- Updated from 2021 Road Standards to 2025 Road Standards (Attachment C)

- Changes to Road Standards (see Attachment D):

-

12.55 Utilities on City Right-of-Way

- Established how official communications will occur from/to the City and other utilities (National Joint Utilities Notification System)
- Added vegetation management requirements around safety zone of utility infrastructure.

Previous Council Action(s):

In November 2021, City Council approved the City's most current Road Standards.

Fiscal Consideration:

There are no fiscal considerations other than staff time to make the changes noted and cost for making improvements noted on updated cross section which would either be paid for with REET, Transportation Impact fees, or other grant dollars.

City Council Priorities or Budget Objective Being Addressed:

Top priority to fulfill core mission of governance, ensuring public safety, maintaining City's infrastructure, complying with state and federal mandates, and safeguarding the City's finances.

Council Priority 1: Continue to implement the adopted Climate Action Plan and promote environmental stewardship, including water, air, forest, and habitat Restoration and Preservation.

Council Priority 5: Enhance multimodal transportation including pedestrian and bicycle safety.

**CITY OF KENMORE
WASHINGTON
ORDINANCE NO. _____**

AN ORDINANCE OF THE CITY OF KENMORE, WASHINGTON, AMENDING CHAPTERS 12.05, 12.40, 12.50, 12.55 OF THE KENMORE MUNICIPAL CODE TO UPDATE THE ROAD STANDARDS; UPDATE AND CLARIFY CODE PROVISIONS INCLUDING UTILITY RESPONSIBILITIES; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, Title 12 of the Kenmore Municipal Code (KMC) establishes regulation for use of the public right-of-way; and

WHEREAS, City staff has proposed the adoption of new and updated changes to Title 12 KMC; and

WHEREAS, the City's Responsible Official under the State Environmental Policy Act issued a determination of non-significance for the proposed Title 12 KMC changes; and

WHEREAS, on September 22, 2025, the City Council was presented with and considered the proposed changes to Title 12; and

WHEREAS, the City Council desires to adopt the Proposed Amendments to Title 12;

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

Section 1. Amendment. The City Council amends: 1) Chapter 12.05 of the Kenmore Municipal Code, "General Provisions"; 2) Chapter 12.40 of the Kenmore Municipal Code, "Permit System for use of City Real Property"; 3) Chapter 12.50 of the Kenmore Municipal Code, "Road Standards"; and 4) Chapter 12.55 of the Kenmore Municipal Code, "Utilities on City Right-of-Way" to read as set forth in Attachment A, attached hereto and incorporated herein by reference.

Section 2. Severability. If any section, subsection, sentence, clause, phrase or word of this Ordinance is for any reason held to be unconstitutional or invalid for any reason, such decision shall not affect the constitutionality or validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance, and each section, subsection, clause, phrase or word thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases or words be declared unconstitutional.

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

PASSED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE ____ DAY OF _____, 2025.

CITY OF KENMORE

Nigel Herbig, Mayor

ATTEST/AUTHENTICATED:

, City Clerk

Approved as to form:

Dawn Reitan, City Attorney

Filed with the City Clerk:

Passed by the City Council:

Ordinance No.:

Date of Publication:

Effective Date:

ATTACHMENT B
REDLINED CHANGES TO KMC TITLE 12
(PROPOSED ATTACHMENT A TO ORDINANCE 25-0627)

Chapter 12.05

GENERAL PROVISIONS

Sections:

- 12.05.010 *Repealed.*
- 12.05.015 Intent.
- 12.05.020 Financial guarantees authorized.
- 12.05.030 Definitions.
- 12.05.040 Removal of facilities and personal property in City rights-of-way.
- 12.05.050 Violation – Enforcement – Penalty.

12.05.010 Relationship to comprehensive plan and Growth Management Act.

Repealed by Ord. 11-0330. [Ord. 03-0180 §§ 1, 2; Ord. 02-0141 § 1; Ord. 98-0024 §§ 1, 2 (KCC 14.02.010).]

12.05.015 Intent.

A. This code is enacted to protect and preserve the public health, safety and welfare. Its provisions shall be liberally construed for the accomplishment of these purposes. It is also the purpose of this code to regulate activities within the *rights-of-way* in the interest of public health, safety and welfare; and to provide for the fees, charges, enforcement, and procedures required to administer such regulations.

B. It is expressly the purpose of this code and any procedures adopted hereunder to provide for and promote the health, safety and welfare of the general public, and not to create or otherwise establish or designate any particular class or group of persons who will or should be especially protected or benefited by the terms of this code or any procedures adopted hereunder.

C. It is the specific intent of this code and any procedures adopted hereunder to place the obligation of complying with the requirements of this code upon the persons, organizations, *utility*, or *permittees* adjacent to or seeking to use the rights-of-way, and no provision is intended to impose any duty upon the City of Kenmore, or any of its officers, employees or agents. Nothing contained in this code or any procedures adopted hereunder is intended to be or shall be construed to create or form the basis for liability on the part of the City of Kenmore, or its officers, employees or agents, for any injury or damage resulting from the failure of the persons, organizations, *utility*, or *permittees* to comply with the provisions hereof, or by reason or in consequence of any act or omission in connection with the implementation or enforcement of this code or any procedures adopted hereunder by the City of Kenmore, its officers, employees or agents.

D. All *work* performed or contracted by the *City* within the *right-of-way* is exempt from the permitting requirements outlined in this title. [Ord. 23-0578 § 2 (Exh. 1).]

12.05.020 Financial guarantees authorized.

The *city manager* 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 KMC Title 21. [Ord. 23-0578 § 2 (Exh. 1).]

12.05.030 Definitions.

This section contains definitions of terms used throughout this title.

A. “Abutting property” means real property having a frontage upon or common boundary with the sides or margins of any road or right-of-way.

B. “Applicant” means a property owner(s), person(s), company, public agency, or public or private utility, or authorized agent of the applicant who files an application for a permit under this title requesting approval to access/use publicly owned land or right-of-way.

C. “Application” means an application form supplied by the City and completed by the *applicant*, payment for the required application fee(s), and related property site, driveway, roadway, traffic information, and any other documentation as determined necessary by the City in the evaluation of the application.

D. “City” means the City of Kenmore.

E. “City manager” means the City of Kenmore city manager or his or her designee(s).

F. “City engineer” means the city engineer herein authorized with the same powers specified in RCW 36.75.050 and Chapter 36.80 RCW, or his/her authorized representatives. Whereas “County” shall be replaced with “City” throughout and all references to “board” shall mean the city council.

G. “City project” means any work performed by the City (either with City personnel or by way of contract) including but not limited to capital projects, *maintenance*, or repair/*restoration* activities.

H. “City property” means all City real property, including but not limited to recreational trails, critical areas, roads, parks and dedicated open space, that is owned by the City.

I. “Contractor” means any person, firm, corporation, or other entity who or which, in the pursuit of an independent business undertakes to, or offers to undertake, or submits a bid to, construct, alter, repair, add to, subtract from, improve, develop, move, wreck, demolish, or excavate for any structure, road, sidewalk or other infrastructure below ground, at ground or above ground.

J. “Curb” means a cement, concrete or asphalt raised structure designed to delineate the edge of the travel way or pavement, to separate the vehicular portion from that provided for pedestrians or bicyclists, and for surface water drainage control.

K. “Department” means the City department or outside agency assigned by the city manager to administer a portion of the municipal code.

L. “Development” means any activity that requires a permit or approval, including, but not limited to, a right-of-way use permit (limited, access, and encroachment), *special use permit*, utility permit, right of use agreement, connection permit, or right-of-way vacation.

M. “Encroachment” means any structure, object, or obstruction, including, but not limited to, building extension, marquee, fence, stairway, railing, retaining wall, artwork, private landscaping, barriers, or any other building or structure constructed, erected or maintained in, over or under any public place, right-of-way, easement, roadway, parking strip and/or sidewalk, including the airspace above them.

N. “Engineering permit” means a *permit* authorizing the use or improvement of privately owned property. Permitted activities include clearing, grading, roads, drainage facilities, utilities.

O. “Facility” or “facilities” means any pole, pipe, line, pipeline, cable, vault, antenna, appurtenances, fixtures, conduit, guys, anchors, vaults, attachments, fencing, or other equipment or structure owned and/or operated by a utility company or public/private agency necessary for a fully functional system.

P. “Franchise” means an agreement granting the nonexclusive right, privilege, and authority to occupy the right-of-way.

Q. “Highway” means the same as “road.”

R. “Maintenance” means the routine upkeep of the right-of-way or property, equipment, materials, etc., to retain its original function and/or to allow for access or safety.

S. “Permit” means any activity requiring written approval issued by the *City*, subject to conditions stated therein, authorizing the use, construction, alteration, reconstruction, relocation, *maintenance*, or development within the right-of-way or publicly owned real property. This includes, but not limited to, reclassification of a road, street vacation, and traffic control devices.

T. “Permittee” means the same as “applicant.”

T. “Person” means all persons, groups, firms, partnerships, corporations, clubs, and all associations or combination of persons whenever acting for themselves or as an agent, servant, or employee;

U. “Professional engineer” means a civil engineer with an active status license in the state of Washington registered in accordance with Chapter 18.43 RCW.

V. “Property owner” means a person(s) or entity with ownership of real (fee title and/or mortgages) or personal property.

W. “Restoration” means activities necessary to replace, repair or otherwise restore the *right-of-way* and adjacent private property and all features contained within to the same or better condition as existed prior to any construction and in compliance with the Road Standards.

X. “Right-of-way” means land and the space above and below, property or property interest, such as a right-of-way use easement, as well as bridges, trestles, or other structures, dedicated to, or otherwise acquired by the City of Kenmore and located within the jurisdictional limits of the City of Kenmore for public motor vehicle, pedestrian, bicycle, or other nonmotorized transportation purposes, including, but not limited to, roads and trails, whether or not opened, improved or maintained for public transportation purposes.

Y. “Right-of-way use agreement” is an agreement with the City through which is granted a site-specific and revocable privilege to use City right-of-way at a location identified in the agreement for *facilities* and *wireless communication facilities*, and through which are set forth the terms and conditions for exercising the granted privilege to use the City right-of-way. The *city manager* shall have the discretion to use right-of-way use agreements for other purposes as needed.

Z. “Right-of-way use permit, limited” means a *permit* authorizing a person to enter, use and/or improve City right-of-way.

AA. “Right-of-way use permit, access” means a *permit* authorizing to enter and use unopened City right-of-way for a subdivision or property access.

BB. “Right-of-way use permit, encroachment” means a *permit* authorizing the use of the City right-of-way for an *encroachment*.

CC. “Right-of-way utility permit” means a document issued under the authority of the city manager which provides specific authorization, requirements, and conditions for specific utility work at specific locations.

DD. “Road” means the improvements contained within the full width of the right-of-way boundary lines including permanent right-of-way easements obtained for use of the public for purposes of vehicle, pedestrian, and bicycle travel and storm drainage (same as highway as defined by RCW 46.04.197 and city street as defined in RCW 46.04.120).

EE. “Road Standards” means the City of Kenmore Road Standards adopted under Chapter 12.50 KMC.

FF. “Sidewalk” means that space between the *curb* line or the edge of paved travel lane and the *abutting property*, set aside and intended for the use of pedestrians, improved by paving with cement concrete or asphaltic concrete.

GG. “Special-Public use permit” means a *permit* for the use of *City property* issued pursuant to this title.

HH. “Street” means the same as “road.”

II. “Traveled way” means the marked or designated travel portion of the *road* that is designated for vehicular, bicycle, pedestrian and any other alternative form of transportation. For pedestrian, the traveled way is defined by the marked space (through signage, striping, symbols, or a combination thereof) or the full width of sidewalk. For bicycle and other alternative forms of transportation, the traveled way is defined by pavement markings, signage, or symbols or a combination thereof. For vehicular traveled way, see KMC 10.20.015.

JJ. “Unimproved *right-of-way*” means any *right-of-way* or portion thereof that has not been improved by the *City* for the use of public transportation. Unimproved *right-of-way* may contain *facilities*.

KK. “Utility” means private and public providers/owners of utility infrastructure, including water, wastewater, electric, telephone, telegraph, telecommunications, fiber optic, wireless services, cable television, natural gas lines, and solid waste.

LL. “Wireless” means transmissions through the airwaves including, but not limited to, infrared line of sight, cellular, microwave, or satellite.

MM. “Wireless communication facility” generally means an unmanned *facility* for the transmission and/or reception of radio frequency (RF) signals or other *wireless* communications, typically consisting of one or more antennas, a transmission or alternative transmission support structure, cables and other transmission equipment, and an equipment enclosure or cabinets. “*Wireless* communication facility” shall not include equipment intended solely for internal household or business use such as *wireless* modems, cellular signal boosters, or personal cellular cellspots.

NN. “Wireless communication provider” means every person that owns, controls, operates or manages a wireless communication facility within the *right-of-way* for the purpose of offering wireless communications services (i.e., transmission for hire of information in electronic or optical form, including, but not limited to, voice, video, or data).

OO. “Work” means any construction or alteration of existing infrastructure, maintenance, or other improvements or actions whether identified under an approved *permit* or not.

PP. “WSDOT” means the Washington State Department of Transportation. [Ord. 23-0578 § 2 (Exh. 1).]

12.05.040 Removal of facilities and personal property in City rights-of-way.

Except as may be required by Chapter 35.99 RCW, any *utility*, company or person (hereby referred to as *owner*) that locates any *facilities* or personal property in the *right-of-way* shall relocate, remove or reroute said *facilities* or personal property, as ordered and in the time frame required by the *City* per this title, at no expense or liability to the *City*. If an *owner* fails to timely perform such *relocation*, *removal*, or *reroute*, then the *city manager* may, but is not required to, order and complete all actions necessary to remove the *facilities* or personal property from the *right-of-way*. The *city manager* may require the *owner* to reimburse the *City* for the reasonable actual costs of removal, including *City* overhead (provided, that in no event shall such overhead exceed 10 percent of the total costs, fees and expenses of third parties), within 30 days of the *City’s* invoice. In addition, the *owner* shall indemnify, protect and hold harmless the *City* from any third-party claims for service interruptions or other losses in connection with any such change or removal of the *facilities* or personal property, other than the *City’s* negligence or willful misconduct. [Ord. 23-0578 § 2 (Exh. 1).]

12.05.050 Violation – Enforcement – Penalty.

A. The violation of or failure to comply with any provision of this title is declared to be unlawful. The *city manager* shall have the authority to enforce this title and to adopt procedures for the purpose of implementing or carrying out other responsibilities required by this title.

B. Any violation or failure to comply with any provision of this title is a civil violation as provided for in Chapter 1.20 KMC, for which a monetary penalty may be assessed and abatement may be required as provided herein. Unless otherwise noted elsewhere within this title, the *city manager* may, but is not required to, seek voluntary correction pursuant to KMC 1.20.070, prior to the assessment of monetary penalties for violation of this title. [Ord. 23-0578 § 2 (Exh. 1).]

Chapter 12.40

PERMIT SYSTEM FOR USE OF CITY REAL PROPERTY

Sections:

- 12.40.010 *Repealed.*
- 12.40.020 Permit requirement.
- 12.40.040 Permit issuance.
- 12.40.050 Liability.
- 12.40.060 Additional requirements.
- 12.40.080 Interpretation.
- 12.40.090 Enforcement.
- 12.40.100 *Repealed.*
- 12.40.110 Permit – Fees.

12.40.010 Definitions.

Repealed by Ord. 11-0330. [Ord. 03-0180 §§ 1, 2; Ord. 02-0141 § 1; Ord. 98-0024 §§ 1, 2 (KCC 14.30.010).]

12.40.020 Permit requirement.

A. ~~Special-Public~~ use permits shall be required for any use of City-owned real property, except uses regulated pursuant to Chapter 12.55 KMC, Chapter 12.35 KMC relating to *right-of-way use permits*, or special event permits approved and permitted in accordance with Chapter 8.40 KMC. Examples of ~~special-public~~ uses include, but are not limited to, storage of materials not associated with a special event, *utility* services, temporary construction or repair/maintenance activities associated with adjacent properties, or temporary access.

B. Upon receipt of an *application* for a ~~special-public~~ use permit, the *city manager* shall determine whether the proposed use is upon City-owned real property.

C. The *department* shall evaluate the feasibility of the proposed use, its impact on other uses of the *City property* and its impact on public health and safety. Based on this evaluation, the *department* shall recommend whether the permit should be issued.

D. In all cases, the *City* shall be responsible for assuring that any *application* meets the requirements of the critical areas code set out in Chapter 18.55 KMC and the administrative rules promulgated thereunder before the permit is issued. [Ord. 23-0578 § 2 (Exh. 1).]

12.40.040 Permit issuance.

A. Upon filing of a complete *application*, approval of the *application*, payment of the administrative fee and posting of any required bond, the *city manager* may issue a permit authorizing the designated use of *City* real property by the *permittee*.

B. The *permit* may require site *restoration* to certain standards in view of the nature and duration of the ~~special-public~~ use. In addition, conditions may be set to assure compliance with *City* policies, ordinances and other applicable laws and regulations.

C. The permit *applicant* may be required to post a performance bond in an amount which will:

1. Guarantee the use will comply with standards and conditions prescribed by the *City*; and
2. Guarantee *restoration* of the *City property* to a condition consistent with the ~~special-public~~ use permit and the *City's* own use of its property.

D. ~~Special-Public~~ use permits are temporary in nature and shall expire six months from date of issuance.

E. The *applicant* may apply for an extension to the ~~special-public~~ use permit. Permit extensions shall be submitted within 21 calendar days of *permit* expiration. Upon written *application* for an extension, payment of any fees, and

being found to comply with the conditions and requirements of the original *permit*, the *permit* may be extended. *Permits* shall be limited to one six-month extension only. Additional *permit* extensions are permitted for special circumstances pursuant to KMC 12.35.040(F)(3). [Ord. 23-0578 § 2 (Exh. 1).]

12.40.050 Liability.

The permit *applicant* shall be solely responsible for the adequate operation and *maintenance* of any *work* constructed by the *permittee* and shall assume liability for all injuries to persons or property resulting from activities pursuant to the ~~*special-public use permit*~~. [Ord. 23-0578 § 2 (Exh. 1).]

12.40.060 Additional requirements.

A. Survey. When considered necessary by the *city manager* to adequately determine the limits of the *City property*, improvements on *City property*, and/or area of use, the permit *applicant* shall cause the *City property* to be surveyed by a Washington State licensed land surveyor. Such survey shall be recorded in accordance with the Survey Recording Act. The cost of such survey shall be paid by the permit *applicant*. [Ord. 23-0578 § 2 (Exh. 1).]

12.40.080 Interpretation.

Permits issued pursuant to this chapter shall not be construed to convey any vested right of ownership interest in any *City property*. [Ord. 23-0578 § 2 (Exh. 1).]

12.40.090 Enforcement.

The *city manager* is authorized to enforce the provisions of this chapter, pursuant to Chapter 1.20 KMC. [Ord. 23-0578 § 2 (Exh. 1).]

12.40.100 Severability.

Repealed by Ord. 11-0330. [Ord. 03-0180 §§ 1, 2; Ord. 02-0141 § 1; Ord. 98-0024 §§ 1, 2 (KCC 14.30.090).]

12.40.110 Permit – Fees.

A. The *permittee* shall pay the fees at the rates imposed by the city council by resolution.

B. The fees shall be collected in accordance with administrative procedures developed by the *department*. [Ord. 23-0578 § 2 (Exh. 1).]

Chapter 12.50

ROAD STANDARDS

Sections:

- 12.50.010 Adoption.
- 12.50.020 Terms.
- 12.50.030 Applicability.
- 12.50.040 Developments.
- 12.50.050 References.
- 12.50.060 Variances.
- 12.50.070 Appeals from decisions on variances.
- 12.50.150 Interpretation.
- 12.50.160 Penalties.
- 12.50.170 Severability.

12.50.010 Adoption.

A. The City of Kenmore ~~2021-2025~~ Road Standards, along with all companion documents referenced in Section 1.03 of the *Road Standards**, are approved, adopted and incorporated herein as the City of Kenmore standards for *road* design and construction.

B. Consistent with the council's direction and intent in adopting the *Road Standards*, the *city engineer* is hereby authorized to develop public rules and make administrative changes to the *Road Standards* to better implement the *Road Standards* and as needed to stay current with changing design, environmental, and construction technology and methods. The following are examples of administrative changes:

1. De minimis changes.
2. Revisions to the documents in the appendices.
3. Revisions to comply with the Kenmore Municipal Code.
4. Revisions related to changes to the referenced companion documents.
5. Revisions to comply with state and federal law. [Ord. 23-0578 § 2 (Exh. 1).]

*Code reviser's note: The *Road Standards* and the companion documents are on file in the office of the city clerk.

12.50.020 Terms.

Terms are defined in Section 1.01 of the *Road Standards*. [Ord. 23-0578 § 2 (Exh. 1).]

12.50.030 Applicability.

A. The *Road Standards* shall apply to all *work* relating to:

1. Privately owned roads;
2. The *right-of-way* for public and private *development*; and
3. *City projects*.

B. The *Road Standards* shall apply during emergency replacement of existing *facilities*.

C. Design detail, construction workmanship, and materials shall be in accordance with the *Road Standards* and the latest edition of the companion documents referenced in Section 1.03 of the *Road Standards*. Design and construction shall meet the applicable standards, policies, and codes, including the *Road Standards*, this code, the *City* comprehensive or master plans, as well as project specific *City*-approved geotechnical reports, traffic impact studies, drainage reports, and/or other studies, as determined by the *city engineer*.

D. *City maintenance* activities are exempted from the *Road Standards* at the discretion of the *city engineer*. [Ord. 23-0578 § 2 (Exh. 1).]

12.50.040 Developments.

Any land *development* which is required by operation of any *City* ordinance or adopted standard to improve *roads* within, abutting, or serving the *development* shall do so in accordance with the *Road Standards*. [Ord. 23-0578 § 2 (Exh. 1).]

12.50.050 References.

The *Road Standards* implement and are intended to be consistent with the references listed in Section 1.03 of the *Road Standards*. [Ord. 23-0578 § 2 (Exh. 1).]

12.50.060 Variances.

A. A variance is required for any design or construction deviation from the *Road Standards* and shall be a Type 1 decision per Chapter 19.25 KMC.

B. A variance from the *Road Standards* may be granted by the *city engineer* upon evidence that the variance is in the public interest and that the requirements for safety, function, fire protection, transit needs, appearance and maintainability are fully met, and/or required to meet state or federal law. The need for a variance is not assumed by the *City* to be evidence of an impractical or undesirable standard, and variances that meet these requirements are encouraged to keep the *City* at the forefront of innovative design and construction.

C. Variance requests for subdivisions shall be proposed at preliminary plat stage and prior to any public hearing. All variance requests must be reviewed by the *city engineer* prior to approval of the engineering plans for construction. Variances may be approved during construction at the *city engineer's* discretion. Variances from the *Road Standards* which do not meet the International Fire Code, as adopted by the *City*, will require approval by the *City's* fire marshal.

D. Applications for Road Variances.

1. *Applications* for proposed variances shall be written, including graphics, studies and drawings as needed to support the request, and shall include a specific description of the proposed alternative along with supporting documentation. Documentation may include, but is not limited to, a record of successful use by other agencies, or evidence of meeting criteria for quality/safety such as AASHTO and *WSDOT* standards.

2. The *applicant* shall indicate those sections of the *Road Standards* or this code which are proposed for deviation.

3. Variance requests shall be on forms prescribed by the *City* and shall be accompanied by the variance review fee imposed by the city council by resolution.

E. Variances to the *Road Standards* may also be granted by the city council through a development agreement per Chapter 18.110 KMC.

F. *City projects* need not file for a formal variance request; provided, that all deviations from the *Road Standards* are documented and approved by the *city engineer*.

G. Road Variance Fee. The *permittee* shall pay the fees at the rates imposed by the city council by resolution. The fees shall be collected in accordance with administrative procedures developed by the *department*. [Ord. 23-0578 § 2 (Exh. 1).]

12.50.070 Appeals from decisions on variances.

The *city engineer* shall hear administrative appeals as set forth in Section 1.04 of the *Road Standards*. The decision on appeal shall be final. [Ord. 23-0578 § 2 (Exh. 1).]

12.50.150 Interpretation.

The *city engineer* is authorized to interpret the *Road Standards*, provide guidelines for their implementation, promulgate rules, and to resolve conflicts or inconsistencies that may arise in their interpretation or application. Any interpretation made by the *city engineer* shall be final. [Ord. 23-0578 § 2 (Exh. 1).]

12.50.160 Penalties.

Failure to comply with the *Road Standards* may result in denial of plan or permit approval, revocation of prior approvals, legal action for forfeiture of financial guarantee, code enforcement, and/or other penalties as provided by law. [Ord. 23-0578 § 2 (Exh. 1).]

12.50.170 Severability.

If any part of the *Road Standards* is found invalid, all other parts shall remain in effect. [Ord. 23-0578 § 2 (Exh. 1).]

Chapter 12.55

UTILITIES ON CITY RIGHT-OF-WAY

Sections:

- 12.55.005 General provisions.
- 12.55.010 Purpose.
- 12.55.020 Utility permit – Required.
- 12.55.030 Utility permit – Application.
- 12.55.040 Utility permit – Fees.
- 12.55.050 *Repealed.*
- 12.55.060 Utility permit – Application – Review – Form.
- 12.55.065 Utility permit – Expiration/extension.
- 12.55.070 Emergencies.
- 12.55.080 Policy on accommodation of utilities.
- 12.55.090 Coordination of right-of-way construction.
- 12.55.100 Performance guarantee required.
- 12.55.110 *Repealed.*
- 12.55.115 Insurance and indemnification.
- 12.55.120 Job start notification.
- 12.55.130 Enforcement.
- 12.55.135 *Repealed.*
- 12.55.140 *Repealed.*
- 12.55.145 Working hours and road closures.
- 12.55.150 Utility locates.
- 12.55.155 Aesthetic and scenic considerations.
- 12.55.160 Adjustments and relocations.
- 12.55.165 Facility security and safety.
- 12.55.170 Abandonment.
- 12.55.175 Right-of-way vacations.

12.55.005 General provisions.

A. The requirements of this chapter shall apply to the installation, *replacement*, adjustment, relocation, repair, and *maintenance* of all above and below ground *facilities* within the *right-of-way*. The requirements of this chapter shall also apply to all traffic control devices placed within the *right-of-way* by *utilities* in conjunction with any *work*.

B. All *utilities* with *facilities* within the *right-of-way* shall comply with the requirements of this chapter and with all applicable federal, state, and local laws, codes, rules and regulations.

C. If a direct conflict exists between the requirements of this chapter and the requirements established in an effective *franchise* and/or *utility* permit, then the terms of the *utility* permit shall control first followed by the *franchise* agreement and lastly by this chapter. The city manager shall make any final decisions on whether a conflict exists.

D. Compliance with this chapter does not relieve the *utility* or its representatives from the responsibility of meeting other applicable codes, standards or regulations and does not preclude the need for obtaining any pertinent federal, state, or other local permits. Identification of and compliance with other required permits and applicable regulations is the sole responsibility of the *utility* or its representative.

E. It shall be the responsibility of any *utility* installing, relocating, adjusting, repairing, maintaining, or contracting for any of those activities to comply with the requirements of this chapter. The *utility* shall be responsible for the design, construction, operation, and *maintenance* of their *facilities* and for public safety during the installation, operation, and *maintenance* of their *facilities*. This responsibility shall include, in addition to ensuring the integrity of the proposed *facility*, provisions for public safety during the course of construction, *maintenance*, and operation for the life of the *facility*.

F. All *facility* design, construction, repair, *maintenance*, relocations, and removals shall comply with the most recently adopted *Road Standards*, the municipal code, and other codes and regulation applicable to the type of *facility*. The methods of installation and materials used shall conform to federal, state, *City* and industry codes and standards.

G. Definitions.

1. “Abandonment” means action by a *utility* to cease operation and/or *maintenance* of a *facility* in the *right-of-way*.
2. “Appurtenance” means equipment and/or accessories which are a necessary part of an operating system or subsystem.
3. “Construction” means the construction, *maintenance*, alteration, *replacement*, or repair of any *facility*.
4. “Job start” means the date and time the *utility* begins *work* within the *right-of-way* on an approved permit.
5. “Relocation” means removal of an existing *facility* and installation of that *facility* in an alternate location.
6. “Replacement” means removal of an existing element of a system or subsystem with a like or improved element of the system or subsystem in the same location in the *right-of-way*.
7. “Third-party utility” means a *utility* that has attached its *facility* to another facility owned by a different *utility*. [Ord. 23-0578 § 2 (Exh. 1).]

12.55.010 Purpose.

The purpose of this chapter is to regulate *facilities* within the public *right-of-way* and the granting of *right-of-way utility permits*, and to ensure that *utility construction work* undertaken pursuant to such permits is consistent with the *applicant's franchise* with the *City* (if applicable), the *Road Standards*, the critical areas code, the *City* comprehensive plan, sound engineering and design standards, health and sanitation regulations, and *City* safety standards. [Ord. 23-0578 § 2 (Exh. 1).]

12.55.020 Utility permit – Required.

A. All *construction* performed by *utilities* or by their representatives within the *right-of-way* shall be required to obtain a *right-of-way utility permit* issued by the *City*. *Construction* undertaken as a direct result of a *City project* and where the *utility* has entered into a contract agreement with the *City* for said *construction* shall be exempt from this requirement.

B. *Right-of-way utility permits* for the construction of *facilities* within the *right-of-way* shall be applied for and given in the name of the *utility*, or the *utility's* representative if authorized by the *City*. The *utility* shall be responsible for all *work* done under the *permit*, including, but not limited to, paving, patching, grading, and any other necessary repair or *restoration* to the *right-of-way* and any impacted private property. The *utility* shall be responsible for all *work* performed by the *utility*, its *contractors* or by other third parties.

C. Any *work* performed on private property or within a critical area may require additional *permits*, reviews, and/or approvals by the *City* or other agencies. *Utilities* shall be responsible for determining and obtaining all required permits/approvals prior to starting *work*.

D. An annual permit for all *facility maintenance* activities within the *right-of-way* which do not include ground disturbances may be approved for *utilities* with a *franchise* in lieu of a *right-of-way utility permit* to maintain each *facility*.

1. If an annual permit is not on file, *utilities* will be required to submit for a *right-of-way utility permit* for each and all *maintenance* activities within the *right-of-way* for every *facility*.
2. Failure to obtain a permit shall be subject to a fine as set forth in KMC 12.55.130 for each instance *maintenance* activities are performed in the *right-of-way* without a permit.

3. The *city manager* shall have the discretion to determine what activities qualify under an annual permit and has the authority to adopt rules identifying the activities and criteria for said permit. [Ord. 23-0578 § 2 (Exh. 1).]

12.55.030 Utility permit – Application.

A. *Applications* for all *right-of-way utility permits* shall be submitted, in writing, to the *City* on forms provided by the *department*. The *application* shall contain the information deemed necessary by the *department*, including, but not limited to, plans and specifications.

B. *Applications* for which no *permit* is issued within 12 months following the date of *application* submittal shall expire, and the plans and other data submitted for permit review may be returned to the *applicant* or destroyed in accordance with state law.

C. *Applications* may be canceled for inactivity, if an *applicant* fails to respond to the *department's* written request for revisions, corrections, actions or additional information within 90 days of the date of request. The *city manager* may extend the response period beyond 90 days if within the original 90-day time period the *applicant* provides and subsequently adheres to an approved schedule with specific target dates for submitting the full revisions, corrections or other information needed by the *department*.

D. The *city manager* may extend the life of an *application* for any of the following reasons:

1. Compliance with the State Environmental Policy Act is in progress; or
2. Any other *City* review is in progress; provided, that the *applicant* has submitted a complete response to *City* requests, or the *city manager* determines that unique or unusual circumstances exist that warrant additional time for such response, and the *city manager* determines that the review is proceeding in a timely manner toward final *City* decision; or
3. Litigation against the *City* or *applicant* is in progress, the outcome of which may affect the validity, or the provisions of any permit issued pursuant to such application.
4. At the sole discretion of the *city manager* when there have been newly adopted codes, fees, ordinances, standards, or laws which directly affect the application. [Ord. 23-0578 § 2 (Exh. 1).]

12.55.040 Utility permit – Fees.

A. Each *application* requires fees, imposed by the city council by resolution, payable to the *City* for the administrative costs and expenses of processing the *application* and for other functions necessary for the approval and use of the *permit*. These fees shall be equal to the administrative costs of approving the *permit*, including but not limited to preparing the *permit*, review, processing, coordinating review with other departments, preparing environmental documents, inspection, etc. Additional fees shall be imposed as noted below. All fees shall be paid as required in accordance with the most current fee schedule established by the city council. Fees shall be collected in accordance with the administrative procedures developed by the *department*.

B. *Application Fee*. This fee will be billed at the rate in effect at the time the application is received and covers all administrative costs necessary to receive, process, coordinate, and invoice for each *application* received. The fee shall cover up to three submittals (the original submittal and two revisions). Subsequent revisions may be subject to a new *application* fee in effect at the time the revision is received.

C. *Review Fee*. This fee will be billed at the hourly rate in effect at the time of the review and covers all costs necessary in the review of a *permit*.

D. *Inspection Fee*. This fee will be billed at the hourly rate in effect at the time of the inspection and covers all costs necessary in the inspection and approval of *work* for all approved *applications*.

E. *Accelerated Job Start Fee*. At the request of the *utility*, a *job start* request with less than the required notice may be approved. If approved, a fee shall be charged for each request and each permit. Any *work* performed after submission of a *job start* request but before written confirmation by the *City* shall be subject to an accelerated job

start fee. Any *work* performed without written confirmation of a *job start* on an approved *permit* shall be subject to a job start fee.

F. After Hours Work Fee. *Work* on an approved permit performed within the *right-of-way* outside of regular work hours shall be subject to a fee of one and one-half times the inspection fee. Regular work hours are 7:00 a.m. to 4:00 p.m., Monday through Friday. *Work* performed on an approved permit on Saturday or Sunday or between the hours of 4:00 p.m. to 7:00 a.m., Monday through Friday, will be subject to a four-hour minimum charge. With the exception of an emergency, no *work* will be allowed on *City* observed holidays unless approved by the *city manager*.

G. Permit Extension Fee. Each extension of an active *permit* approved by the *City*. [Ord. 23-0578 § 2 (Exh. 1).]

12.55.050 Inspection fee.

Repealed by Ord. 23-0578. [Ord. 11-0330 § 1 (Exh. A); Ord. 03-0180 §§ 1, 2; Ord. 02-0141 § 1; Ord. 02-0139 § 1; Ord. 98-0024 §§ 1, 2 (KCC 14.44.045).]

12.55.060 Utility permit – Application – Review – Form.

A. The *department* shall review *right-of-way utility permit applications* and shall determine whether the proposed *work* is consistent with the *applicant's franchise* with the *City* (if applicable), the KMC, and the *Road Standards*.

B. The *department* shall review and evaluate *applications* in respect to the hazard and risk of the proposed construction, location of the proposed construction in relation to other *facilities* in the *right-of-way* and the adequacy of the engineering and design of the proposed *facility* as it relates to the safety and operation of the *right-of-way*.

C. The *utility* shall submit traffic control plans as needed for review. The *department* shall review the plans for compliance with the most recent Manual on Uniform Traffic Control Devices, site safety, the *Road Standards* and applicability to existing site conditions.

D. The *department* shall determine if the *application* meets the requirements identified in this section. If the *application* meets the requirements the *department* may issue the utility permit, subject to conditions consistent with subsection E of this section, and if the *work* does not conflict with a *City project* as determined by the *city manager*. If the *application* is not consistent with the requirements identified in this section, the *department* may deny the utility permit.

E. The *right-of-way utility permit* granted shall be in a form approved by and be made subject to all terms and conditions imposed by the *department* and shall also include conditions of approval consistent with the requirements of Chapter 12.05 KMC, General Provisions. [Ord. 23-0578 § 2 (Exh. 1).]

12.55.065 Utility permit – Expiration/extension.

A. *Right-of-way utility permits* shall expire six months from the date of issuance. Permits may be extended an additional six months from the date of expiration at the discretion of the *city manager* as long as no changes have been made to the originally approved plans and no new development standards have been adopted. Permits that have been expired longer than six months will require a new permit application, review, and associated fees. At the *city manager's* discretion, permits may be extended beyond the six-month extension period if one of the following circumstances applies:

1. Compliance with the State Environmental Policy Act is in progress;
2. Any other *City* review is in progress; provided, that the *applicant* has submitted a complete response to *City* requests, or the *city manager* determines that unique or unusual circumstances exist that warrant additional time for such response, and the *city manager* determines that the review is proceeding in a timely manner toward final *City* decision;
3. Litigation against the *City* or *applicant* is in progress, the outcome of which may affect the validity, or the provisions of any permit issued pursuant to such application;
4. At the sole discretion of the *city manager* when there have been newly adopted codes, fees, ordinances, standards, or laws which directly affect the application; or

5. At the sole discretion of the *city manager* that an extension would be in the interest of the public's welfare.

B. Annual *maintenance* permits shall expire at midnight on the thirty-first day of December of the issuing year.

C. Thirty days after the expiration of a *permit* (or extensions as applicable), *work* that is not completed as required by the permit will be considered delinquent and *restoration* of the *right-of-way* may be completed by the *City*. Any cost associated with completing the permitted *work* shall be charged to and paid by the *applicant*. If no *work* has been performed under the *permit*, the *permit* shall be closed and the *applicant* will need to submit a new application. [Ord. 23-0578 § 2 (Exh. 1).]

12.55.070 Emergencies.

Work may be performed before a *permit* is issued in emergency situations. In these situations, the *City* will require the *utility* to submit for a *right-of-way utility permit* within one business day after *work* is performed or in the case of an extended emergency situation, as soon thereafter as practical. Emergency situations occur when:

A. The *utility* has determined, with *City* concurrence, that emergency work is necessary to address a public health or safety hazard;

B. The *city manager* has determined that the proposed *work* is necessary to address actual or imminent damage to the *right-of-way*, *facilities*, *City property*, or to address health or safety hazards to the public; or

C. When an outage has occurred due to forces outside of the *utility's* control. [Ord. 23-0578 § 2 (Exh. 1).]

12.55.080 Policy on accommodation of utilities.

A. Standards of Installation. The *Road Standards* establishes the *City* standards for *facility* location, installation, *maintenance*, and *relocations* with the *right-of-way*. For installations on bridges, *facilities* shall be located so as to not impact existing operations above and below the bridge. [Ord. 23-0578 § 2 (Exh. 1).]

12.55.090 Coordination of right-of-way construction.

A. The *applicant*, at the time of submitting an *application* for a *right-of-way utility permit*, shall notify all other public and private *utility* entities known to be using or proposing to use the same *right-of-way* of the *applicant's* proposed construction and the proposed timing of such construction. Any such entity so notified may, within seven days of such notification, request a delay in the commencement of such proposed construction for the purpose of coordinating other *right-of-way* construction with that proposed by the *applicant*.

B. The *City* shall coordinate the approval of *right-of-way utility permits* with *City projects* and may delay the commencement date for the *applicant's* construction for 180 days or less, except in the case of emergencies, if it finds that such delay will reduce the inconvenience to *road* users from construction activities, if it finds that such delay will not create undue economic hardship on the *applicant*, or if it finds that such delay will allow the *City* to install conduit for future *facility* installations.

C. The *utility* shall coordinate with *WSDOT* on all *utility work* within the SR 522 *right-of-way* or if the work impacts a traffic signal within one *City* block of SR 522.

D. At the *city manager's* discretion, the *utility* shall coordinate with Northshore School District on all *work* that will occur along any identified school walk routes, school bus routes, or student pick up/drop off locations.

E. The *utility* shall coordinate with King County Metro and Sound Transit on all *right-of-way utility permits* issued along bus routes.

F. The *City* shall review all *right-of-way utility permit applications* for underground projects 1,000 feet or longer to determine, within 15 business days, whether the installation of conduit may be needed for the future installation of fiber optic cable to connect *City* or other public *facilities*.

G. Failure to coordinate with the respective agencies identified in this section may result in a suspension or revocation of the approved permit. [Ord. 23-0578 § 2 (Exh. 1).]

12.55.100 Performance guarantee required.

Except as set forth in RCW 35A.21.250, pPerformance guarantees may be required for *utilities* for *work* in the *right-of-way*, at the discretion of the *city manager*. Prior to final approval of all *right-of-way utility permits*, the *department* shall determine the amount of the performance guarantee necessary to assure compliance with the approved construction plans, applicable state and local health and sanitation regulations, *City* standards, and to assure proper *restoration* of the *right-of-way* and the health and safety of the users of the *right-of-way*. If required, the *applicant* shall submit the financial guarantee consistent with the provisions of KMC Title 21. [Ord. 23-0578 § 2 (Exh. 1).]

12.55.110 Construction permit – Form.

Repealed by Ord. 23-0578. [Ord. 18-0458 § 1 (Att. A); Ord. 11-0330 § 1 (Exh. A); Ord. 03-0180 §§ 1, 2; Ord. 02-0141 § 1; Ord. 98-0024 §§ 1, 2 (KCC 14.44.090).]

12.55.115 Insurance and indemnification.

Utilities without a *franchise* with the *City* shall be required to provide insurance and indemnification to the *City*. Insurance and indemnification requirements shall be consistent with the requirements of KMC 12.35.110. Coverage term of insurance shall be for a minimum of six months and shall cover all *work* performed within that coverage period. [Ord. 23-0578 § 2 (Exh. 1).]

12.55.120 Job start notification.

The *permittee* shall give written notice of the date of commencement of construction to the *City* per the *department* administrative policies. Additional notifications shall be given to the district fire marshal and Northshore Utility District for *work* that may interrupt water supply and to Northshore School District where *work* may impact school district activities. Failure to give such notice is grounds for the revocation or suspension of the permit. [Ord. 23-0578 § 2 (Exh. 1).]

12.55.130 Enforcement.

The *city manager* is authorized to enforce the provisions of this chapter, the ordinances codified in it, and any rules and regulations adopted hereunder pursuant to the following:

A. Activities performed in the *right-of-way* without a *permit* shall be fined \$1,000 per day per each occurrence;

B. Lane/road closures that occur outside of the permitted closure hours or without prior approval from the *city manager* shall be fined \$500.00 per day, per permit for each day a violation occurs. Repeat occurrences may result in revocation of the permit.

C. Where a *relocation* is required for a *City project* per KMC 12.55.160, and a utility fails to timely meet the City's relocation requirements, then the utility shall be fined daily penalties in an amount shall to be determined by the *City* and shall include the daily financial impacts to the *City project* including but not limited to the total daily impact cost to the *contractor*, daily engineering and daily inspection services needed as determined by the *City*, and *City* staff cost (including overhead) as a result of a *utility's* failure to meet the *City's relocation* requirements.

D. *Facility relocation* required for a *utility driven relocation* shall be fined \$500.00 per day per each individual location as a result of not relocating as required by this chapter. [Ord. 23-0578 § 2 (Exh. 1).]

12.55.135 Productivity and customer service report.

Repealed by Ord. 11-0330. [Ord. 03-0180 §§ 1, 2 (KCC 14.44.115).]

12.55.140 Severability.

Repealed by Ord. 11-0330. [Ord. 03-0180 §§ 1, 2; Ord. 02-0141 § 1; Ord. 98-0024 §§ 1, 2 (KCC 14.44.120).]

12.55.145 Working hours and road closures.

Working hours shall comply with Chapter 8.05 KMC unless otherwise approved by the *city manager*. Road closures, partial or otherwise, shall not be permitted unless otherwise approved by the *city manager*. [Ord. 23-0578 § 2 (Exh. 1).]

12.55.150 Utility locates.

All *utilities* shall be responsible, at no expense to the *City*, for locating their own *facilities* whether above ground or underground and whether active or abandoned. All underground *facilities* shall be located both horizontally and vertically in relation to the existing finished road elevation. Vertical locates shall be performed within 60 calendar days of notice by the *City* unless otherwise approved by the *city manager*. If vertical locates are not performed by the time prescribed by the *City*, the *City* shall assume the *facilities* are in conflict and will require *relocation* per KMC 12.55.160. [Ord. 23-0578 § 2 (Exh. 1).]

12.55.155 Aesthetic and scenic considerations.

A. *Facility* installations shall be designed and constructed to minimize the adverse effect on existing *right-of-way*, manmade or natural amenities. Special efforts shall be taken to minimize any potential negative impact on areas of scenic beauty such as viewpoints, recreation areas, public parks, and historic sites.

B. Overhead *facilities* shall be permitted in areas of scenic beauty only when underground locations are not technically feasible, unreasonably costly, or less desirable from the standpoint of aesthetics.

C. Overhead *facilities* shall take into consideration existing trees and future growth. *Facilities* shall be located to avoid or minimize branch trimming, root pruning, or other damage to existing trees.

D. Areas of scenic beauty shall be determined by the *city manager*. [Ord. 23-0578 § 2 (Exh. 1).]

12.55.160 Adjustments and relocations.

A. *Utilities* shall be responsible, at no expense to the *City*, to repair, remove or relocate all existing *facilities* within the *right-of-way* if such installation, repair, removal, or *relocation* is required by the *City* for any purpose, including, but not limited to, conflicts with a *City project*, *City maintenance* and operation, public safety, scenic beauty, *utility-driven relocations* or replacements.

B. *Utility-Driven Relocations*. In the event of a pole *relocation* or replacement, all *utilities* using the original pole shall transfer to the new pole within 30 calendar days of the notification to relocate. The *utility* pole owner shall be responsible for the coordination of and providing notice to any *third-party utilities* for the transfer of their respective *facilities*. The *City* may provide the 30-day relocation notice at the *city manager's* discretion. Failure to relocate *facilities* as required by this section shall be enforced by the *department* by issuance of daily fines per KMC 12.55.130(D). The notice for utility driven relocations referenced in this section shall be through the National Joint Utilities Notification System (NJUNS). In the event the NJUNS is no longer in use, official notification shall be through the new notification system utilized by the utility companies.

C. *Facilities* shall be relocated as directed by the *City* that conflict with *City projects*, as determined by the *city engineer*. The *utility* shall relocate its *facilities* within 120 calendar days from written notice by the *City* to relocate. *Facilities* shall be relocated in the time frame required under this section. The 120 days shall not be extended for any reason unless provided for in any written agreement. Failure to relocate *facilities* as required by this section shall be enforced by the *department* by issuance of daily fines per KMC 12.55.130(C). [Ord. 23-0578 § 2 (Exh. 1).]

12.55.165 Facility security and safety.

Notwithstanding reinforcement or protection otherwise provided, a *utility* shall be responsible for the security and safety of any *facility* within the *right-of-way*. Where there are construction hazards or where heavy construction equipment will be used, the *utility* shall provide adequate temporary protection as determined by the *department*. Construction of *facilities* shall be performed in such a manner as to provide a safe passage within the *right-of-way*. In restoring the *right-of-way*, the *utility* shall give due consideration to the protection of previously placed *facilities* in the *right-of-way* without impacting the safe and efficient operation of the *right-of-way*. [Ord. 23-0578 § 2 (Exh. 1).]

12.55.170 Abandonment.

In general, all abandoned *facilities* shall be removed from the *right-of-way* once decommissioned. All abandoned *facilities* shall be removed within 30 calendar days of *abandonment*. The *city manager* may approve a request to abandon *facilities* in place if deemed to be safe and consistent with the *City's* future use of the *right-of-way*. The *utility* shall submit a plan to the *City* to ensure the safe decommissioning of the *facility*. The *department* may hire consultants to review the submitted plan and the *utility* shall pay all costs of said review. All *facilities* abandoned

in-place shall remain the property of the *utility* and shall be maintained and/or removed at the request of the *City*. If, at any time, the *City* requires removal of the abandoned *facility*, the *utility* shall do so in accordance with KMC 12.55.160. [Ord. 23-0578 § 2 (Exh. 1).]

12.55.175 Right-of-way vacations.

If at any time the *City*, in accordance with Chapter 12.95 KMC, vacates the *right-of-way* or any portion therein, the *City* will not be liable for any damages or loss to a *utility* by reason of such vacation. When a *right-of-way* is vacated, it ceases to be a *City right-of-way* and the *utility's* authority from the *City* to have its *facilities* within such *right-of-way* is extinguished. The *City* will use its best efforts to notify any *utility* that may have *facilities* within the *right-of-way* to be vacated to allow the *utility* an opportunity to negotiate an easement for its *facilities*. [Ord. 23-0578 § 2 (Exh. 1).]

12.55.180 Vegetation Management.

If at any time the *City* determines that vegetation within the safety area of *facilities* is impacting public safety, signage, cameras, or *City* operations, they *City* may require the *utility* at its sole cost to trim vegetation as directed by the *City* to mitigate for the impact.



CITY OF KENMORE

DRAFT ROAD STANDARDS

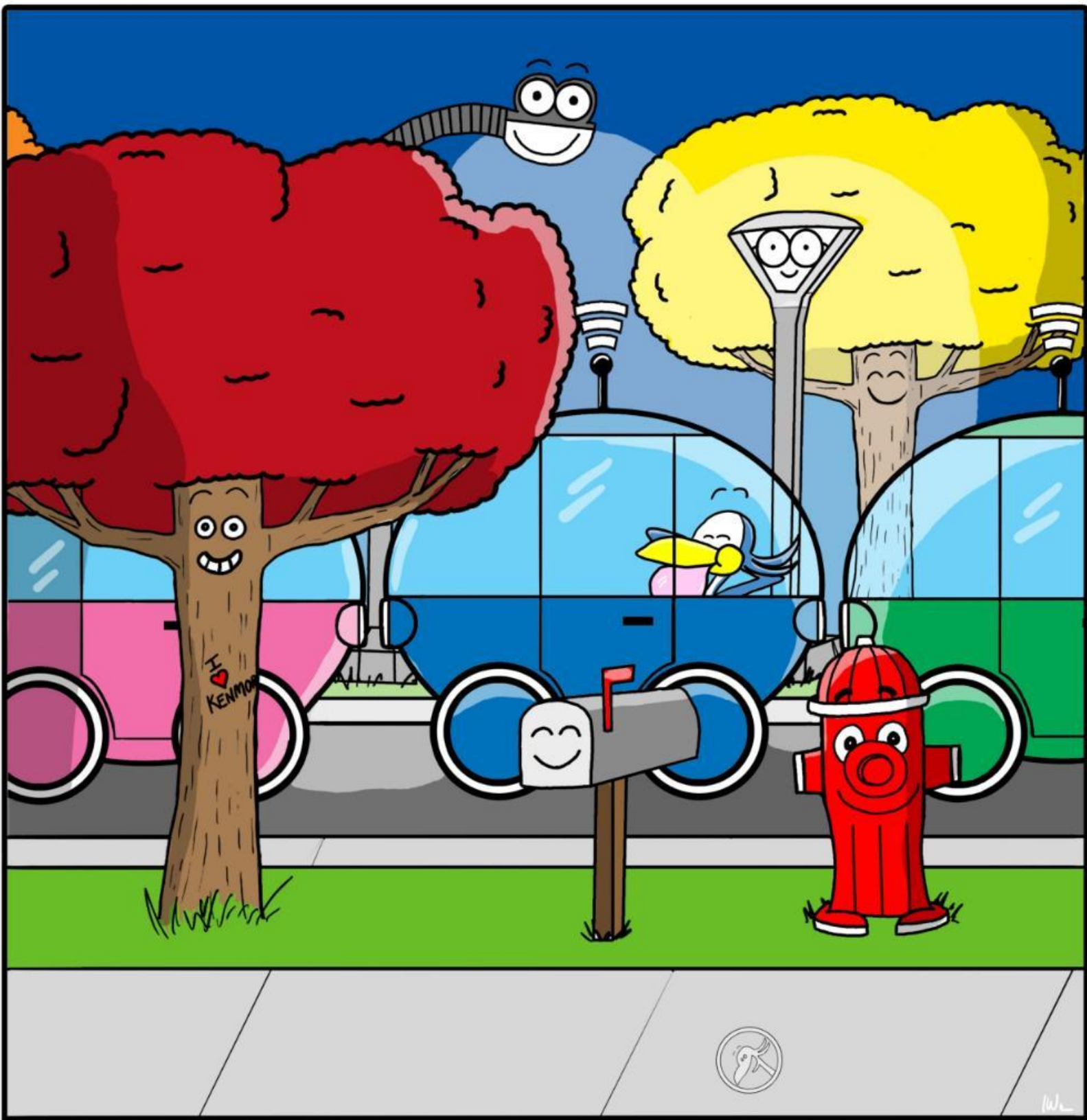


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[Appendix G – Traffic Impact Analysis Guidelines](#)

Introduction

The City of Kenmore strives to create a safe and efficient network of multi-modal transportation throughout the City which serves the needs of its residents and businesses. The City seeks to balance the needs of pedestrians, bicyclists, transit users, freight vehicles, emergency services, and drivers of personal vehicles to create a vibrant and mobile community. The City is conscious of long-term maintenance needs and must pair future *development* with a sustainable maintenance program for public improvements. The City seeks to develop in a manner which provides comfort and aesthetic value to our community while also maintaining a safe and efficient transportation network. The *Standards* provided in the following document, along with the companion documents listed within these Road Standards, are intended to ensure that future improvements are planned, designed, constructed, and maintained in a manner which best meets these City goals and best serves the needs of our community.

The City's permitting and licensing activities require the adoption of specific identifiable standards to guide private individuals and private/public entities in the administrative process of procuring the necessary City approval. The City recognizes the need to retain the flexibility to carry out its general duty to provide facilities, *walkways*, *roads*, and highways for the diverse and changing needs of the traveling public. These Road Standards are not intended to represent the legal standard by which the City's duty to the traveling public is to be measured, but a standard of design which is flexible to context-sensitive solutions where reasonable and expected care for the safety and mobility of the traveling public can be provided.

Chapter 1: Overview

1.01 Introduction

These City of Kenmore Road Standards, hereafter known as “*Standards*”, are intended to support the City of Kenmore’s goals for providing adequate facilities for *development* and growth in an efficient and effective manner, complying with storm water management regulations and preserving environmental and cultural resources while balancing these goals with the general safety and mobility needs of the traveling public.

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, architects, and *Contractors* will bring to each project the best of skills from their respective area of expertise. These *Standards* are not intended to limit unreasonably any innovative or creative design efforts or the design of lower impact development alternatives that could result in an equivalent or improved level of safety, mobility, quality, and maintainability. Environmental, topographical, and safety constraints as well as existing infrastructure may require more intense or rigorous design parameters than would be otherwise required. However, any proposed departure from the *Standards* will be evaluated on whether such variance will produce a compensating or comparable result that is safe and adequate.

Where errors, omissions, or conflicts occur, the *city engineer* shall provide specific interpretation and guidance which may determine that administrative corrections, additional clarifications, or supplemental information to this document are needed. Any written interpretations, corrections, clarifications, or supplemental information shall be incorporated and considered a part of this document.

1.02 Definitions, Acronyms, and Abbreviations

The definitions of term within the *Standards* shall generally be the same as those listed in the Kenmore Municipal Code except as noted below. Definitions of terms within companion documents shall be as defined within the specific documents being referenced unless otherwise noted herein.

- A. **AASHTO** - [American Association of State Highway and Transportation Officials](#)
- B. **ADA** – [Americans with Disabilities Act](#)
- C. **ADA Standard Guidelines** – For construction or alterations of *roadways* and *sidewalks* within the public *right-of-way* and/or public easements, *ADA Standard Guidelines* shall be the most recent edition *Public Rights-of-Way Accessibility Guidelines* (PROWAG) published by the [United States Access Board](#). For construction or alterations on private property and private *roadways*, *ADA Standard Guidelines* shall be the most recent edition of the *Americans with Disabilities Act Accessibility Guidelines (ADAAG)* published by the United States Access Board.
- D. **Amenity Zone** – Strip of area between the back of curb and *sidewalk* which provides a buffer between pedestrians and vehicles and allows room for roadside features to be installed without obstructing accessible routes. Roadside features, such as landscaping, street lights, hydrants, mailboxes, street signage and other above ground elements may be contained within *amenity zones*.
- E. **Applicant** – Shall be any person or company who files an application for a permit from the City of Kenmore and who is either the owner of the land on which that proposed activity would be located, a *contract* purchaser, a *utility* company, or the authorized agent of such a person and shall include any such person who performs work which requires, or required, a permit from the City of Kenmore regardless of whether the permit was actually filed.
- F. **CIP** – The City of Kenmore’s Capital Improvement Program
- G. **City Engineer**– Shall mean the City of Kenmore City Engineer or designee.

- H. **City project(s)** – Shall mean any work performed by the City (either with city personnel or by way of *contract*) including but not limited to capital projects, maintenance, or repair/restoration activities.
- I. **Contract** – As identified in the *WSDOT* Standard Specifications, shall be interchangeable with “Permit”.
- J. **Contracting Agency**: Within the *WSDOT* Standard Specifications, “*Contracting agency*” shall be replaced with “The City of Kenmore”.
- K. **Contractor** – For all non-City work, shall be interchangeable with “*Applicant*” within these *Standards*. For City work, the *Contractor* shall be the person or entity contracted directly with the City for construction of improvements or maintenance, or its designee.
- L. **Developer** – Shall be interchangeable with “*Applicant*” within these *Standards*.
- M. **Development** – Means any activity upon public and private land and the *right-of-way* consisting of construction or alteration of structures, earth movement, dredging, dumping, grading, filling, mining, removal of any sand, gravel, or minerals, driving of piles, drilling operations, bulkheading, clearing of vegetation, placing concrete, paving, pavement markings, trenching or other land disturbance. Development includes the storage or use of equipment or materials inconsistent with the existing use. Development also includes approvals issued by the City that bind land to specific patterns of use, including, but not limited to, subdivisions, short subdivisions, zone changes, conditional use permits, and binding site plans. Development does not include the following activities: 1) Interior building improvements; 2) exterior structure maintenance and restoration activities (including painting and roofing); 3) Routine landscape maintenance of established landscaping, such as lawn mowing, pruning and weeding, including replacement of existing plants; 4) routine maintenance of public facilities located within a *road*; or 5) maintenance of the following existing facilities that does not expand the affected area: septic tanks (routine cleaning), wells, individual *utility* service connections on private property, and individual cemetery plots in established and approved cemeteries.
- N. **Development Engineer**—As defined in *KMC* 17.10
- O. **DOE** – [Washington State Department of Ecology](#)
- P. **Driveway** – Onsite parking space for *single family*, *middle housing*, and *townhome* residential structures and on-site access *roads* to parking lots on private property.
- Q. **Driveway Approach** – Access point from any *road* to a *driveway*, garage, carport, private *road*, or alleyway, typically from the *roadway* to the back of *sidewalk* (*right-of-way*/tract line if no *sidewalk*).
- R. **FHWA** – United States Department of Transportation Federal Highway Administration
- S. **Groundwater** – Water in a saturated zone or stratum beneath the land surface or a surface waterbody. Groundwater may also be flow which moves laterally beneath the visible surface of an area and which may or may not eventually spring to the surface to create a new source of *surface water*.
- T. **HMA** – Hot Mixed Asphalt
- U. **IES** – Illuminating Engineering Society of North America
- V. **Inspector** – Unless otherwise noted, shall be the City of Kenmore staff or designee(s) assigned to observe construction and authorized as noted in Chapter 4 to approve and/or reject work under these *Standards*.
- W. **KCRS** – [King County Road Design and Construction Standards](#)
- X. **KMC** – [Kenmore Municipal Code](#)
- Y. **KSD** - City of Kenmore Standard Details
- Z. **Licensed PE (xxx)** - Professional civil engineer licensed in the State of Washington. (xxx) represents any specific license other than general Civil Engineering.
- AA. **Low Impact Development (LID)** - Shall mean *stormwater* and land use management strategy that strives to mimic predisturbance 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. Other common names for “LID” are “green stormwater infrastructure” or “natural drainage systems.”

BB. Middle Housing – Per *KMC 18.20.832*.

~~BB-CC.~~ Multi-Family – Per *KMC 18.20.835* and shall include ~~duplexes, triplexes,~~ mobile home parks, and condominiums

~~CC-DD.~~ MUTCD – [Manual on Uniform Traffic Control Devices](#)

~~DD-EE.~~ NACTO – [National Association of City Transportation Officials](#)

~~EE-FF.~~ Off-Site– Shall mean any area not within the public *right-of-way* or public easement.

~~FF-GG.~~ Project Frontage/Frontage – Shall mean all areas within the public *right-of-way* (developed or otherwise) that are directly adjacent to a given parcel extending out to the centerline of the *right-of-way* as required by these *Standards*.

~~GG-HH.~~ RCW – [Revised Code of Washington](#)

~~HH-II.~~ Right-of-Way – Areas dedicated for the use of public travel and other secondary *road* purposes such as *utilities*. Permanent easements and tracts dedicated for public use and other secondary *road* purposes shall be considered as “*right-of-way*”. *Right-of-way* boundaries are generally defined by adjacent private property lines except where easements are in place.

~~II-JJ.~~ Road – Public: The full width of the *right-of-way* boundary lines including permanent easements obtained for public use (same as Highway as defined by *RCW 46.04.197* and City Street as defined in *36.75.010*). Private: The full width of the tract boundary including any permanent easements for public or *utility* use. *Roads* shall include all *roadways*, *walkways*, *utilities*, landscaping, unimproved areas and surrounding improvements in support of said *roadways*, *walkways* and *utilities*.

~~JJ-KK.~~ Roadway – Shall mean all asphalt/concrete/gravel improvements designated for vehicular *traffic* whether public or private. Roadway shall be limited to the public right of way, private roads located within a tract or easement, and access roads that service 3 or more separate parcels. Improvements shall include subsurface backfill, pavement markings and other markings, *shoulders*, bike lanes, edgework (such as slopes, walls, and barriers meant to support the *roadway*), guardrails, street lighting, curb and gutter (when not installed for *sidewalk* purposes), crosswalks, medians (including pavement/pavers, landscaping, and other aesthetic improvements), and *traffic* calming devices.

~~KK-LL.~~ Sharrow (Shared Lane Marking) – A pavement marking within a vehicle travel way which alerts drivers to expect shared lane use with bicycles and serves as bicycle facility wayfinding and position guidance for bicyclists; typically depicted by a bicycle and two chevrons or arrows pointing in the direction of travel.

~~LL-MM.~~ Shoulder – The paved or gravel area between the edge of travel lane (including bike lane, if applicable) and the curb or *right-of-way* line where no curb exists.

~~MM-NN.~~ Sidewalk – Shall mean a formal pedestrian path which is elevated above, or separated from the vehicle travel way, except where otherwise noted. Sidewalk shall also include curb ramps, transition ramps, curb and gutter (when installed for *sidewalk* purposes), pedestrian lighting, and any other feature necessary to comply with the *ADA* when not addressed specifically.

~~NN-OO.~~ Single Family – Same as Single Detached Dwelling Unit per *KMC 18.20.840* (a detached building containing one dwelling unit or an adult family home).

~~OO-PP.~~ Standards – Shall mean the requirements listed in this document or within the companion documents listed below, or any portion thereof.

~~PP-QQ.~~ Street – Same as *Road*

~~QQ-RR.~~ Street End (Dead-End)- Any *roadway* that has a single connection point to a public *roadway* without a circulation pattern that requires a cul-de-sac or hammerhead.

~~RR-SS.~~ **Stormwater** – Shall mean the water produced during precipitation or snowmelt, which runs off, soaks into the ground, or is dissipated through evapotranspiration. Stormwater that runs off or soaks into the ground ultimately becomes *surface water* or *groundwater*.

~~SS-TT.~~ **Surface Water** – Shall mean water flowing on the surface of any area as a direct result of rainfall on or adjacent to the area; for the sake of these *Standards*, ground water that has not broken the surface shall not be considered as surface water.

~~UU.~~ **SWDM – Surface Water Design Manual**

~~TT-VV.~~ **Townhouse/Townhome** – Same as KMC 18.20.835 (A one-family, ground-related dwelling attached to one or more such units or to a nonresidential use in which each unit has its own exterior, ground-level access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more vertical common walls).

~~WW.~~ **Traffic** – The movement of vehicles, pedestrians, bicycles and other modes of transport.

~~UU-XX.~~ **TYP – Typical.** Shall mean that like features shall have the same meaning and all requirements shall apply to that same feature.

~~VV-YY.~~ **Undeveloped Property or Undeveloped Parcel** - Shall be any parcel which has not been subdivided to the maximum potential per the minimum lots size permitted in KMC, or which is zoned to permit a *single family/middle housing* residential, commercial, *townhome*, or *Multi-Family* structure which has not been constructed, or any parcel without any structures or *utilities*.

~~WW-ZZ.~~ **Utility** – Shall mean storm drainage, power, gas, telecommunication, fiber optic, cable, water, and sewer systems.

~~XX-AAA.~~ **WAC** – [Washington Administrative Code](#)

~~YY-BBB.~~ **Walkway** – Shall mean any surface, path, or route which is regularly used by pedestrians; walkways may include *sidewalks*, paved and un-paved trails, worn foot trails, boardwalks, and paved and unpaved *shoulders*. Existing walkways may include facilities in which the vehicles and pedestrians utilize the same travel way.

~~ZZ-CCC.~~ **WDFW** – [Washington State Department of Fish & Wildlife](#)

~~AAA-DDD.~~ **WSDOT** – [Washington State Department of Transportation](#)

1.03 Companion Documents

These *Standards* reference additional documents for specific information on details, materials, and construction guidance and may be utilized when standards of other design criteria are not specifically addressed in this document. The following documents shall be incorporated by reference; future updates to the referenced documents shall be incorporated into these *Standards* upon the effective date of said documents without need for further action. Where updates to referenced information causes the references to become obsolete or no longer reference the intended information, the *city engineer* shall be authorized to interpret the intent of the updated reference or determine the most appropriate reference to use. The documents are listed in descending order of precedent for each section (A-D). Bullet 1 will take precedence over bullet 2, bullet 2 will take precedence over bullet 3, etc.

A. Transportation Design Standards

1. *City of Kenmore Standard Details (KSD)*, current edition
2. United States Access Board *ADA Accessibility Standards and Public Rights-of-Way Accessibility Guidelines*, current edition.
3. *King County Department of Transportation Road Design and Construction Standards (KCRS)*, current edition
4. *Northshore Fire Department Standards, Chapter 2.00 Access and Addressing*, current edition
5. *Urban Street Design Guide*, National Association of City Transportation Officials (NACTO), current edition

6. *WSDOT Standard Specifications for Road, Bridge, and Municipal Construction* (herein referred to as ‘WSDOT Standard Specifications’), current edition
7. *WSDOT Standard Plans*, current edition
8. *AASHTO Policy on Geometric Design of Highways and Streets* (herein reference as AASHTO), current edition
9. *WSDOT Design Manual*, current edition
10. *City of Kenmore Traffic Calming Program Policies and Procedures*, current edition

11. AASHTO Highway Safety Manual, current edition

11.12. American National Standard Practice for Roadway Lighting, current edition (as published by IES)

B. Surface Water Design Standards

1. *City of Kenmore Standard Details (KSD)*, current edition
2. *King County Surface Water Design Manual (SWDM)* – Edition per KMC 13.32.850 as amended by Appendix F
3. *WA State Department of Ecology Stormwater Management Manual for Western Washington*, current edition
4. *WSDOT Highway Runoff Manual*, M31-16.01, current edition
5. *Low Impact Development Technical Guidance Manual for Puget Sound*, current edition

C. Traffic Control Design Standards:

1. *FHWA Manual on Uniform Traffic Control Devices (MUTCD)*, current edition

D. Construction Specifications:

1. Project specific specifications (for *City projects* only)
2. *City of Kenmore Standard Details (KSD)*, current edition
3. *WSDOT Standard Specifications for Road, Bridge, and Municipal Construction* (herein referred to as ‘WSDOT Standard Specifications’), current edition
4. *King County Road Design and Construction Standards* (herein referred to as KCRS), current version

1.04 Variances

Variances from these *Standards* may be granted per the procedures outlined in *KMC 12.50.060*.

Variances may be administratively appealed. Appeals on a variance decision shall be received by the City no later than 30-days after the decision or within 30-days of an official public noticing as part of a SEPA or Land Use decision (if applicable), whichever is later. Appeals received after this time shall not be considered. To be considered, appeals must contain the following information:

- Project name and location
- Variance number and description
- Statement of reconsideration
- Justification for reconsideration
- Supporting documentation
- Contact information

Completed appeal packets will be reviewed by the *city engineer*. Decisions made on appeals will be final; no other appeals will be accepted.

City projects are exempt from the formal variance process. Variance approvals by the *city engineer* shall be in writing or via signature on the City’s plan set.

If a *Standard* requirement is immediately followed by “unless otherwise approved by the *city engineer*”, the *city engineer* may provide written approval of such deviations; a formal road variance per KMC 12.50.060 is not required.

1.05 Applicability

These *Standards* shall be applicable to all *developments*, new construction and alterations, as outlined in KMC 12.50.030.

1.06 Authority and Duty of Inspectors

The City may designate *inspectors* to inspect all materials used and all work performed. Such inspection may extend to any or all parts of the work and to the preparation and/or manufacture of the materials to be used. All *roadway*, *sidewalk*, and *utility* infrastructures must be inspected. Paving and concrete operations and *road* backfills shall not commence until material testing has been completed. Subsequent lifts of material shall not commence until density tests confirm that the compaction is in accordance with the specifications.

- A. The *inspector* will not be authorized to revise, alter, or relax the provisions of these *Standards* without prior approval by the *city engineer*.
- B. The *inspector* has the authority to reject defective material and/or reject/suspend work that is not in conformance with these *Standards* or any approved permit or variance.
- C. The *inspector* may advise the *applicant* or *contractor* of any faulty work or materials at any time; however, failure of the *inspector* to advise the *applicant* or *contractor* does not constitute acceptance or approval.
- D. The *inspector* has the authority to require revisions to approved engineering plans within the dictates of these *Standards* when necessary due to conflicting field conditions.
- E. Unless otherwise addressed in a *contract* directly between the *Contractor* and the City of Kenmore, the City accepts no responsibility for costs, delays, or loss of profits incurred by the *Developer*, *Contractor*, or any of their representatives, as a result of improper work, improper materials, conflicting field conditions, or any direction provided by the City *inspector* which is consistent with these *Standards*. It shall be the responsibility of the *Contractor* to verify all field conditions and all information provided, including information provided by the City, prior to beginning construction.

1.07 Cultural Resources

All impacts to any cultural resources shall be avoided to the maximum extent feasible. For projects sites which are, or contain, an archaeological or cultural resource as defined in [RCW 27.53](#), shall follow the rules and procedures prescribed by the state and shall obtain a permit as required per [RCW 27.53.060](#). If archaeological or cultural resources are discovered, all work on the site shall be suspended until evidence of the required permits are provided to the City or until alternative direction is provided in writing to the City from the proper state agency.

1.08 Permits

Permits issued by the City of Kenmore are required for all improvements, alterations, or maintenance within the public *right-of-way* and as required by KMC Title 20 unless otherwise noted within these *Standards*.

- A. It is the responsibility of the *Developer/Contractor* to verify from the City which permits are required for any given project.
- B. Other permits in environmentally sensitive areas and/or buffers may be required from other agencies. It is the responsibility of the *Developer/Contractor* to determine what, if any, other permits are required. All other permits obtained shall be provided to the City for review.

- C. City of Kenmore Capital Improvement Projects within the *right-of-way* are exempt from obtaining City permits (e.g. Engineering, Right of Way, etc.). This does not exempt projects from SEPA or other Land Use applications. Any work performed on property outside of the *right-of-way* (excluding permanent easements) shall require review by the *Development Services Department* to determine if additional City permits are required.

1.09 Engineering Plans, Final Corrected Plans, and Final Plat Plans

Engineering plans for private *development* proposals shall be prepared and submitted to the City. The engineering plans shall be prepared by a Licensed PE and must be signed and stamped by the responsible professional engineer prior to issuing any permit.

A. Engineering Plan Requirements:

1. The engineering plans for *surface water* design shall generally comply with Chapter 2 of SWDM, including minimum plan size, minimum scale, vertical and horizontal datum, and general content. The City may require supplemental plan elements in addition to those listed in SWDM.
2. Engineering plans for *roadway* and site design shall contain all necessary information to determine what is proposed including a vicinity map, 1:30 or 1:20 scale (full size), vertical (NAVD88) and horizontal (NAD83/2007) datum, designer name and address, project address, project name, roadway stationing, and City provided project number. The follow plans sheets are required as applicable (work may be combined onto single sheets if clear and easily read):
 - i. Cover Page
 - ii. Existing Site conditions (including *utilities*)
 - iii. TESC Plan
 - iv. Grading Plan
 - v. Drainage Plan including profiles
 - vi. Structural sheets (if applicable)
 - vii. *Utility* Plan
 - viii. Traffic Control Plan
 - ix. Civil (paving, *sidewalk*, curb, gutter, etc.) Plan
 - x. Landscaping Plan
 - xi. Channelization Plan
 - xii. Associated cross sections
3. All engineering plans shall incorporate the City's Standard Plan Notes in the appendix as amended and approved by the *Development engineer*.

B. Waiver of Plan Requirements: Subject to review, the *city engineer* may waive plan requirements, wholly or in part, based on the following criteria:

1. No more than 2,000 square feet will be cleared and graded; and
2. The work will not intercept a stream, wetland, or sensitive area buffer, or otherwise impact sensitive areas and natural surface drainage as set forth in *KMC Title 18*; and
3. Work will not impact the storm drainage system; and
4. Plans do not include a retention/detention facility; and
5. Kenmore standard drawings, submitted with required permits, are sufficient to describe the improvement to be constructed; and
6. No more than 500 square feet of new impervious surfacing will be added; and

7. No new *sidewalks*.
- C. Record Drawings:
1. Record drawings, or as-built drawings, for archiving shall be required prior to final construction approval for all projects which include improvements within the public *right-of-way* or improvements that will be maintained or routinely inspected by the City.
 2. Record drawings shall include as-built information for all improvements within the public *right-of-way* or improvements that will be maintained or routinely inspected by the City and shall be of similar detail as the original design plans.
 3. Record drawings shall measure and document all elevations, slopes, and dimensions associated with all new *sidewalks* including all *ADA* facilities. Any portion of the *sidewalk* or facilities which does not meet *ADA* requirements shall be removed and replaced with a compliant feature unless justified in Maximum Extent Feasible/Practical (MEF) documentation provided by the *Applicant*. The MEF documentation must be prepared and stamped by a Licensed PE and must be approved by the *city engineer*.
 4. Record drawings shall be reviewed and approved by the City prior to final submittal. Review sets shall be submitted electronically.
 5. Final submittal of the record drawings shall be on clean sheets with no markups and submitted electronically in AutoCAD–Autodesk Civil3D format (version 2016/2025) and in pdf format unless otherwise approved by the *city engineer*.
- D. Maintenance Plans: Maintenance plans may be required for specialized features. Engineering plans shall be reviewed to ensure that all *road* elements proposed for public maintenance will be maintainable by the City.
1. For purposes of public maintenance, a maximum reach of 16 feet by a backhoe type bucket shall be assumed.
 2. For the purposes of public maintenance, a maximum boom reach of 18 feet, measured horizontally from the nearest edge of the access *road*, for a hydraulic vactor truck shall be assumed.

1.10 Errors and Omissions

At the discretion of the *city engineer*, any errors or omissions in the approved plans or information used as a basis for such approvals may constitute grounds for withdrawal of the approvals and/or stoppage of any or all permitted work. It shall be the responsibility of the *Applicant*, *Developer*, or *Contractor* to show cause for why such work should continue and make such changes in plans that may be required by the *city engineer* before the plans are re-approved.

It is the responsibility of the *Applicant* to verify property and *right-of-way* lines and the location of *utilities* prior to and during construction. Under no circumstances is the City responsible for verification of property lines or *utilities*. Approval of installed improvements does not guarantee that the improvements are installed on the property permitted or that *utility* conflicts do not exist and does not relieve the *Applicant* of the civil duty or responsibility to correct such errors after becoming aware of the conflict.

1.11 Penalties and Financial Guarantees

Failure to comply with these *Standards* will be cause for denial of permit approval, revocation of prior approvals, withholding of financial guarantees, withholding final inspection approval, withholding occupancy certificates (temporary and permanent), legal action for forfeiture of financial guarantee, code enforcement, and/or other penalties as provided by law.

- A. PERFORMANCE/RESTORATION FINANCIAL GUARANTEES: Any construction work on City *right-of-way* (both maintained and unmaintained) which is not performed by the City of Kenmore or its representatives shall be guaranteed by a restoration financial guarantee unless otherwise approved by the *city engineer* or waived per

KMC Title 21.15.060. The financial guarantee amount shall be calculated per the Development Services Department policies. The *Development engineer* shall determine the final amount and form of the financial guarantee. The minimum restoration and/or performance guarantee shall be \$2,000.00.

- B. MAINTENANCE/DEFECT GUARANTEES: The successful performance of the *right-of-way* improvements or related drainage facilities shall be guaranteed for a period of at least two years from the date of Final Construction Approval, unless otherwise determined by the *city engineer* or as directed in Kenmore Municipal Code. Any repair or replacement of defective work/material may require an extension of the guarantee an additional two years or until such time as the *city engineer* deems appropriate. The *Development engineer* shall determine the amount and form of the maintenance financial guarantee. The minimum maintenance guarantee shall be \$2,000.00.

Any changes of property ownership will require new financial guarantee(s) submitted by the new owner equal in value to the original guarantee(s). New financial guarantee(s) shall assume all responsibility for previous and new work and no liability will be carried by the previous owner's guarantee(s). Transfer of permit(s) to new owners/*developers* will not occur until new financial guarantees are received and accepted by the City.

1.12 Changes to the Road Standards

The *city engineer* may incorporate changes to these *Standards* as they become necessary and may determine the severity of any future proposed revisions. Minor changes (grammatical, spelling, code reference changes, formatting, etc.), updates to the Companion Documents, or revisions to the documents in the appendices may be administratively approved and incorporated into the *Standards*.

Developments submitted for permits shall be vested to the *Standards* in effect at the time of a completed initial permit application or land use decision, if applicable. Revisions to a permit application with substantial changes per KMC 17.20.030 and 17.20.060 shall be considered an "initial" permit application. Changes made due to regulatory changes, safety issues, or environmental concerns may require the *Applicant* to comply with those revised sections of the *Standards*. It is at the *city engineer's* sole discretion which *Standards* may apply to a *development*

Chapter 2: General Requirements

2.01 Responsibility to Provide Frontage Improvements

All *developments* shall make *road* improvements in accordance with these *Standards*. Additional *road* improvements on private property and/or the *right-of-way* may be required based on an assessment of the impacts of the proposed land *development* by the *Development engineer*.

- A. Frontage requirements per Section 2.07 for a subdivision or short subdivision shall be based upon the original parcel size prior to subdividing.
- B. A *development* project that is adjacent to or within the limits of a current or proposed *CIP* project will be required to construct the frontage improvements per these *Standards*; fee in lieu may be required at the discretion of the *city engineer* (see Section 2.02).
- C. Any *development* abutting or accessing existing public *roads*, including but not limited to new single-family homes, subdivisions, and commercial or *townhome/multi-family* projects, shall improve the frontage of those *roads* in accordance with these *Standards*.
 1. On lots which develop behind another parcel or parcels abutting the *roadway* and utilize a tract, alleyway, private *road*, easement or other access stem to access the *right-of-way*, the project frontage shall be the segment of *roadway* equal to the widest portion of the *development* parcel. Where the required improvements cannot be installed due to limited or restricted *right-of-way* along adjacent properties, the *Applicant* may be required to pay a fee in lieu consistent with Section 2.02.
 2. In the case of corner lots, frontage improvements are required on both *street* frontages.
 3. In the case where a lot has two non-adjointing frontages (i.e. not a corner lot), frontage improvements are required on any frontage which will provide access to any existing or new lot and/or structure. Frontage improvement will be required on any *road* which is classified as an arterial or collector, regardless if access is taken off of the *road*.
- D. Any *development* that contains internal *roads* or requires the construction of new *roads* to provide access to the proposed lots, structures, or service areas shall construct or improve those *roads* in accordance with these *Standards*.
- E. Subdivisions, short subdivisions, binding site plans or any other land *development* project which is subject to recording shall not be recorded until there is a recorded continuous paved public access to the *development* site.
- F. All new and altered *roads* shall provide applicable pedestrian and bicycle improvements that meet the *Standards*.
- G. Alterations to the existing frontage improvements will require that the frontage be constructed per these *Standards*. Maintenance or repair efforts matching existing will not require upgrading to these *Standards* unless otherwise directed by the *city engineer*.
- H. Additional *sidewalks* may be required where alternative pedestrian access provides better connections to existing public facilities or may be required beyond the existing property lines to provide pedestrian connections to existing *sidewalks*. The following conditions may require alternative or additional *sidewalk* connections:
 1. A shorter distance or more favorable terrain than *sidewalk* along an existing or proposed *road* exists, or
 2. Where pedestrian facilities exist along the existing *road* that are within 50 feet of the property lines.
- I. Adaptive re-use projects, which involve sites or buildings identified as a Local Landmark per *KMC* Chapter 2.20, a King County Landmark per the King County Historic Preservation Program, or an Historic Place per the National Register of Historic Places, shall not be required to provide improvements that fully comply with the requirements of this Section; provided that:
 1. All projects must still provide safe and *ADA* accessibility for all users as determined by the *city engineer*.

2. Projects which include new buildings or expansion of an existing building shall not be considered an 'adaptive re-use project' within the *Standards*.
- J. Recognizing that the City is a partially built environment which was developed under several different requirements, the *city engineer* may modify the frontage improvement and/or fee-in-lieu requirements in other situations where service level, safety, or operational efficiency of the *roads* serving a site will be affected and/or as may be required by state or federal law. Additional requirements will consider constitutional provisions, statutory provisions and court case principles, City planning, existing *right-of-way* conditions in front of and adjacent to the *development* as well as the *development* proposal and the conditions of existing site, buildings, and/or adjacent property.
- K. The following types of *development* projects are exempt from providing frontage improvements:
1. Alterations or additions to an existing single-family home that does not increase the number of bedrooms or sleeping areas unless allowed elsewhere under KMC or these Standards. An alteration or addition is defined as all changes made to an existing structure within a 5-year period that result in a cost less than 50% of the taxable improvements value of the existing structure as determined by the most current King County Department of Assessments.
 2. *Single family* projects which reconstruct a previously existing single-family home that was demolished within 12-48 months of the date of an approved new building permit, are not required to construct frontage improvements on local roads only.
 3. Interior alteration projects on existing commercial and other non-residential structures that do not result in an increase in total square footage or change the use on the site that would result in an increase in average daily vehicular trips. Alteration projects on existing commercial or industrial structures within a 5-year period that result in a cost less than 50% of the taxable improvements value of the existing structure as determined by the most current King County Department of Assessments and which do not expand or change the use on site.
 4. Per RCW 36.70A.681, Accessory Dwelling Unit (ADU) projects as defined by *KMC* 18.20 and 18.73.
 5. At the discretion of the *city engineer*, *City projects* may be granted an exemption from frontage improvements.

2.02 Fee in Lieu Option

Applicants of *developments* which require frontage improvements per Section 2.01 may request to pay a fee in lieu of providing frontage improvements, or any portions of those improvements, to be granted at the discretion of the *city engineer*.

The City, at its discretion, may require a fee in lieu of improvements at locations where new *sidewalk* will not provide a significant public value (as determined by the City), where shared spaces are desired, or where a future CIP project may be proposed in any City planning documents such as the Comprehensive Plan, Transportation Improvement, or the CIP. The City may also, at its discretion, require a fee in lieu of pavement improvements at locations where the pavement rating condition is rated as "good" or better (PCI > than 80) based upon the City's current Pavement Management System. A fee in lieu cost for pavement overlay shall be based upon the square foot cost of the City's most recent asphalt overlay project taking into account the design, construction and inspection of the City's project.

If a *City project* has constructed the frontage improvements to these *Standards*, the *Applicant* shall pay a fee in lieu for said frontage improvements if a permit application is submitted within 2 years of the substantial completion of the *City project*.

The fee in lieu cost shall be based on the total length of the project frontage along public *roads* and the cost estimates used by the City in the most current update of the City's Pedestrian Facilities Plan. The City reserves the right to deny any request where the physical improvements would be of greater public value than the fee in lieu fee.

2.03 Low Impact Development

Low Impact Development (*LID*) best management practices are the preferred and commonly used approach to site *development* and are required to be used whenever feasible in land and frontage improvements as directed in *KMC* and as defined by the *SWDM* and the *city engineer*. Where these *Standards* present barriers to the use of *LID* best management practices a variance to these *Standards* may be considered, provided that the variance does not violate other sections of *KMC* and is adequately designed for safety, *ADA* accessibility, functionality, and maintenance concerns.

2.04 Maintenance

The City will not accept any improvements for maintenance until the improvements have been approved by the Public Works Department and all performance agreements associated with the improvements have been released by the City. Until the City has accepted the improvements for maintenance, the project *Applicant* shall be responsible for the condition, function, safety, security, and general maintenance of all *roadways* or improvements.

- A. Only improvements within the *right-of-way*, or expressly approved by the City in a recorded document on file with the King County Recorder's Office, will be accepted for City maintenance.
- B. Easements not expressly dedicated to the City are to be interpreted as private easements which do not assign a maintenance responsibility to the City of Kenmore.
- C. Easements which grant the City of Kenmore the right of entry for the purposes of inspection shall include language that specifically assigns the right of inspection, but not necessarily the responsibility to inspect the improvements within said easement. The City is not responsible for any costs which are associated with the improvements within these types of easements, including cost associated with inadequate maintenance.

2.05 Connectivity

Proposed *roadway* layouts shall continue *roads* to adjacent properties when the adjacent property is an *undeveloped parcel* or has reasonable chance of *re-development* in the future. This requirement may include additional *right-of-way* dedication beyond constructed limits necessary to provide for future *roadway* connections.

- A. To the maximum extent feasible, connections shall be located at the anticipated or logical location which maximizes the *development* potential of the adjacent parcel.
- B. Pedestrian *walkways* shall be required to connect *roadways* where construction of full *roadway* improvements is not feasible to provide connectivity for vehicles. Pedestrian *walkways* shall be provided to create the shortest route between *development* and existing *walkways*, independent of *roadway* improvements.

2.06 Traffic Impact Analyses

A traffic impact analysis shall be required per *KMC* 17.20.070 and 12.85.050 when applicable. A traffic impact analysis shall also be required if, as determined by the City, the proposed *development* could potentially create a significant impact to *traffic* operations. The traffic impact analysis shall be completed in accordance with the administrative policies and guidelines identified in Appendix G.

2.07 Frontage Improvements

Frontage improvements shall require bringing half of the frontage *road* to the requirements for the *roadway* classification per these *Standards*. Existing frontage improvements shall be upgraded to these *Standards*.

- A. Standard frontage improvements consist of *road* widening, *right-of-way* dedication, new curb & gutter, new *sidewalk*, new *Amenity Zone* and/or landscaping, drainage improvements as needed, street lighting per Section

8.11, relocation of conflicting *utilities* as needed, 2-inch half-width grind and overlay along the entire project frontage, and new pavement markings.

1. Additional improvements, including transit bus shelters, bus pullouts, *utility* undergrounding, lighting, signage, and revised channelization, may be required to ensure safe movement of *traffic*, including pedestrians, bicycles, transit, and non-motorized vehicles.
 2. Additional improvements may be required along SR-522 or in the downtown areas as directed in Section 2.08.
- B. Half of the frontage *road* shall mean that point measured from the center of the existing *right-of-way* to the proposed property line. Depending on existing topography and improvements, at the discretion of the *city engineer*, the half *road* measurement may be taken from the center of the existing paved *roadway*.
- C. Any project which utilizes a zero-foot or modified setback, as permitted by *KMC*, and places a building too near to the *right-of-way* line to maintain overhead service without impacting the required *walkway* or required clear zone shall be required to underground *utilities* along the entire project frontage.
- D. *Utility* undergrounding is required at the following locations:
1. along SR-522
 2. in the downtown areas as directed in Section 2.08.
 3. where existing *utilities* are currently underground
 4. all new or replaced service connections except as noted in Section 11.01.

2.08 Downtown Frontage Improvements

Developments along, or which take access from, *roadways* identified in Figure 2.1 shall provide additional improvements as outlined below.



Figure 2.1: Downtown Improvements Map

	Compliance with KMC 18.52.100	Improvement Details to be Determined	Downtown Sidewalk	Downtown Street Trees with Irrigation	Electrical Receptacles at Tree Locations	Downtown Street Lighting	Streetlight Barrier Brackets	Downtown Pedestrian Lighting	Pedestrian Flower Basket Arms with Irrigation	Undergrounding of Existing Utilities
	2.08.A	2.08.B	2.08.C	2.08.D	2.08.E	2.08.F	2.08.G	2.08.H	2.08.I	2.08.J
Standard 1	X	X								X
Standard 2	X		X	X		X		X		X
Standard 3	X			X		X				X
Standard 4	X		X	X	X	X	X	X		X
Standard 5	X		X	X	X	X	X	X	X	X

	STANDARD				
REQUIREMENT	1	2	3	4	5
Compliance with KMC 18.52.100 (2.08.A)	X	X	X	X	X
Improvement Details to be Determined (2.08.B)	X				
Downtown Sidewalk (2.08.C)		X		X	X
Downtown Street Trees with Irrigation (2.08.D)		X	X	X	X
Electrical Receptacles at Tree Locations (2.08.E)				X	X
Downtown Street Lighting (2.08.F)		X	X	X	X
Streetlight Barrier Brackets (2.08.G)				X	X
Downtown Pedestrian Lighting (2.08.H)		X		X	X
Pedestrian Flower Basket Arms with Irrigation (2.08.I)					X
Undergrounding Existing Utilities in ROW Required (2.08.J)	X	X	X	X	X

Figure 2.2: Downtown Improvements Table

- A. All improvements along *roadways* identified on Figure 2.1, shall be consistent with direction provided in KMC 18.52.
- B. Projects along *roadways* identified in Figure 2.1 as Standard 1 shall require specialized improvements with exact details for special pavement types, architectural features, and lighting styles to be determined during project design and shall require submitting samples, cut sheets, or shop drawings to the City for approval prior to installation. Projects within this area may be required to match improvement details of other nearby projects as *developments* establish throughout this area.
- C. **Downtown Sidewalk:** Projects along *roadways* identified in Figure 2.1 as Standard 2, Standard 4, and/or Standard 5 shall provide a minimum 6-foot wide *sidewalk* with 4-foot wide *Amenity Zone* within the public *right-of-way* with a 2'x2' scoring pattern per KSD 8-008 and as follows:

1. Lightly brushed in a transverse direction (perpendicular to *road*) with a soft brush and then a 2-foot by 2-foot grid pattern shall be saw cut into the top of the concrete surface.
 2. Sawcut lines shall run perpendicular and parallel to the curb line and shall intersect at 90° angles.
 3. Around curves and curb returns, the lines shall be adjusted as shown in *KSD 8-008*.
- D. **Downtown Street Trees:** Projects along *roadways* identified in Figure 2.1 as Standard 2, Standard 3, Standard 4, and/or Standard 5 shall provide *street* trees, with irrigation, placed at the back of curb.
1. Tree spacing may be varied slightly to account for proper sight distance, *utility* placement, or other potential site conflicts, as approved by the City.
 2. Landscape areas provided for *street* trees shall not exceed 4 feet in width and shall always maintain a minimum of 6-foot *sidewalk* clearance.
 3. Irrigation lines shall be provided to all plants and trees. Irrigation systems shall be connected to an existing City irrigation controller if feasible or the developer will install a new irrigation controller ~~shall be provided as needed~~. *Applicant* shall coordinate meter placement & configuration with the water district. Irrigation materials, including controller, shall be consistent with existing City systems and approved for use by the City Public Works Department. ~~Irrigation system materials and location of controller shall be coordinated with and approved by the City Public Works Department. Applicant shall coordinate power service for the controller with Puget Sound Energy.~~
 4. Tree grates shall be provided for these areas if tree wells are installed.
 5. See Section 8-12 for additional requirements.
- E. **Electrical Receptacles:** Projects along *roadways* identified in Figure 2.1 as Standard 4 and/or Standard 5 shall include above-ground electrical receptacles, supplied with power, within the pervious area for *street* trees required per Section 2.08D above.
1. *Applicant* shall coordinate power service for receptacles with Puget Sound Energy.
 2. Future power costs for the electrical receptacle shall be transferred to the City upon City approval.
- F. **Downtown Roadway Lighting:** Lighting design shall be per Section 8.11. Projects along *roadways* identified in Figure 2.1 as Standard 2, Standard 3, Standard 4, and/or Standard 5 shall provide specialized *roadway* lighting as follows (or an approved equal):
1. Head Type (Model Number): Lithonia Aeris Decorative *Roadway* Led Luminaire (AS1 LED 1 63B30/40K SR 3 240 SPA DF DDBXD)
 2. Arm Type (Model Number): Lithonia Aeris Decorative Curved Arm (DCASDDBXDU)
 3. Arm length: 2 feet
 4. Mounting Height: 35 feet from bottom of luminaire (40 feet along SR-522)
 5. Color: Powder coated Bronze 50 Gloss (Pearlescent) from Cardinal Paint (TO25-BR01)
- Lighting system shall be designed, installed, and owned by Applicant ~~shall coordinate power service with Puget Sound Energy (PSE) and will be responsible for facilitating transferring ownership of the lighting system to PSE. Applicant/Contractor to coordinate facilitate design, installation, and PSE ownership agreement of the lighting system with PSE prior to final acceptance. See Section 8.11-Illumination for additional requirements, transfer agreement between PSE and the City (note: agreement must be in place before PSE will energize the lighting system).~~
- G. **Streetlight Banner Brackets:** Projects along *roadways* identified in Figure 2.1 as Standard 4 and/or Standard 5 shall include a set of banner brackets on all street lighting required per Section 2.08.F
1. Bracket types and details shall be approved by the *city engineer* prior to installation and shall be colored to match the light pole.

2. Brackets shall be installed on the side of the pole furthest from the *roadway*, perpendicular to the direction of travel.
 3. Bottom of bracket shall be mounted 15 feet above the finished grade.
- H. **Downtown Pedestrian Lighting:** Lighting design shall be per Section 8.11. Projects along *roadways* identified in Figure 2.1 as Standard 2, Standard 4, and/or Standard 5 shall provide specialized pedestrian lighting as follows (or an approved equal):
1. Head Type (Model Number): Selux Quadro H2 Led Decorative Pedestrian Luminaire (QH2L-R5-1-4LT500-30-BZ-208)
 2. Mount Height (bottom of luminaire): 14 feet
 3. Color: Powder coated Bronze Pearlescent (TO25-BR01)

Lighting system shall be designed, installed, and owned by Puget Sound Energy (PSE). Applicant/Contractor to coordinate design, installation, and PSE ownership agreement of the lighting system with PSE prior to final acceptance. See Section 8.11-Illumination for additional requirements.~~Applicant shall coordinate power service with Puget Sound Energy (PSE) and will be responsible for transferring ownership of the lighting system to PSE. Applicant/Contractor to facilitate transfer agreement between PSE and the City (note: agreement must be in place before PSE will energize the lighting system).~~

- I. **Pedestrian Flower Basket Arms:** Projects along *roadways* identified in Figure 2.1 as Standard 5 shall provide a set of two mounts, arms, and irrigation for hanging flower baskets on each pedestrian light pole required per Section 2.08H.
1. The mounts shall be aligned parallel to the *roadway* on opposite sides of the pole.
 2. Irrigation must be provided to each mount arm. Irrigation sleeve to be internal to pole up to arms.
 3. Mount types and details shall be approved by the *city engineer* prior to installation and shall be colored to match the light pole.
 4. Arms shall be mounted 11 feet from finished grade.
- J. **Utility Undergrounding:** Projects along *roadways* identified in Figure 2.1 shall be required to relocate any existing overhead *utility* lines along the width of the project frontage into underground conduits in compliance with the *utility* provider's specifications and these *Standards*.
1. Note: All new *utility* extensions are required to be undergrounded per *KMC* 13.50.010.
 2. *Utilities* to be undergrounded shall include all utilities located within the full width of the *right of way* of the proposed *development*.
 3. Any permit application that has been accepted (land use or engineering permit, whichever comes first) where all aerial utilities in the right-of-way have been undergrounded within 5 years of the application acceptance, *developer* shall pay a proportional fee in-lieu of the actual cost to underground, prorated from the 5-year period. The proportional amount shall be determined from the width of the frontage compared to the length of the undergrounding x2 (accounting for both sides of the street). That proportional fee shall be refunded to the original developer that undergrounded the utilities. If the developer is no longer in business and/or cannot be reached within 60-days of first attempt to contact, the fee in-lieu shall be refunded to the applicant.

2.09 Dedication of Right-of-Way

The City may require *right-of-way* dedication to incorporate necessary transportation and frontage improvements.

- A. *Right-of-way* dedication width shall be consistent with these *Standards* except where additional *right-of-way* widths have been proposed for projects on the City's Transportation Improvement Program, the Capital Improvement Program, the Transportation Element of the Comprehensive Plan, or as needed for *utility* services.

- B. *Right-of-way* dedication, when required, shall occur at the time of recording for subdivisions or prior to issuing the certificate of occupancy on other project types.

2.10 Pavement Cut Moratorium

No pavements cuts will be permitted on any *road* which has been newly constructed, re-constructed, ~~overlaid~~, or resurfaced within the past 5-years from the date of permit submission, except as noted below. All reasonable effort shall be made to utilize trenchless technology for *utility* installations before an exception is granted.

A. Pavement cuts may be approved in the following cases:

1. The project includes a full-width 2-inch grind and overlay and the cuts are within the limits of the proposed overlay.
2. The cut is allowed through a current franchise agreement.
3. The cut is for an emergency situation, provided that a 2-inch full-width grind and overlay is provided as noted in Section 11.04F after the emergency work is completed.

B. City capital improvement and maintenance projects are exempt from the pavement cut moratorium.

B-C. See Section 11.04 for pavement restoration requirements.

Chapter 3: Street Classification

3.01 Public Roads

City *roads* are classified functionally as noted in Appendix A. Function is the controlling element for classification and shall govern *right-of-way*, *street* width, and *street* geometrics. Functional classification establishes the hierarchy of *streets* and highways necessary for a complete transportation system that serves all types of travel needs. Each *road* has a specified function that produces a comprehensive network for travel and access throughout an area when combined with the rest of the system.

Public *roads* shall be constructed to the applicable *Standards* for the corresponding *roadway* classification.

Public *roads* and all constructed improvements or modifications shall remain under the responsibility of the *Applicant/Contractor* until such time that the City accepts the *road* in writing in accordance with Section 2.04.

3.02 Private Roads

Private *roads* may be appropriate for some *roads* which have a fixed number of accessing lots or units, and/or expected limited *traffic* volumes.

A. Private *roads* may be approved only when they are:

1. Classified as a private access tract, alley, or joint-use *driveway* as set forth in Chapter 5 and Chapter 6,
2. Permanently established by tract or easement providing legal access to each affected lot, dwelling unit, or business of sufficient width to accommodate required improvements. Language on the recorded documents establishing the access permissions shall include provisions for future use by adjacent property owners when applicable,
3. Accessible at all times for emergency and public service vehicle use,
4. Outside the limit of any planned future public *roads* in the present or future *street* plan per the Kenmore Comprehensive Plan, Transportation Improvement Plan, or Capital Improvement Program,
5. Not going to result in land locking of parcels,
6. Designed to serve a maximum potential number of dwelling units that can possibly be served by the *road* when physical barriers, zoning or other legal constraints are considered,
7. Maintained by a capable and legally responsible owner or homeowners' association, or other legal entity made up of the benefited property owners, which is clearly assigned on the recorded document granting access permissions,
8. Clearly described on the face of the plat, short plat, binding site plan, or other document recorded on the title of all affected properties, and
9. Clearly signed at the *street* location as a private *road*.

B. The City will not maintain private *roads*.

C. The City will not accept a private *road* for conversion to public *roads* when the *roadway* is a dead-end *road* that does not exceed 500 feet in length as noted in Section 5.03 or serves the minimum number of residential units for private *road* as noted in Chapter 6.

D. In the event a private *road* meets the minimum requirements to classify as a public *road*, the City will not accept the private *road* for conversion to a public *road* if the infrastructure is aged, worn, damage, failing, or not in compliance with current *Standards*. The private *road* shall be repaired and/or reconstructed per these *Standards* prior to City acceptance. Any private *road* with a pavement condition rating less than Good (PCI<80) as determined by the City will require a 2-inch grind and overlay.

- E. If a short plat has been proposed on a property to which the only access is over private *roadways* that fail to meet the standards specified in this section, the short plat may be denied, or be required to improve the private *road* to these *Standards* based on a determination of its impact by the *city engineer*.
- F. Private *road* tracts/easements shall include language that allows the City to convert the private *road* to public without approval from the adjacent property owners. Conversion of private *road* to public may be delegated to the *Applicant*.

3.03 Alternative Road Designs

The City of Kenmore seeks to promote and encourage the design of *roads* using the best available sciences and practices. These *Standards* are intended as general guidelines meant to be applied to a wide range of project types. Where specific projects can be better served by alternative *road* design elements such as shared spaces, living *streets* (Woonerf concept), cycle tracks, green alleys, parklets, and curb extensions, the *Applicant* and City staff shall coordinate the alternative design elements and promote the use of such design in a manner that adequately addresses the safety and accessibility concerns of the City. Some basic guidelines for alternative design types have been provided in Chapter 6 but do not provide all the details needed for full construction and implementation of such designs; the *Applicant* must provide a unique design for such *road* types. Generally, alternative *road* designs shall be privately maintained unless otherwise approved by the *city engineer*.

Chapter 4: Construction Control and Inspection

4.01 Basis for Control of the Work

Provisions of Section 1-05 of the WSDOT Standard Specifications shall apply, with the term "Engineer" therein construed to be the *city engineer* as defined in Section 1.02.

- A. Work performed in the construction or improvement of public or private *roads* shall be done in accordance with these *Standards* and approved plans. No work may be started until such plans are approved and a pre-construction meeting is held with the City. Any revision to the approved plans shall be approved by the City before being implemented.
- B. The *city engineer* is authorized to enforce the *Standards* as well as other referenced or pertinent specifications or guidelines. The *city engineer* may appoint representatives as necessary to inspect the work and enforce the *Standards* on his/her behalf.

4.02 Inspection

Generally, control and inspection will be done by the City on all *roadway*, *walkway*, and drainage facility construction proposed or in progress. The City also performs the maintenance/defect inspections. The *city engineer* must approve any variances from the *Standards* during construction.

- A. The *Applicant/Contractor* is responsible for quality control of construction and the assurance of meeting the approved plans and *Standards* for the project. City *inspectors* monitor these activities with enforcement authority when requirements are not met. All work conducted on electrical and communications systems shall be inspected by the Washington State Department of Labor and Industries, unless and until these services are offered by the City.
- B. A preconstruction conference shall be scheduled by the City at a time and place established by the City. Three working days advanced notice will be given of the conference date, time and location. Conference must precede the beginning of construction and include the *Applicant*, general *Contractor*, and other applicable participants. Plan approvals, permits/*contracts*, liability insurance coverage, and financial agreements/guarantees must be in hand prior to the conference.
- C. All materials provided by the *Applicant/Contractor* shall be subject to inspection and approval by the City *Inspector* at any time during the progress of work until final acceptance. The project's construction schedule shall include sufficient time for materials testing and any required verification by the City *Inspector*.
- D. The City *Inspector* has the authority to reject defective material and suspend work that does not meet with the approved plans, specifications and *Standards*. The City *Inspector* may advise the *Applicant* or *Contractor* of any faulty work or materials; however, failure of the City *Inspector* to advise the *Applicant* or *Contractor* of faulty or nonconforming work does not constitute acceptance or approval. At the City *Inspector's* order, the *Applicant/Contractor* shall immediately remedy, remove, replace, or dispose of unauthorized or defective work or materials and bear all the costs of doing so.
- E. All *roadway*, *walkway*, and drainage infrastructures must be inspected and approved prior to any final acceptance of the improvements.
- F. Prior to any critical task being started, the *Applicant* must coordinate with the City *inspector*. At a minimum, the following critical tasks require advance notification:
 - 1. Clearing and Temporary Erosion/Sedimentation Control: Two working day notice prior to initial site work involving drainage and installation of temporary erosion/sediment control.
 - 2. Curb and *Sidewalk* Placement: Two working day notice to verify proper forming and preparation prior to placing concrete.

3. Structural Inspection for Concrete Walls/Vaults/Foundations: Per *Special Inspection Sheet*, project specifications, and/or guidance of City staff
4. Storm drainage facilities - 2 working day notice for:
 - i. Pipe installation prior to backfill
 - ii. Trench backfill (if in *right-of-way*)
 - iii. Vault foundation verification
 - iv. Vault installation prior to backfill
 - v. Vault backfill (if in *right-of-way*)
5. Pavement: 2 working day notice prior to verify subgrade and 2 working day notice for paving activity.
6. Street lights: 2 working day notice prior to installing foundation
7. Landscaping: 2 working day prior notice for inspecting plant quality and placement for *right-of-way* plantings and storm drainage facilities.
8. Substantial Completion Inspection: 5 working days prior notice
9. Final Inspections:
 - i. 5 working days prior notice for Final Inspection.
 - ii. 5 working days prior notice from expiration of the maintenance and defect period.
 - iii. The *Applicant's* responsibilities under the terms of the maintenance and defect agreement shall not end until the improvements are formally accepted in writing by the City of Kenmore.

G. All *right of way* infrastructure is the *applicant's/contractor's* responsibility to protect and preserve until such time as the City has accepted the work. Any damage, graffiti, or other issues not in compliance with the permit shall be repaired, restored, cleaned to the satisfaction of the *inspector*.

G-H. It is the *Applicant's/Contractor's* responsibility to request all inspections. The City may not necessarily track when inspections are needed. Failure to notify the City of any inspection will not relieve the *Contractor* from performing the work as required by the permit and *Standards*. See Section 4.05 for additional information.

H-I. Chips/cracks on public *sidewalk/curbing/driveway approaches*: Replacement of concrete panels or curbing due to cracking or chipping may be required and will depend upon the width, the reason for the cracking/chipping and the number of cracks/chips in each feature. In general, all cracks and chips will be evaluated on a case-by-case basis. When required, concrete panels and curbing shall be replaced from expansion joint to expansion joint; no sawcutting will be allowed unless approved by the City *Inspector*. The following general guidelines will be used for determining when corrective action may be required:

1. Any crack greater than 1/8" in width at any location
2. Any crack that creates a vertical differential greater than 1/8" at any location
3. More than 1 crack (regardless of width) with less than a 2-foot separation
4. Any feature that the *Contractor* did not protect which resulted in a crack/chip or if the *Contractor* did not use standard construction methods and practices in performing the work that resulted in the damage.
5. Chips, in general, may be repaired if they are less than 2 inches in all directions. Proposal for repair must be reviewed and approved by the *Inspector* prior to repair work starting. Chips larger than 2 inches in any direction will require a replacement of the panel or segment.

4.03 Substantial Completion Approval

The following section shall be applicable to subdivision projects, site development permits (engineering and grading permits), and *right-of-way* permits. Substantial completion approval for *City projects* shall be per *WSDOT* Standard Specifications and the project's special provisions.

- A. It shall be the practice of the City of Kenmore to require a minimum level of constructed improvements prior to recording plat documents or issuing a certificate of occupancy and all projects shall obtain substantial completion approval prior to recording final documents.
- B. Substantial completion shall require verification that the following items have been addressed; approvals from agencies other than the City of Kenmore must be provided in writing to the City *inspector*:
 - 1. Access provided to all lots within a *development*.
 - i. For hot mixed asphalt (*HMA*) pavements, access is interpreted as all but the last 2 inches of lift of the asphalt pavement.
 - ii. For concrete and pervious pavements on internal *driveways* and private *roadways*, a compacted gravel surface is acceptable for access; paved surfaces must still be provided within the *right-of-way*.
 - 2. Adequate parking provided for the proposed uses of buildings to be occupied.
 - 3. Required *ADA* facilities (*sidewalks*, curb ramps, railings, etc.), meeting the latest *ADA* Standard Guidelines, installed for the access to buildings to be occupied.
 - 4. Frontage improvements installed, safe, unobstructed to the public, and *ADA* compliant.
 - i. Pavement markings shall be provided as directed by the City *inspector*.
 - 5. Compaction and testing reports for all paved surfaces, backfill, and concrete structures must be provided to the City *inspector*. Failure to provide proof of adequate special inspection testing may require post performance sampling/testing, replacement of material, or extended maintenance and defect bonding period at the discretion of the *city engineer*.
 - 6. Drainage system installed and functional.
 - 7. Water and sewer installed and functional (as determined by the water & sewer district)
 - 8. Mail delivery system/mailbox installed and approved by the Postmaster.
 - 9. Construction equipment, stockpiles, and other materials removed from within the *right-of-way* and stored on private property with appropriate erosion and sediment control measures in place.
 - 10. Major safety concerns eliminated (fall hazards, trip hazard, sight distance issues, etc.)
 - 11. All exposed soils temporarily stabilized, and all remaining stockpiles covered in compliance with erosion and sediment control standards.
 - 12. All required regulatory signage installed.
 - 13. All required landscaping must be installed or bonded.
 - 14. All required mitigation plantings must be installed or bonded.
 - i. On site mitigation areas or critical areas must be delineated by temporary fencing.
 - 15. All required recreation equipment must be installed or bonded.
 - 16. All required lighting installed.
 - 17. Video inspection of storm drainage system completed and delivered to the City for review.
 - 18. Covenants are recorded on all lots.
 - 19. Additional performance agreement and financial guarantee filed with the City to ensure timely completion of the project.

4.04 Final Construction Approval

The following section shall be applicable to subdivision projects, site development permits (engineering and grading permits), and *right-of-way* permits. Final construction approval for *City projects* shall be per *WSDOT* Standard Specifications and the project's special provisions.

- A. Prior to closing any permit for site improvements or release of performance bonds associated with a project, the project shall obtain final construction approval.
- B. Final construction approval shall require verification that the following items have been addressed:
 - 1. All item listed in Section 4.03 except the additional performance agreement (Section 4.03.B.19 above).
 - 2. All exposed soils or slopes shall be permanently stabilized.
 - 3. Final *HMA* pavement lift plus pavement joint sealing has been installed and approved.
 - 4. All other work noted on the approved plans has been completed.
 - 5. All final punch list items must be addressed as directed by the City *Inspector*.
 - 6. As-built or final record drawings shall be submitted to and approved by the City.
 - 7. Verification of the constructed detention volume from the Licensed PE or surveyor.
 - 8. Storm drainage system has been accepted by the City.
 - 9. All required *road* monuments shall be installed, and a licensed surveyor shall provide written statement that the monuments have been correctly installed and registered with the State.
 - 10. Critical areas shall be permanently delineated and required signage shall be installed.
 - 11. Covenants are recorded on any remaining lots.
 - 12. Required agreement and financial guarantee for maintenance and defect period must be submitted to the City.
 - 12-13. Approval of a Landscape Management Plan.

4.05 Penalties for Failure to Notify and Obtain Approval

Notification by the *Applicant/Contractor*, at the necessary time frames noted above, is essential for the City to verify, through inspection, that the work meets the approved plans and *Standards*. Failure to notify and obtain approval will result in the City requiring additional sampling and testing with certification by a City approved laboratory. Costs of such testing and certification shall be borne by the *Applicant/Contractor*.

If the test results conclude that the work does not meet the approved plans, specifications and *Standards*, the *Applicant/Contractor* will be required to remove the material and replace it with materials that meet the approved plans and *Standards* at their own expense. At the time that such action is directed by the City, further work on the *development* may be limited or prohibited until all directed tests have been completed, approved, and all corrections identified by the City have been made to the satisfaction of the City *Inspector*. If necessary, the City may take further action as set forth in *KMC* 1.20.

4.06 Control of Materials

The following standards apply to *roads* (public and private) and publicly maintained storm drainage systems only and do not pertain to site *development*. The provisions of Section 1-06 of the *WSDOT* Standard Specifications apply in all respects to all construction.

- A. Source of Supply and Quality of Materials: The *Applicant/Contractor* shall notify the City of proposed sources of supply for all materials to be furnished. The City shall approve the source of supply of each of the materials before

the installation. Representative preliminary samples or test data of the character and quality prescribed may be required to be submitted by the *Applicant/Contractor* or producer for examination. Materials suppliers listed on the *WSDOT* Qualified Product List (QPL) do not require prior City approval; a copy of the QPL is required.

- B. Only materials conforming to the requirements of the *WSDOT* Standard Specifications shall be used in the work, unless otherwise approved by the *city engineer*. Any material proposed to be used may be inspected or tested at any time during their preparation and use. If after testing it is found that sources of supply that have been approved do not furnish a product that conforms with *WSDOT* Standard Specifications, or if the product from any approved source proved unacceptable at any time, the *Applicant/Contractor* shall furnish approved materials from other approved sources. Any approved material that becomes unfit shall not be used.
- C. Samples and Tests: The *Applicant/Contractor* is required to retain the services of a certified testing laboratory to conduct necessary field and/or lab tests of materials or methods. Testing shall be in accordance with *WSDOT* Standard Specifications and/or *AASHTO/ASTM* standards. Materials shall not be used until approved.
 - 1. Minimum testing frequency shall be as follows:
 - i. Soil Compaction Testing (trench): one test per every 50 feet on each lift. *Inspector* may, at their discretion, reduce the number of tests if compaction placement and density is consistent. Portals 2 feet by 2 feet or greater shall be considered a trench. Portals smaller than 2 feet by 2 feet may be verified with a handheld probe.
 - ii. Soil Compaction Testing (*roadway/sidewalk*): One test every 50 feet per lane or *sidewalk*. If *roadway* and *sidewalk* grades are constructed at the same time, testing under *sidewalk* is not required. *Inspector* may, at their discretion, reduce the number of tests if compaction placement and density is consistent.
 - iii. Subgrade Leveling Course: Visual inspection if lift is less than 6 inches. If greater than 6 inches, follow requirements of 1(ii).
 - iv. Asphalt Pavement: One test every 50 feet per lane per lift or one test per lift for patches equal to or larger than 16 SF.
 - v. Wall/Structure backfill: One test per every 50 feet on each lift on each side receiving backfill. *Inspector* may, at their discretion, reduce the number of tests if compaction placement and density is consistent. Backfill testing is not required when wall/structures are not within the *roadway* footprint.
 - vi. Retaining walls (reinforced concrete/soldier pile): 3 compression tests (28d, 28d, spare) cylinders for each day concrete is poured.
 - 2. The *Applicant/Contractor* shall provide the City with certified copies of the complete test reports directly from the testing laboratory.

4.07 Construction Control in Developments

Where applicable, the provisions of Section 1-05 of the *WSDOT* Standard Specifications apply in all respects to *development* construction.

4.08 Sub-grade

In preparing the *roadbed* for surfacing before any paving, the requirements outlined in Sections 2-06.3(1) and 2-06.3(2) of the *WSDOT* Standard Specifications shall be met. After the subgrade preparation has been completed, it shall be thoroughly checked by the *Applicant/Contractor* using a level, string line, crown board, or other means to determine that the subgrade conforms to the approved *road* section and the *Standards* prior to placing any surfacing material.

4.09 Traffic Control During Construction

Traffic control shall follow the guidelines of Section 1-07.23 and 1-10 of the *WSDOT* Standard Specifications. All barricades, signs, delineators, and flagging shall conform to the requirements of the most current *MUTCD* Manual. Signs must be legible and visible, with consideration for the horizontal and vertical curvature of the *roadway*, existing vegetation, and legal *street* parking. Signage should be removed or covered at the end of each workday if not applicable after construction hours.

- A. *Temporary Traffic Control*: The *Applicant/Contractor* shall be responsible for *traffic* control during construction on or along *City roads*. When work is to be performed on *City roads* that are open to *traffic*, the *Applicant/Contractor* will be required to submit a *traffic* control plan for approval prior to permit approval. Any alterations to reviewed *traffic* control plans shall be reviewed by the *Inspector* prior to beginning the work.
 - 1. Lane closures will be allowed between the hours of 9:00am and 3:30pm unless otherwise approved by the *city engineer*.
 - 2. Flaggers are required at all times when a *roadway* is reduced to one-way only or when *traffic* visibility is obstructed by construction activity. All flaggers shall possess a current Washington State certified flagging card.
 - 3. Pedestrian access shall not be blocked or restricted. If pedestrian access cannot be maintained, flaggers may be used to safely escort pedestrians around the work area, or a detour plan shall be submitted and approved (see bullet "E" below).
 - 4. Uniform police officers are required for any work within 50 feet of a signalized intersection. Traffic signals may not be countermanded except by the police. Signals may be put into all red-flash mode at the approval of the *city engineer*. If all red-flash mode is approved, use of police officers shall be at the *City's* discretion.
- B. *Temporary Road Closures and Detours*: The *City* may consider requests for full *road* closures where they are determined by the *city engineer* to be in the best interest of the public:
 - 1. A proposal for a *road* closure and a detour plan must be prepared and submitted to the *City* at least 10 working days in advance; said plan must be approved by the *city engineer* prior to closing any *City street*.
 - 2. The types and locations of the signs shall be shown on a detour plan.
 - 3. The *Applicant/Contractor* shall post "This Road Will Be Closed" signs, along with the anticipated dates and times of closure, a minimum of 7 calendar days prior to the closing.
 - 4. The *Applicant/Contractor* must notify, in writing, local fire, school, law enforcement authorities, Metro transit, adjacent parcels owners, and any other affected persons as directed by the *City* at least 10 days prior to *road* closure.
 - 5. Businesses and residences adjacent to the closure shall be notified via door hangers three (3) calendar days prior to the closure. Arterial *street* closures require variable message signs (VMS) posted on site five (5) calendar days prior to closure. Any residential *street* closure greater than 9 hours will require a VMS posted on site three calendar days prior to closure.
 - 6. The *Applicant/Contractor* may be required, at the direction of the *city engineer*, to notify adjacent property owners via door hangers or mailers along the detour route three (3) calendar days prior to the closure.
 - 7. *Shoulder* closures affecting parking shall require on-site notification of said closure 48-hours prior to the closure. Notification shall be on A-frame boards stating the project, permit number, dates and times of closure, contact information, and location (limits) of closure. At the discretion of the *city engineer*, notification fliers may be required for adjacent properties/businesses and parked cars.
- C. *Haul Routes*: The *Applicant/Contractor* shall be required to develop and use a haul route. Haul routes shall be

limited to arterials and collector *streets* when at all possible.

1. The haul route plan must be prepared and submitted to the *city engineer* and approved prior to beginning or continuing construction. The haul route plan shall address routing, hours of operation, signage and flagging, and daily maintenance.
 2. If the *Developer/Contractor's* fails to use the designated haul route, the *city engineer* may prohibit or limit further work on the *development* until such time as the requirements of the haul route are complied with. The City may also require restoration to *roads* utilized outside of the haul route. Restoration would be at the City's discretion.
 3. The haul route shall be identified on the plans.
- D. Haul Road Agreement: When identified as required by the SEPA review process or by the City, a haul *road* agreement shall be obtained by the *Applicant, utility, Developer, or* property owner establishing restoration procedures to be performed upon completion of the haul operation.
- E. Pedestrian Circulation Plan: Where a *development* or construction activity will obstruct an existing pedestrian *walkway* regularly used by pedestrians, a pedestrian circulation plan shall be required prior to beginning any construction activity. The pedestrian circulation plan must identify alternative access routes to safely direct pedestrians travelling in, around, or through a work area.
1. Where existing pedestrian facilities exist outside the limits of the work zone, they may be utilized as the alternative pedestrian path provided that pedestrian connections with the existing pedestrian path can be made at safe and legal locations and appropriate signage is provided, in compliance with *MUTCD*, to direct pedestrian movements to the alternative routes. All pedestrian connections shall be *ADA* compliant to the maximum extent feasible/practical.
 2. Where existing pedestrian facilities cannot move pedestrians around a work zone, a temporary alternative pedestrian pathway must be provided and must be compliant with current *ADA* standards to the maximum extent feasible/practical, including, but not limited to, temporary ramps where required and continuous cane-detectable barriers around the revised pedestrian route.
 3. All barricades, signs and flagging shall conform to the requirements of the *MUTCD*. Signs must be legible and visible and should be removed at the end of each workday if not applicable after construction hours.
- F. Bicycle Circulation Plan: Where a *development* or construction activity will obstruct, close, or create a hazardous condition of loose pavement or material on an existing marked bicycle lane or travel lane marked with a *sharrow* symbol, a bicycle circulation plan shall be required prior to beginning any construction activity. The bicycle circulation plan must address signage to notify cyclists of the closure and/or hazardous condition (plates on *roadway*, uneven pavement, gravel, etc.), alternative access routes and detours for cyclists and signage notifying drivers on alternative access routes of the increased presence of cyclists during construction. All barricades, signs and flagging shall conform to the requirements of the *MUTCD*. Signs must be legible and visible, considering horizontal and vertical curves and overhanging vegetation, and should be removed or covered at the end of each workday if not applicable after construction hours.

4.10 Call Before You Dig

Contractors are responsible for timely notification of *utilities* in advance of any construction in *right-of-way* or *utility* easements as required under [RCW 19.122](#). The *utility* One-Call Center phone number (1-800-424-5555) or 8-1-1 should be prominently displayed on the work site.

4.11 Utility Certification

All permits for new placement and replacement of existing *utilities* and *utility* structures shall be accompanied by written certification from the *utility's* professional engineer or from an agent authorized by the *utility* to certify that the installations conform to the appropriate standards and that the proposed work is in conformity with sound engineering principles relating to *street* safety.

4.12 Final Cleanup and Restoration

In addition to restoration of the *road* as required by these *Standards*, the responsible *Applicant, utility, Contractor, etc.*, shall care for adjacent areas in compliance with Sections 1-04.11 and 8-01 in the *WSDOT* Standard Specifications. In particular:

- A. *Roads* shall be cleaned and swept both during and after the installation work.
- B. Disturbed soils shall be final graded, seeded and mulched after installation of *utility*. In limited areas seeding and mulching by hand, using approved methods, will be acceptable.
- C. Ditch lines with erodible soil and subject to rapid flows may require seeding, matting, netting, or rock lining to control erosion.
- D. Any silting or accumulation of construction debris of downstream drainage facilities, whether ditches, pipes, or catch basins, which resulted from the construction activity shall be cleaned out and the work site restored to a stable condition as part of site cleanup.
- E. Remove all temporary erosion and sediment control materials and fencing and dispose of properly.

Chapter 5: Private Roads, Driveway, and Parking Design

All accesses to individual buildings or lots shall be located, designed, and constructed to balance multimodal transportation needs and maximize public safety on the *road* system. This chapter provides location and design criteria for access at the *right-of-way* line, access approaches in the *right-of-way*, private *roads*, and *driveways* or circulation *roads* internal to a private property.

5.01 General

Each lot shall have direct access to the public *right-of-way*. If a project site is not immediately adjacent to the *right-of-way*, access must be achieved by a recorded easement or by a recorded access tract.

- A. The circulation system of *developments* shall intersect with existing and anticipated *streets* abutting the site at safe and convenient locations.
- B. Every lot upon which a building is proposed to be erected or a *traffic* generating use is proposed to be established shall establish direct access from the *roadway* as needed to provide public services such as fire protection, emergency service, mail delivery or trash collection.
- C. The designers of proposed *developments* must consider the access and *driveway* profile to ensure that required grade transitions can be complied with while considering building setbacks, terrain, and grades.
- D. All traffic control devices, including signs and pavement markings, shall meet the *MUTCD* standards.
- E. All private *roads*, *driveways*, and parking lots shall be paved with either hot mix asphalt or concrete.
- F. The use of *LID* practices is required where feasible on private *driveways*, private *roadways*, and off-street parking areas.
- G. Access tracts and/or *roads* required to provide access to two or more lots shall be developed to the width and standard required for its entire length. The practice commonly known as, or that yields the effect of, “telescoping” improvements (i.e., a *street* required to serve a short plat being reduced in width as the number of remaining lots decreases) is expressly prohibited.
- H. Any portion of a paved *roadway*, parking area, *driveway*, and/or private *road* located on private property, whether paved or not, shall be setback a minimum of 5 feet from all property lines. Connections to the *right-of-way* are exempt.
- I. The City may require additional connections for bicycles and pedestrians as directed by the *city engineer* as noted in Section 2.05.
- J. For commercial or industrial internal (private) *roads* with heavy *traffic* volumes or significant numbers of trucks, the City may require construction of the access as an intersection with an arterial and/or may require additional reinforcement within the *sidewalk*, *driveway* and approach sections within the public *right-of-way*. This requirement will be based on *traffic* engineering analysis submitted by the *Applicant* that considers, among other factors, intersection spacing, sight distance, and *traffic* volumes.
- K. Concentrated *surface water* flows (e.g., pipe discharges, gutter flows, trench flows, etc.) shall not be permitted to cross *sidewalks* or any other *walkways*.

5.02 State Highways

Access points to the state highway system are regulated through the Revised Code of Washington (*RCW*). The only state highway within the City of Kenmore is State Route 522/Bothell Way NE (SR522).

- A. Per *KMC* Chapter 12.85, a City connection permit will be required for any new, alteration, or relocation of *driveways* or *streets* that intersect with SR522.

- B. Any *development* that requires the construction of a new *driveway*, a relocation/modification of an existing *driveway*, *utility* service connections, or construction of a new *road* that intersects a state or federal highway may require a permit from the Washington State Department of Transportation (*WSDOT*). *Applicant* must contact *WSDOT* for additional information and requirements.
 - 1. This project must comply with all applicable State standards, as noted above, in addition to designing for City standards.
 - 2. Where State or federal standards conflict with these *Standards* and/or *KMC*, the more restrictive requirement shall prevail.
- C. See *KMC* Chapter 12.85 for additional requirements for *driveways* connecting to SR522.

5.03 Private Roads

All newly created *roads* that create a *street end* (dead-end) shall be a private *road* per these *Standards*. Newly created dead-end *roads* or extensions of existing private dead-end *roads* shall become public if the final length of the *road* measured from centerline of intersecting public *street* to furthest extent of the proposed *road* exceeds 500 feet or as noted in Table 6.1.

- A. Private *roads* are to be privately owned and maintained and shall be constructed as outlined in Chapter 6.
- B. Private *roads* shall be clearly identified and dedicated in an easement or tract and noted on the plat map to be recorded, if applicable. Dedication language shall include a clear designation of maintenance responsibility for the improvements within the easement or tract.
- C. At the discretion of the *city engineer*, where a *street* is proposed (either through City planning or possible *development* through zoning allowances) that may, in the future, be connected to an existing public *road* or extend the private *road* beyond the 500-foot threshold, the *road* shall be constructed to meet minimum standards for a public *road* for the proposed *road* classification.
- D. Private *roads* shall have language included in the final plat map allowing additional parcels to connect to the proposed private *road* and to make alterations to the track to accommodate future *development*. Future connecting parcels shall be added to the maintenance responsibility of the private *road* through recorded documents on each property title.
- E. Private *roads* (including maintenance *roads*) shall be designed to accommodate access (pedestrian and/or vehicle depending upon facility) to any storm drainage facility. Specific access requirements shall be coordinated with Public Works. All private *road* tracts shall have language that allow access for maintenance and/or replacement purposes.
- F. Before a private *road* can be made public, the private *road* shall be improved to meet the *Standards* for a public *road*. Exemptions may be approved on a case-by-case basis.
- G. If a private *road* is to be converted to public *right-of-way*, the *Applicant* shall be responsible for all documentation and recordings necessary to transfer the private *road* to public ownership including notifications to adjacent property owners.
- H. Alleys, when appropriate, shall be designed to meet all the following standards:
 - 1. Serve a maximum of 30 dwelling units
 - 2. Have a maximum length of 400 feet
 - 3. One-way *road* that connects two other *streets* (private or public); alleys cannot be dead-ends or cul-de-sacs and shall not intersect other alleys.
 - 4. In a dedicated tract with a minimum width sufficient to construct the alley and related grading.
 - 5. The minimum paved width shall be 10 feet, maximum paved width shall be 14 feet.
 - 6. The surface shall be paved, sloped to the centerline of the alley and provided with an inverted crown to

control surface runoff as far from the buildings structures as feasible. Catch basins shall be provided in each alley to collect storm water prior to crossing any current or proposed *walkways*.

7. Modifications to existing alleys may be considered on a case-by-case basis subject to approval by the *city engineer*.
8. Approaches shall be per Section 5-04A/B (1. and 2.)
9. An alley may not serve as the only access to a lot.
- I. Private *roads* shall be designed to meet all the following standards:
 1. Design widths for all private *road* features shall be per Table 6.1.
 2. Private *road* approaches (from a public *road*):
 - i. Shall be designed per the *driveway* standards in Section 5.04.
 - ii. Private *road* approaches shall be designed to accommodate the uses and volume of *traffic* served. Approach widths exceeding these *Standards* may be required at the *city engineers* discretion.
 - iii. Private *road* approaches may be required to be designed with a specific turning radius and/or curb returns as determined by the Fire Marshall.
 - iv. Where private *roads* are required to be designed with curb returns, private *roads* shall be spaced per Section 7.02 when feasible, otherwise to the maximum extent possible.
 3. Obstructions (such as, but not limited to: walls, fences, poles, and above ground *utilities* features) shall be placed a minimum of 1 foot beyond the limits of the paved surface.
 4. When located along an existing or proposed property line, the paved access (not including separated pedestrian *walkways*) shall be positioned within the tract to accommodate a 5-foot setback along the property line.
 5. Geometric design and profile shall meet the standards of a local *road*.
 6. If the length, measured from centerline of intersecting *street* to furthest extent of the *road* exceeds 150 feet in length as measured in 5.03A, a turnaround must be provided and approved by the Fire Marshal. See Section 6.10 for turnaround design requirements.
 7. Paved surface may be installed with an inverted crown (flow-line in the center) or sloped in one direction with a vertical curb to control surface runoff. Catch basins shall be provided in each private access tract to collect storm water prior to crossing any current or proposed *walkways*. Additional easements may be required for *utilities* and drainage.
 8. *Surface water* from new *roads* shall not be permitted to flow across any public *walkway* unless otherwise approved by the *city engineer*.
- J. Joint use *driveways* shall be designed to meet all the following standards:
 1. A joint use *driveway* shall serve a maximum of two (2) dwelling units.
 2. Pavement width shall be between 16 and 20 feet.
 3. Minimum tract width shall be the pavement width plus 6 feet when adjacent to an existing property line; if not positioned along an existing property line the tract width may be reduced to 2 foot plus the pavement width.
 4. Obstructions, such as walls, fences, poles, above ground *utilities* feature, shall be placed a minimum of 1 foot beyond the limits of the paved surface.
 5. The paved access shall be positioned within the tract to accommodate a 5-foot setback along an existing property line and 1-foot setback along newly created property lines.
 6. The length, measured from centerline of the nearest intersecting public *roadway* to the end of the last *driveway* (a, shall not exceed 300 feet in length without a *street end* (see Section 6.10). Additional

requirements for pavement radii and pavement width may be necessary as determined by the *city engineer*.

7. Paved surface may be installed with an inverted crown (flow-line in the center) or sloped away from the adjacent property line with a thickened edge or curb to control surface runoff. Catch basins shall be provided in each private access tract to collect storm water prior to crossing any current or proposed *walkways*.
8. *Driveway* profiles and elevations shall comply with the intersection grade requirement per Section 7-06.
9. Additional easements may be required for *utilities* and drainage.
10. Joint use *driveways* shall comply with Section 5.04. Any conflicts with this Section and Section 5.04, the stricter provision shall apply.

K. For developments where structures cannot be viewed from the public road, building addresses may be placed at the entrance to the private road identifying each building at the discretion of the *city engineer*. Sign placement shall be at back of sidewalk (if monument) or in amenity strip (if on signpost) and shall not intrude on sight distance, public access, or be a safety hazard as determined by the *city engineer*. See KMC Title 18 and the most current fire code for more requirements.

5.04 Driveways and Driveway Approaches

This section provides *driveway* and *driveway approach* standards to public and private *roads*. It is not the intent of these *Standards* to govern design or location of *driveways* on private property except where they connect to the *road* where minimum setbacks are required along property lines and where safety is a concern. However, fire access requirements governed by the Fire Code (KMC 15.10) and KMC Title 18, establish criteria for *driveway* widths.

A. General *Driveway/Driveway approach* Requirements:

1. New *driveway approaches* shall generally comply with KSD 8-006 for Type 1 *Driveway approach*. The *sidewalk* at back of the *driveway* apron shall be designed to meet ADA Standard Guidelines. Elevation changes required for the *driveway* apron to meet *road* grade shall be accomplished within the limits of the *Amenity Zone* and shall not intrude upon the *sidewalk*.
2. Type 2 *Driveway approaches* (depressed *driveways*) are not permitted on public *roadways* unless otherwise approved by the *city engineer*. Exemptions may be granted on a case-by-case basis where existing *sidewalk*, on local *roads* in front of adjacent parcels, has no *Amenity Zone*. Type 2 *driveways* are allowed on private *roads*. If approved, depressed *driveways* shall generally be designed and constructed to comply with KSD 8-007.
3. A *right-of-way* use permit or engineering permit, as appropriate, is required by the City prior to beginning construction within the *right-of-way*.
4. *Driveway approaches/driveways* must be paved within the limits of the public *right-of-way*. From back of *sidewalk* to the *right-of-way* line, pavement may be either asphalt or concrete. If frontage improvements do not exist and are not required, driveway approaches from the right of way line to the edge of pavement shall be HMA ~~unless if the driveway approach connects to a road listed on the Pedestrian Facilities Plan, otherwise concrete may be used~~ otherwise approved by the city engineer.
5. *Driveway* profiles and elevations shall comply with the intersection grade requirement per Section 7-06.
6. All abandoned *driveway/driveway approach* areas along the frontage shall be removed. The curbing, *sidewalk*, and/or *shoulder* and ditch section shall be properly restored to these *Standards*.
7. Maintenance of *driveways* and *driveway approaches*, including any regulatory signage or pavement markings, shall be the responsibility of the owner whose property they serve.
8. The City and franchised *utilities* are not obligated to replace alternative surfacing material within the

public *right-of-way* with a like material and may, at the *city engineer's* discretion, replace existing *driveways* and *driveway approaches* with standard asphalt or concrete within the *right-of-way*.

9. Grade transitions, excluding the tie-in to the *road*, shall be constructed as smooth vertical curves. The maximum change in *driveway* grade within the *right-of-way* shall be 8 percent within any 10 feet of distance on a crest and 12 percent within any 10 feet of distance in a sag vertical curve. Whenever there is a potential for future *road* widening, the *driveway* shall be graded to match the future widened *road* section without encroachment into the *sidewalk*. Driveway slope shall not exceed 15 percent unless otherwise approved by the city engineer.
10. For *driveways* crossing an open ditch section, culverts shall be adequately sized to carry anticipated storm water flows and at a minimum the culvert shall be equal to or larger than any existing pipes within 500 feet upstream or downstream; in no case shall the minimum pipe size be less than 12-inch in diameter. Pipe should be long enough to account for the *driveway* side slopes and shall be per KSD 7-001 (Beveled End Pipe Section) and 7-011 (Debris Cage for Culvert). The property owner making the installation shall be responsible for determining proper pipe size. The City may require the owner to verify the adequacy of pipe size.
 - i. Additional requirements may apply when the *driveway* crosses a classified stream per KMC 18.55 including, but not limited to, fish passable culvert, habitat restoration, and other requirements for a *Hydraulic Permit Approval* (HPA) from WDFW.
11. Storm drainage from *driveway* and *driveway approach* surfaces must be accounted for in the *roadway* drainage design.

B. *Single family and middle housing* Residential *Driveway* and *Driveway approaches*:

1. *Driveways* and *driveway approaches* must be a minimum length of 20 feet, measured along any point between the nearest tract/easement/*right-of-way* line of a shared access or *roadway* and the nearest edge of the parking area/carport/garage required per KMC 18.40.030. *Driveways* may not exceed 45 feet in length if feasible.
2. *Driveway* and *driveway approaches* shall have a minimum width of 12 feet (10-feet for two driveways per 5.04 F.4) and a maximum width as follows:
 - i. *Driveways* and *driveway approaches* accessed from private *roads* shall have a maximum width of 35 feet.
 - ii. *Driveways* and *driveway approaches* accessed from public *roads* shall have a maximum width of 20 feet at the *right-of-way* line. *Driveways* may be widened to a maximum of 35 feet beginning at a minimum of 5 feet from the *right-of-way* line.
 - ii.iii. Properties with multiple driveways shall not exceed 20 feet in cumulative width of all driveways.
3. *Driveways* shall be continuously paved or surfaced with gravel between the public *right-of-way* and the parking area required by KMC 18.40.030, unless otherwise approved by the City of Kenmore.
 - i. This requirement shall not restrict the use of alternative pavement types (such are porous pavements or pavers) and methods (such as wheel strips) to meet flow control BMP or *LID* requirements.
 - ii. *Driveways* with a slope exceeding 5% in grade shall be paved; gravel surfacing will not be permitted on steep *driveways*.

~~C.—Duplex/triplex driveways and driveway approaches shall be as required per bullet B for single family.~~

~~D-C.~~ Commercial, Industrial, & Other multi-family ~~Driveways~~, and all other *Driveway approaches*:

1. *Driveways*, when designed, must be a minimum length of 40 feet, measured along any point between the nearest tract/easement/*right-of-way* line of a shared access or *roadway* and the nearest edge of the parking area/carport/garage required per KMC 18.40.030.

2. *Driveways* and *Driveway approaches* shall have a minimum width of 24 feet and a maximum width of 36 feet for commercial and industrial sites. *Driveway* width may be reduced to 12 feet for one-way direction *driveway approaches*.
3. *Driveways* and *Driveway approaches* shall have a minimum width of 20 feet and a maximum width of 24 feet for *Multi-Family sites* and all other sites. *Driveway* width may be reduced to 12 feet for one-way direction *driveway approaches*.
4. *Driveways* shall be continuously paved between the public *right-of-way* and the parking area require by KMC 18.40.030.
 - i. This requirement shall not restrict the use of alternative pavement types (such are porous pavements or pavers) and methods (such as wheel strips) to meet a flow control BMP or Low Impact *Development* requirement.

E.D. *Townhome Driveways and Driveway approaches:*

Driveway lengths shall be 20 feet when accessed from a public *road* with a width between 8 feet and 20 feet. *Driveways* are not required when accessing from a private *road*. If *driveways* are proposed off of a private *road*, they shall follow the requirements for access from a public *road*. *Driveway approaches* to garages from private *roads* shall not exceed 10 feet in length. Any conflicts with the KMC, the KMC shall prevail.

F.E. *Location of New Driveways.*

1. *Driveway* location is subject to City approval.
2. No portion of *driveway* width shall be allowed within 5 feet of any existing side property lines.
 - i. Exceptions may be granted without a formal variance request for access panhandles to single lots and for lots taking access from a cul-de-sac bulb; in such cases the *driveway* shall be located, and possibly reduced in width, to provide the largest setback feasible.
 - ii. A setback variance may be approved if approval from the adjacent property owner(s) is received.
 - iii. For duplexes and triplexes, a *driveway* may be allowed within 3 feet of any existing side property line if landscaping is provided to screen the *driveway* from the neighboring property. Appropriate landscaping shall be determined by the City during permit review.
3. No two *driveway approaches* along a public *right-of-way* shall be closer together than 20 feet on arterial/collector *roads* and 10 feet on local *roads* where it intersects with the *street right-of-way* line. Distance is measured from the edge of the *driveway*.
 - i. Exceptions may be granted without a formal variance request for access panhandles and for lots taking access from a cul-de-sac bulb; in such cases the *driveway* shall be located, and possibly reduced in width, to provide the largest separation feasible.
4. On frontages 100 feet or less, no more than one *driveway/driveway approach* per lot shall be constructed. On frontages over 100 feet, the City may permit two *driveways/driveway approaches* per lot, subject to bullet 5 of this section, Section 10.02, maximum combined width of both *driveways* not to exceed the maximum *driveway* width per 5.04 B and C, and *city engineer* approval.
5. Project sites which have multiple frontages, such as corner lots or lots with public *roads* on the front and back of the lot, access must be taken from one side only and access must be from the *street* with a lower classification (or volume) unless otherwise approved by the *city engineer*. Removal of existing improvements or obstruction such as, but not limited to, walls, fences, or existing *utilities* shall not be sufficient to determine an access infeasible. Additional access from the other frontages may be granted where all *road* frontages each exceed 100 feet, subject to *city engineer* approval.
6. *Driveways* shall not be allowed within 30 feet of an existing or planned intersection radius return (curb or edge of pavement) and shall be positioned as far from an intersection as feasible.
7. *Driveways* shall not be allowed within 20 feet of any marked crossing.

8. *Driveways* shall be located at existing or proposed easements or tracts adjacent to the property.
9. *Driveways* shall intersect the *right-of-way*/tract/easement at an angle between 85° and 95° and shall maintain this requirement for all portions of the *driveway* which lie within a public *right-of-way*. Exceptions may be granted for *driveways* within the limits of a cul-de-sac bulb.
10. *Driveway approaches* along SR522 shall follow the requirements of KMC Chapter 12.85. Where a conflict arises between KMC 12.85 and these *Standards*, ~~KMC 12.85~~ these *Standards* shall prevail.
11. Notwithstanding any other provisions, *driveways*/*driveway approaches* will not be allowed where they are prohibited by separate City Council action or where they are determined by the City to create a hazard or impede the safe operation of *traffic* on the *road*.

G.F. For land *development* projects and/or changes in use, existing *driveways* and *driveway approaches* which do not conform to this chapter shall be reconstructed to the *Standards*.

H.G. Pedestrian/bicycle sight distance must be maintained for all *driveways* and *driveway approaches*.

1. For the intersection of a *driveway* with a public *street*, a sight distance triangle for a site access point shall be determined by measuring 15 feet along the edge of travel way and 15 feet along the edges of the *driveway* beginning at the respective points of intersection. The third side of each triangle shall be a line connecting the end points of the first two sides of each triangle.
2. Where pedestrian *walkways* exist at an intersection of a *driveway* with the public *street*, a sight distance triangle for a site access point shall be determined by measuring 15 feet along the back edge of the *walkway* and 15 feet along the edges of the *driveway* beginning at the respective points of intersection. The third side of each triangle shall be a line connecting the end points of the first two sides of each triangle.
3. For the intersection of a *driveway* with a public *street* with bicycle facilities a sight distance triangle along the *driveway* shall be determined by measuring 100 feet along each bicycle facility approach which must be crossed by a vehicle entering *traffic* from the *driveway* and 10 ft along the edges of the *driveway* at the near edge of the bicycle facility. The third side of each triangle shall be a line connecting the end points of the first two sides of each triangle. Larger sight distance triangles for bicycle facilities may be required at the discretion of the *city engineer*.
4. With the exception of narrow objects (sign posts, single mail box posts, trees, *utility* poles, etc.), the area of sight distance triangle between 3.5 and 8 feet above finished grade shall remain clear.

5.05 Parking

Parking, including the amount of required off-*street* parking stalls, stall dimensions, and drive isle dimensions and layout, shall be designed and constructed in compliance with KMC 18.40.

- A. On-street parking stalls located within or requiring turning movements within the public *right-of-way* shall not be counted toward the required number of off-*street* stalls except as permitted by KMC 18.29.070.
- B. Design for on-street parking or parking within the *right-of-way* shall:
 1. Comply with the dimension requirements of KMC 18.40 unless otherwise approved by the *City Engineer*, and
 2. Be located outside of existing vehicle travel lanes, and
 3. May require additional pavement width in excess of the minimum widths listed in these *Standards*, and
- C. On-street parking stalls may be removed at any time at the discretion of the *city engineer* regardless of bullet A of this section.
- D. The number of ADA compliant parking stalls provided on each site shall comply with ~~KMC 18.40.060 and~~ current ADA Standard Guidelines.

- E. *ADA* stalls shall be designed per *ADA* Standard Guidelines.
- F. Where off-street parking stalls and *driveways* are not directly accessed from the public *right-of-way*, *roadways* providing access to the off-street parking area shall meet the standard of a private *road* including the requirement for a pedestrian *walkway*.
- G. All marked pedestrian crossings on private internal commercial drive aisles shall be designed and constructed as speed tables which provide an elevated crossing for pedestrians.
 - 1. Speed tables shall be treated with colored concrete, pavers or other visual cues to the presence of the table and crosswalk.
- H. For marked on-street parking, design and location shall comply with *ADA* Standard Guidelines.

Chapter 6: Road Design

This chapter sets the minimum standards for geometric *street* design of public *roads*, commercial/industrial *roads*, and private *roads* where noted. The City's *roadway* classification map is included in Appendix A.

6.01 Reconstruction

Reconstructed, altered, widened, or improved *roads* shall be brought into compliance with these *Standards*.

- A. For the purposes of this section, *utility* installations alone shall not be considered reconstruction but must still meet the *Standards* and requirements of Chapter 11.
- B. Transitions or tapers necessary to connect with existing *roads* of a different width shall meet *AASHTO* and *MUTCD* standards.

6.02 Applicable Standards

Projects adjacent to an existing *road* shall improve the existing *road* to the current *Standards* for its current classification per Section 6.03, 6.04, or 6.05, except where project impacts result in a reclassification of the *road*.

- A. Projects adjacent to existing *roads* in which the project impacts result in the change of the *road* classification as noted below shall be required to improve the entire *road* to the current *Standards* for the new classification. Limits of the *roadway* upgrade shall be determined by the City.
- B. Subdivision and residential projects shall construct internal *roads* per Section 6.04 or Section 5.03.
- C. Commercial, industrial, *townhome*, and *multi-family* projects shall construct internal *roads* per Section 6.05 and Section 5.03, as applicable. The classification of new internal *roads* for these types of projects shall be determined by the City.
- D. Private *roads* for *townhome* and *multi-family developments* shall construct internal *roads* providing access to parking areas per Table 6.1 and Section 6.05, except that the required 4-foot *sidewalk* on private *roads* may be relocated as needed to provide pedestrian access to the main entrance of each unit.
- E. Alternative *road* designs may be proposed on any *road* type when approved by the *city engineer*. Alternative *road* sections shall follow the guidance of Section 6.13.

6.03 Typical Road Cross Sections

Right-of-way widths shall be a minimum of 60-feet. Local *road* widths may be reduced to 46 feet at the discretion of the *city engineer*. *Right-of-way* dedications ~~may be necessary~~ shall be required to meet the minimum *right-of-way* width. The *city engineer* shall determine the amount of dedication required to meet the minimum *right-of-way* width. Back of sidewalk shall be placed 30 inches from the *right-of-way* line unless otherwise approved by the *city engineer*. Remaining space between sidewalk and curb shall be a landscaped *amenity zone*.

Certain *roads* have an established cross section that may differ from the standard design requirements shown in the *Standards*. Those *roads* shall be improved in accordance with the *Standards* AND to the configuration and widths as shown in the appropriate Figure in Appendix B. Any conflicting information between the cross sections and other requirements in the *Standards*, the cross sections shall take precedence.

6.04 Typical Sections for Single Family and Middle Housing Residential Access Roads

New roads for single family and middle housing residential projects shall be constructed per Table 6.1. For existing roads (including private roads converting to public), the road classification identified for that road will be used to determine the Standards for design in Table 6.1.

- A. Vertical curbing is required on both sides of all roadway types unless an inverted crown or full width sloped road is proposed and approved.
- B. Vertical curbing shall be constructed per Sections 8.02, 8.03, and 8.04.
- C. On local roads, sidewalk is required on any side of the road which will be adjacent to newly created lots, structures, or driveways; in no case shall a road be constructed without sidewalk on at least one side.
 - 1. Maintenance access roads, required solely for utility or park maintenance, shall not trigger the sidewalk requirement.
 - 2. New roads where new lots, structures, or driveways are only proposed on only a portion of one-side of the road, the frontage improvement requirements shall be applied to the entire length of proposed roadway out to the nearest intersecting roadway.
 - 3. For new single lot developments, structures or driveways, frontage improvements shall be required the full width of the parcel.
 - 4. Additional walkways may be required for roads which are identified as priority pedestrian routes or school walk routes or where additional sidewalk will close a less-than-25-foot gap created in the sidewalk network by the new development.
- D. Sidewalk shall be constructed per Sections 8.01, 8.03, and 8.04.
- E. Amenity Zones, per Section 8.10, are required on as noted in Table 6.1. Where sidewalk is proposed on public roads, Amenity Zones are required between the curb and sidewalk unless otherwise approved by the city engineer.
- F. Half-street Improvements: Where a proposed road is adjacent to an undeveloped parcel or a parcel that may be subdivided per the KMC, the roadway shall be sized to accommodate future development on the adjacent parcel(s). Only in the case that the anticipated use of the adjacent site increases the residential roadway classification which would have otherwise been required for the immediate or initial project, the Developer shall be required to improve the road to a half-street standard. The half-street standard shall:
 - 1. Require a minimum pavement width per Table 6.1.
 - 2. Maintain a minimum 5-foot setback between the edge of pavement and adjacent property line.
 - 3. Slope roadways to drain to gutter line. Crown of road shall be located on far side of roadway.
- G. In cases where a project develops next to a road previously constructed with a reverse crown or sloped in one direction, and the road shall be made (or currently is) a public road, the road shall be constructed to these Standards. The Applicant shall be required to saw cut the pavement at the future roadway center as determined by the City and establish a typical crown. The Applicant shall construct all required elements on the near side of the established crown.
- H. Arterials or collectors intersecting with other arterial or collector roads shall be 32 feet wide for the first 150 feet. Total improvement and right-of-way widths shall be adjusted accordingly.
- I. Maximum curb-to-curb crossing width shall be 22 feet unless otherwise approved by the city engineer.
- J. Edge of travel lane for private roads shall be built with a 5-foot minimum distance from any residential zoned property line.
- K. Pavement markings shall be clearly shown on the project construction drawings and shall be reviewed by the City prior to construction of the roadway improvements. Pavement markings shall be designed to maximize traffic calming opportunities while maintaining on-street parking to the maximum extent feasible.
- L. Parking restrictions shall be consistent with Table 6.1 except where otherwise directed by the City. Where parking restrictions are required, the Applicant shall be responsible for “no parking” signs in compliance with MUTCD.
- M. See Chapter 9 for pavement design and material requirements.

6.05 Typical Sections for Commercial, Industrial, Townhome, & Multi-Family, and all Other Access Roads

New *roads* for commercial/industrial projects shall be constructed per Table 6.1. At the discretion of the *city engineer*, where a *street* is proposed (either through City planning or possible *development* through zoning allowances) that may be connected to an existing public *road*, the private *road* shall be constructed to meet minimum standards for a local *road*. See Section 5.03 for further requirements.

- A. New *roads* for *townhome* projects may be constructed as either public or private *roads* as noted in and to the general widths provided for in Table 6.1.
- B. For existing public *roads*, see cross sections in the Appendix. If no cross section exists, *road* widths shall be per table 6.1.
- C. Access to public owned sites (parks, maintenance yards, public buildings, etc.) and *utility* infrastructure sites shall be classified as Industrial/Commercial.
- D. Curbing shall be constructed per Sections 8.02, 8.03, and 8.04.
- E. *Sidewalks* on internal *roads* are required for publicly accessible site *developments* unless otherwise approved by the *city engineer*.
- F. On *roads* required to be public, *sidewalk* is required on any side of the *road* which will be adjacent to newly created lots, structures, or *driveways*.
 - 1. Maintenance access *roads*, required solely for *utility* or storm water maintenance alone, shall not trigger the *sidewalk* requirement.
 - 2. Where new lots, structures, or *driveways* are only proposed on a portion of one-side of the *street*, the *sidewalk* requirement shall be applied to the entire length of proposed *road* out to the nearest intersecting *roadway* with a *walkway*.
 - 3. For new single lot *developments*, structures or *driveways*, *sidewalk* shall be required the full width of the parcel.
 - 4. Additional *walkways* may be required for *roads* which are identified as priority pedestrian routes or school walk routes or where additional *sidewalk* will close a less-than-25-foot gap in the *sidewalk* network.
 - 5. Assessable routes shall be continuous from the end of the proposed *road* to the connecting *road*. *Road* crossing treatments may be required as directed by the City.
- G. *Sidewalk* shall be constructed per Section 8.01, 8.03, and 8.04.
- H. *Amenity Zones*, per Section 8.10, are required as noted in Table 6.1.
- I. *Roads* intersecting with arterial or collector *roads* shall be a minimum of 32 feet wide for the first 150 feet. Total improvement and/or *right-of-way* widths shall be adjusted accordingly.
- J. Edge of travel lane shall not be built within 5 feet of a residential property line.
- K. Pavement markings shall be clearly shown on the project construction drawings and shall be reviewed by the City prior to construction of the *roadway* improvements. Pavement markings shall be designed to maximize traffic calming opportunities while maintaining on-street parking to the maximum extent feasible, if required.
- L. Parking restrictions shall be consistent with Table 6.1 except where otherwise directed by the City. Where parking restrictions are required, the *Applicant* shall be responsible for “no parking” signs in compliance with *MUTCD*.
- M. See Chapter 9 for pavement design and material requirements.

Table 6.1: Road Width Standards¹

Road Type	Arterial/Collector	Local Road	Private Road ⁶
General Description	- As noted on the <i>Road Classification Map</i> - Others as approved	- Generally providing access to a fixed number of lots - Dead-end <i>roads</i> >500 ft in length <i>Townhome</i> project/site - (>50 units);	- Dead-End <i>roads</i> ≤500 ft in length <i>Townhome</i> project/site - (≤50 units); <i>Multi-Family</i> project/site - Industrial/Commercial <i>Roads</i>
Public or Private	Public	Public	Private ⁷
Design Speed²	35 mph	25 mph	15 mph
Pavement Width³ (Curb to Curb)	Case-by case basis	20 feet Minimum (Additional feet for parking) ⁵	20 feet
Total Minimum Improvement Width³ (Back of walk to back of walk)	Case-by case basis	41 feet (Additional width for parking)	25 <u>24½</u> feet ^{8,10}
Total Minimum Right-of-way/Tract Width³	Case-by case basis	46 feet	26 <u>25½</u> feet ^{8,10}
Sidewalk Requirement⁹	Both Sides	Both Sides	One side ⁸
Minimum Sidewalk Width	6 feet	6 feet	4 feet
Amenity Zone Requirement	Both sides	Both sides	None
Minimum Amenity Zone Width	4 feet ¹¹	4 feet ¹¹	N/A
Curb Type	Vertical	Vertical	Vertical or Rolled ¹⁰
Pavement Marking⁴	As directed	As directed	None
On-Street Parking⁵	No Parking Allowed	Allowed on both sides (7-8 ft width)	Allowed on both sides
Typical Lane Width	10.5 feet	10 feet	N/A

1 The following standards are typical for the *roadway* type listed. Additional requirements/widths are outlined in the *road* cross sections in Appendix B and take precedence over this table.

2 The design speeds listed are a basis for determining geometric elements and does not imply posted or legally permissible speed.

3 Bike lanes with buffer or additional *utility* service requirements may be required, increasing the total width of the cross section. Additional *road* width is required near intersections with arterial or collector *roads* per Section 6.04.H and 6.05.I.

4 Pavement marking shall be as directed by the City in compliance with Section 6.04.J and 6.05.K.

5 Parking requirements are general recommendations subject to City review and approval. Parking on one side may be allowed within the minimum 20-foot pavement width at the discretion of the *city engineer*. See cross sections for exceptions. Signage is required in compliance with Section 6.04.K and 6.05.L. On street parking is not allowed on Industrial/Commercial interior roads.

6 For alleyway requirements, see section 5.03H.

7 Existing public *streets* proposed for access shall remain public and revised to meet minimum requirements of that *road* classification.

8 *Sidewalk* may be substituted with a 4-foot paved *shoulder* separated by a 4-inch white stripe for private *roads* that serve ≤4 units and are ≤100 feet in length.

9 Pedestrian connections from *sidewalk* to all main entrance doors must be made.

10 Curbing is not required where an inverted crown is installed.

11 Minimum width shall be increased to at least 6-feet where available right-of-way exists.

6.06 Stopping Sight Distance

Stopping Sight Distance (SSD) is required for approaches (public and private) to all *roadways* regardless of classification. SSD shall not apply to all-way stop-controlled intersections. SSD is the sum of two distances; the distance traveled during perception and reaction time and the distance required to stop the vehicle. For pedestrian sight distances, see Section 5.04G. The following are for all intersecting *roadways* (public and private):

- A. Measurements shall be taken from the inside edge of the travel lanes. If a marked bike lane is present, measurements shall be taken from the center of the bike lane.
- B. The perception and reaction time used in design is 2.5 seconds at the design speed. The stopping sight distance is calculated using a constant deceleration rate of 11.2 feet/second².
- C. The grade of the *roadway* effects the vehicle's stopping sight distance. The stopping distance is increased on downgrades and decreased on upgrades. When calculating sight distance with a changing grade, use the grade for which the longest sight distance is needed. *Road* grades other than those shown in Table 6.2 must be interpolated or calculated from the below equation:

$$S = 1.47 * V * (2.5) + \frac{V^2}{30 * [0.347826 \pm (G/100)]}$$

Where:

S = Stopping sight distance on grade (ft)

V = Design speed (mph)

G = Grade (%)

Table 6.2: Stopping Sight Distances

Minimum Sight Distance Required (ft)							
DESIGN SPEED (MPH)	No Slope	3% Down	6% Down	9% Down	3% Up	6% Up	9% Up
45	360	378	400	427	344	331	320
40	305	315	333	354	289	278	269
35	250	257	271	287	237	229	222
30	200	205	215	227	200	184	179
25	155	158	165	173	147	143	140
20	115	116	120	126	109	107	104
15	80	80	82	85	75	74	73

- D. When evaluating forward stopping sight distance, use an eye height of 3.50 feet and an object height of 0.50 feet. When evaluating intersection stopping sight distance a 2-foot object height may be used.
- E. Sag vertical curves on residential or commercial *streets* that do not meet the minimum SSD may be approved by the *city engineer* if no practical design exists and if acceptable illumination is provided throughout the curve and is maintained by a franchised *utility*. Illumination shall be per Section 8.11. Additional signage may be required as determined by the *city engineer*.

6.07 Entering Sight Distance

Entering Sight Distance (ESD) requirements in this section and in Table 6.3 apply under average conditions. In difficult topography, the *city engineer* may authorize a reduction in the ESD based on factors mitigating the hazard. Such factors may include an anticipated posted or average running speed less than the design speed or the provision of acceleration lanes and/or a median space allowing an intermediate stop by an approaching vehicle making a left turn. Specific ESD values for required design speeds are listed in Table 6.3 or calculated from the below equation.

- A. ESD applies to the following locations:
 1. Intersections with arterial *roads* with stop control on the minor leg only; or
 2. *driveway approaches* to an arterial *road*; or
 3. Approaches within the ESD triangle from a signalized intersection.
- B. Entering vehicle eye height is 3.5 feet, measured 14.5 feet back from edge of traveled way. At the discretion of the *city engineer*, the setback from the edge of traveled way may be reduced to 8 ft for a driveway or roadway approach opening onto a local road. Approaching vehicle height is 2 feet.
- C. Where a significant number of trucks will be using the approach *road*, the *city engineer* may increase the entering sight distance requirements by up to 30 percent for single-unit trucks and 70 percent for semi-trailer combinations.
- D. Measurements shall be taken from the inside edge of the travel lanes. If a marked bike lane is present, measurements shall be taken from the center of the bike lane.

$$E_s = 1.47 * V * t_g$$

Where:

E_s = Entering sight distance on grade (ft)

V = Design speed (mph)

t_g = 7.5 seconds (see footnotes of table 6.3)

Table 6.3: Entering Sight Distances

Design Speed (mph)	20	25	30	35	40	45
Entering Sight Distance (Ft.) ^{1 2 3}	220	275	330	385	440	495

¹ Entering sight distance shown is for a stopped passenger vehicle to turn left onto a two-lane arterial with no median and an approach grade of three percent or less for the turning vehicle. For other conditions, the time gap should be adjusted and required sight distance recalculated. (See *AASHTO* – Intersection Control section).

² For multilane *roadways*: For left turns onto two-way arterials with more than two lanes, add 0.5 seconds for passenger cars or 0.7 seconds for trucks for each additional lane from the left, in excess of one, to be crossed by the turning vehicle.

³ For minor and approach grades: If the approach grade is an upgrade that exceeds three percent; add 0.2 seconds for each percent grade for left turns.

6.08 Horizontal Curve Criteria

The minimum centerline radius on local *roads* shall be as shown in Tables 6.4 or calculated from the below equation. For combination curves (horizontal and vertical), refer to *AASHTO*.

- A. Super-elevation is not required in the design of horizontal curves on local *roads*.
- B. Should the re-design of an existing arterial or construction of a new arterial be needed, the horizontal curvature shall be designed in accordance with current *AASHTO* standards.
- C. See Table 6.1 for required design speed values.
- D. Horizontal curve radii may be reduced based upon the expected travel speeds as designed by a Licensed PE. Reductions in minimum radius design value may require supplemental signage as directed by the City.

$$R_{min} = \frac{V^2}{15 * (0.01 * e_{max} + f_{max})}$$

Where:

R = Radius

V = Design speed (mph)

e = Superelevation rate (in decimal form)

f = side friction factor

Table 6.4: Minimum Radius Design Values

Design Speed (mph)	15	20	25	30	35
f _{max} (e = 0%)	0.32	0.27	0.23	0.2	0.18
Minimum Radius (Ft.)	47	99	181	300	454

6.09 Vertical Alignment

Maximum *roadway* grades on all newly constructed *roads* shall not exceed 15% maximum. Grades exceeding the maximum requirement require approval from the Fire District and *city engineer*.

- A. Grades exceeding 10 percent shall be paved with hot mixed asphalt (*HMA*) or portland cement concrete (*PCC*).
- B. Grade transitions shall be constructed as smooth vertical curves, without angle points, except in intersections where the difference in grade is one percent or less.

6.10 Street Ends

All public *roads* with a *street end* require an approved turnaround. Any private *road* that serves more than six lots or which extends more than 150 feet from the centerline of the accessing *road* to farthest extent of the surfaced traveled way (including *utility access roads*) requires an approved turnaround.

- A. Hammerheads: A hammerhead turn around may be used to satisfy the turnaround requirements for joint use *driveways* and for private *roads* between 150 feet and 300 feet long.
 - 1. Hammerhead shall be designed per *KSD 2-002*.
 - 2. Final hammerhead dimensions and layout shall require Fire Marshal approval.
- B. Permanent Cul-de-sac Bulbs: A cul-de-sac bulb is the required turn-around type for any public *roadway* and any private *roadway* greater than 300 feet in length. Cul-de-sacs shall be constructed as follows:
 - 1. Cul-de-sac shall be designed per *KSD 2-003*.

2. Minimum *right-of-way* diameter across bulb section: 100 feet in a permanent cul-de-sac; *right-of-way* may be reduced if approved by the *city engineer*.
 3. A Minimum 80-foot diameter of asphalt pavement across bulb is required.
 4. The City may require an emergency vehicle access and/or an off-street *walkway* to connect a cul-de-sac at its terminus with other *roads*, parks, schools, bus stops, or other pedestrian *traffic* generators.
 5. The City may require signage or pavement markings to be installed within the bulb to restrict parking and maintain emergency access.
 6. The maximum cross slope in a bulb shall not exceed 6 percent in any direction.
- C. Temporary Cul-de-sac Bulbs: If a *street* temporarily terminates at a property boundary that may potentially become public (see Section 5.03) and is longer than 150 feet, a temporary bulb shall be constructed near the *development* boundary.
1. A temporary public easement shall be provided for the bulb area lying outside the typical *right-of-way*.
 - i. Temporary cul-de-sac easements shall be extinguished once the proposed *street* extension is constructed and approved by the City.
 - ii. The *Applicant /Developer* will be responsible for preparing the necessary documentation to extinguish the easement.
 2. The paved bulb shall be 80 feet in diameter with *sidewalks* terminated at the point where the bulb radius begins.
- D. Removal of the temporary constructed cul-de-sac, restoration of landscaping, pavement markings, and construction of the extension of the *sidewalk* shall be the responsibility of the *Applicant/Developer* who extends the *road*.
- E. A cul-de-sac island will not be permitted unless it is included as a flow control BMP, *LID* feature, or other surface storm water facility which will be maintained as a storm water facility by the City or a homeowners association. If an island is proposed, the full limits of the paved cul-de-sac bulb shall be sloped toward the island and all runoff shall enter to island area without the need for additional storm drain inlets within the paved limits.

6.11 Access and Circulation

No *road* shall serve more than 50 *single family* resident lots, *middle housing units*, or *townhome* units unless the *road* is connected to another *road* that functions at a same level or higher. *Roadway* upgrades to these *Standards* on existing *roads* may be required. Additionally, a secondary access shall be required at the direction of the Fire Department.

- A. The second access requirement may be satisfied through use of connecting a new *road* to an existing *road* if:
 - (1) No other practical alternative exists, or
 - (2) Existing *road* was previously stubbed indicating intent for future access, or
 - (3) An easement has been recorded specifically for said purpose.
- B. The second access requirement may cause the construction of an *off-site road* connecting the *development* to a suitable serving *road*.
- C. These provisions are not intended to preclude the state statute on land locking.
- D. This section does not preclude a non-residential project from gaining access through a residential *development*. *Traffic* impacts for such projects will be analyzed during the environmental and permitting process.

On parcels with multiple frontages, front doors shall take access off of the higher classified *road* and *driveway* access shall be taken from the lower classified *road*.

6.12 Traffic Calming and Safety Treatments

Wherever necessary for the safe operations of multi-modal transportation to address existing or anticipated speed concerns or to mitigate for *traffic* volume impacts as determined by the *city engineer*, the City may require traffic calming measures on newly constructed or existing *roadways*. The City's most recent Traffic Calming Program Policies and Procedures shall be followed prior to installation of any traffic calming device. In addition to signing and pavement markings, the following are types of traffic calming treatments that may be considered:

A. Speed ~~Humps~~Cushions:

1. Speed ~~humps-cushions~~ shall generally be designed, constructed, and marked per *KSD 2-005*
2. Considerations for drainage shall be applied where proposed speed ~~humps-cushions~~ obstruct the existing or natural flow of *surface water*.
3. Speed ~~humps-cushions~~ which cross an existing or proposed *walkway* shall be modified to maintain a pedestrian pathway which is *ADA* compliant.
4. Speed ~~humps-cushions~~ which cross an existing or proposed bicycle lane shall be modified to provide appropriate consideration for bicyclists.
5. Speed ~~humps-cushions~~, identified as those devices with widths along the direction of travel that are less than 3 feet, are not permitted on public *roads* unless written justification for their use due to site restrictions is provided to the City and is approved by the *city engineer*.
6. Size and location of speed ~~humps-cushions~~ shall be coordinated with the Fire Marshall and ambulance services.

B. Chicanes/Pinch Points:

1. When it is determined that a *roadway* or section of *roadway* is to be narrowed that allows only one vehicle to pass at a single time, a lane width between 10 and 14 feet shall be provided for vehicular *traffic*.
2. Pinch points may be created by placement of on-street parking, curb extensions, pavement markings/tubular markers, or other delineations as approved by the *city engineer*.
3. Chicanes may be created and shall be uniquely designed for each site to address emergency access concerns and shall be approved by the Fire Marshal prior to construction of the improvements.
4. Considerations for drainage shall be applied where proposed chicanes or pinch point devices obstruct the existing or natural flow of *surface water*.
5. Chicanes/Pinch points which cross an existing or proposed *walkway* shall be modified to maintain an *ADA* compliant pedestrian pathway.
6. Chicanes/Pinch points which cross an existing or proposed bicycle lane shall be modified to provide appropriate consideration for bicyclists.

C. Traffic Circles/Mini-Roundabouts:

1. The impacts evaluated for implementation of traffic circles or mini-roundabouts may exceed the typical *Level of Service* evaluation and shall include safe movements for all users of the intersection including pedestrians, bicyclist, personal vehicles, anticipated transit vehicles, anticipated freight/service vehicles, and emergency services vehicles.
2. Mini-Roundabouts shall be uniquely designed for each site but shall generally follow the guidelines of the *WSDOT Design Manual* Chapter 1320.
3. Traffic circles shall be uniquely designed for each location but shall generally follow *KSD 2-001*.

D. Speed Tables or Raised Crosswalks:

1. In some unique cases, the City may request that portions of or the entire intersection be raised; the raised intersection shall generally be designed with the same guidelines.
2. Speed tables are required on all marked pedestrian crossings on all internal commercial/mixed use access roads.
3. Speed tables shall generally be designed and constructed per KSD 2-004
4. Speed tables must be constructed of a material which is of different color and texture than the drive aisle it crosses. If concrete is used on the top (flat) portion of the table, it must be stamped and/or textured with a pattern more distinguishable than standard brushing.

E. Speed Feedback Signs:

1. Speed feedback sign manufacturer and model shall be determined by the City.
2. Signs may be solar or AC power as directed by the City.
3. Locations for signs shall be as directed by the City.
4. A minimum of one sign shall be installed in each direction.

~~**F. The following safety treatments may be considered:**~~

G.F. Rectangular Rapid Flashing Beacons (RRFB):

1. May be located at all priority pedestrian crossing routes. Priority routes are school walk routes, access to transit stops, and other locations as determined by the *city engineer*.
2. The system shall be hard wired unless otherwise approved by the *city engineer*. Solar powered systems may be approved at the discretion of the *city engineer*.
3. RRFB shall flash in both directions of vehicle travel. The final system shall be approved by the *city engineer* prior to installation.
4. Advanced warning speed feedback signs may be required at the discretion of the *city engineer*.

~~**4.5. Pedestrian scale lighting shall be provided with each RRFB post.**~~

H.G. Mid-Block Crossings:

1. RRFBs and cross walk markings are required at all marked mid-block crossings.
2. Pedestrian lighting shall be evaluated and may be required at all marked mid-block crossings.
3. Advanced warning flashing signs shall be required on each approach.
4. Signs and beacons must be hard-wired unless otherwise approved by the *city engineer*. Solar powered systems may be approved at the discretion of the *city engineer*.

Alternative traffic calming and safety treatments not listed here may be proposed. Proposal must include a description of proposed treatment(s), justification for the alternative proposal, evidence of effectiveness, product data sheets and manufacturer (if applicable), and design schematic. All alternative traffic calming and safety treatments will require approval by the *city engineer*.

6.13 Alternative Road Design Guidelines

Where specific projects can be better served by alternative *road* design elements such as shared spaces, living streets/Woonerf, cycle tracks, green alleys, and parklets, the *Applicant* and City staff shall coordinate the alternative design elements to promote the use of such designs in a manner that adequately addresses the safety concerns of the City. Some basic guidelines for some alternative design types have been provided below but these guidelines do not provide all the details needed for full construction and implementation of such designs; the *Applicant* must provide a unique design for such *road* types. Alternative *road* designs shall be privately maintained.

- A. **Living Streets:** The Living Street, shared-space *roadway*, or “woonerf” involves creating a *road* which is shared among pedestrians, bicyclists, and motor vehicles, and where pedestrians have priority over motor vehicles. The *road* is designed without a clear division between pedestrian and motor vehicle space (i.e., no continuous curb), to reduce vehicle speed and to encourage travel with caution. The *street* is lined with *street* furniture (e.g., planters, *street* trees, benches), parking areas, and areas for social interaction to encourage reduced vehicle speeds but also to promote greater use of the shared space. The end result is a *road* which is a livable and attractive environment for a variety of activities.
1. For *roads* which permit only one direction of travel, a minimum horizontal vehicle clearance of 10 feet shall be maintained.
 2. For *roads* which allow two directions of travel, a minimum horizontal vehicle clearance of 16 feet shall be maintained.
 3. The *road* must not include a continuous above-grade curb.
 - i. Short curb sections may be used in association with the required physical features noted below.
 - ii. A sunken curb or other method of distinguishing the surfaces available to vehicle travel may be required to meet current *ADA* Standard Guidelines.
 4. The *road* must be paved with an alternative pavement type which differs in color and texture from the adjacent *roadways* and *walkways*; concrete, if proposed, must be colored and stamped with a pattern more distinguishable than standard brushing. Pervious pavers are an acceptable alternative pavement type for such a use.
 5. Physical features such as *street* furniture, parking stalls, play areas, art, bike racks, and other constructed elements shall be provided on alternating sides of the *roadway* so that the minimum vehicle clearance is not exceeded for more than 50 continuous feet, unless otherwise approved by the *city engineer*.
 - i. The required physical features shall create a shift in the vehicle clear area between $\frac{1}{3}$ and $\frac{1}{2}$ of the total vehicle clearance width, unless otherwise approved by the *city engineer* (i.e. If a vehicle lane is 16 feet wide, the travel lane centerline must shift by 5.3 feet minimum and 8 feet maximum).
 - ii. The required physical features, including parking stalls, shall be rotated in use so that the same physical feature is not provided in consecutive locations along the *road*.
 - iii. Trees must be provided at minimum of $\frac{1}{4}$ of the required *roadside* features.
 6. The *road* must maintain a minimum “comfort zone” of 4 feet on each side. The comfort zone is the area beyond the limits of a straight line drawn along the outer limits of the vehicle path (farthest vehicle travel point on each side).
 7. The *road* must include a sign at each entrance from a public/private *roadway* which states that the *road* is a shared space or living *street*; the sign shall be approved by the City prior to installation.
 8. The *road* must include lighting features which are designed to provide a minimum of 1.5 foot-candles to all portions of the *road* and physical features with an average-to-minimum uniformity ratio of 3:1; the comfort zone need not be assessed for lighting.
 9. Where parking stalls are provided within a living *street*, they may be counted toward the required minimum parking per *KMC* 18.40, provided that turning movements into the public *right-of-way* are not required to enter/exist the stall.

Chapter 7: Intersection Design

The design criteria in this chapter apply to *roadway* intersections. Intersections, as applied in this chapter, shall not include residential *driveways*, joint-use *driveways*, or private roads that are connected to public roads with *driveway approaches*. Intersections shall include all *road* types designed with curb returns, both public and private. Intersection design shall conform to the guidelines set forth in *AASHTO* Policy on Geometric Design to the maximum extent feasible. For state highways, refer to *WSDOT* design manual(s).

7.01 Alignment

The angle of an intersection of two *roadways* or a *driveway* with a *roadway* shall be between 85° and 95° and must maintain this angle within the *right-of-way* for a minimum of 10 feet beyond the *right-of-way* or easement line for *driveways* and 30 feet beyond the curb radius for two *roadways* intersecting. Exceptions may be granted for *driveways* within the limits of a cul-de-sac bulb.

7.02 Spacing

Spacing between adjacent intersecting *streets*, whether crossing or T-connecting, shall be as shown in Table 7.1.

Table 7.1

When highest classification involved is:	Minimum centerline offset shall be:
Major Arterial and State Highway	500 feet
Minor Arterial	300 feet
Collector	150 feet
Local <i>Road</i> and Private <i>Road</i> *	100 feet

* See Section 5.03H

7.03 Design Vehicles

Intersections shall be designed to accommodate the design vehicle appropriate for the highest classified *street* forming the intersection.

- A. The intersection design shall accommodate the use of the *roadway* as a designated truck route, bus route, or school bus route, where appropriate. The following *roads* have been identified for design purposes only:
 - 1. Truck route: See *Road* Classification Map, appendix A.
 - 2. King County Metro/Sound Transit Bus Route: 73rd Ave NE (SR522 to NE 181st St), NE 181st St (73rd Ave NE to 68th Ave NE), 68th Ave NE (NE 181st to NE 170th St), Juanita Dr (NE 170th St to NE 153rd Pl), NE 153rd Pl (Juanita Dr to NE 155th St), NE 155th St (NE 153rd Pl to 84th Ave NE), 84th Ave NE (NE 155th St to NE 145th St), SR522
 - 3. School Bus Route: Coordinate with Northshore School District.
- B. The minimum design vehicle is the SU-30, although use of larger design vehicles may be required depending on *roadway* classification, truck and transit routes, and adjacent and proposed land use. Where local *roads* meet local *roads*, turning vehicles may be designed to encroach on opposing *traffic* at the discretion of the *city engineer*.
- C. All elements of the intersection shall be designed so the design vehicle will not encroach onto *sidewalks*, *walkways*, landscaped areas, or the opposing travel lane.

1. Improvements associated with traffic calming devices or alternative *road* designs may be designed with mountable curbs provided that the area is not part of a pedestrian pathway and is a paved surface.
2. Improvements associated with traffic calming devices or alternative *road* designs may be designed such that they result in temporary movements into the opposing *traffic* lane, provided that appropriate transitions and signage are provided.

7.04 Curb Radii

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.

- A. Curb radii are not required for individual *driveways* (commercial or residential), alleys, and joint-use *driveways*.
- B. Private *roads* shall be designed as intersections as required in Section 5.03H.
- C. For design, round curb radii to the nearest five-foot increment.
- D. Typical curb radii based on *street* classification are shown in Table 7.2. However, these values may be impacted by site conditions, including width of receiving lanes, on-street parking, and angle of intersecting *roadways*.
- E. A proposal for a curb radius design must be accompanied by supporting documentation for review and approval by the City.

Table 7.2

Street Classification	Radius (feet)
Major Arterial, Minor Arterial, or Collector to Major Arterial, Minor Arterial, or Collector	35
Major Arterial, Minor Arterial, or Collector to Local Road	25*
Local Road or Private Road to Local Road	20

* Radius may be increased at the discretion of the *city engineer* based upon engineering analysis

7.05 Drainage

An intersection shall be laid out and graded so that *surface water* drains and the intersection is safe and accessible for pedestrians and bicyclists.

- A. Drainage structures shall not be placed in an *ADA* ramp, landing, or crosswalk area. Drainage structures may be installed in crosswalk area if no other feasible alternative is available.
- B. Drainage structures shall be located outside the corner radii to the maximum extent feasible.
- C. Drainage structures shall be placed at upstream side of existing or proposed curb ramps.
- D. All private *roads* shall collect onsite surface runoff and convey the runoff to the on-site or public drainage system without impacting the pedestrian or bicycle travel way.
- E. See Chapter 10 for additional requirements.

7.06 Intersection Grades

On sloping approaches at an intersection, landings shall be provided with grade not to exceed one-foot difference in elevation for a distance of 30 feet approaching an arterial or 20 feet approaching all other *streets*, measured from the edge of traveled way.

7.07 Pedestrian Treatments

Accommodations for pedestrians shall be designed into all intersections. Pedestrian accommodations include *sidewalks*, crosswalks, pedestrian refuge islands, flashing beacons, and pedestrian signals and signal buttons. All pedestrian accommodations must be designed to meet current *ADA* Standard Guidelines.

- A. Vaults, covers, castings, or drainage grates shall not be placed within the crosswalk or within curb ramps or landing areas.
 - 1. Where it is infeasible to locate *utility* structures or *LIDs* outside of the pedestrian pathway, they must be treated with a slip-resistant material in compliance with current *ADA* Standard Guidelines.
- B. Marked crosswalks shall be provided on all signal-controlled intersections, pedestrian hybrid beacons (*HAWKS*), and crossings with flashing beacons. Crosswalks may be installed on other intersections at the discretion of the *city engineer*. Where required, crosswalk markings shall comply with *KSD 4-001*.
- C. Pedestrian lighting is required at all marked crossings based upon a lighting study, see Section 8.11.
- D. Curb ramps shall be provided per Section 8.05.
- E. When *street* paving or re-surfacing impacts a crosswalk (whether marked or not) through an intersection, the intersection must be retrofitted or upgraded to meet the current *ADA* Standard Guidelines and *RCW* requirements; retrofits and upgrades may be required on all barriers, curb ramps, landings, pedestrian signals, and pedestrian push buttons associated with the impacted accessible route.
- F. Crosswalk markings on public *roads* shall be limited to plastic bars as shown in *KSD 4-001*.
- G. Curb bulbs shall be installed per Section 8.02 unless otherwise approved by the *city engineer*.
- H. Pedestrian signals and signal buttons shall be designed per the *WSDOT* Design Manual chapters 1330 and 1510 and per the *MUTCD*.
- I. Refuge islands shall be designed per the *WSDOT* Design Manual chapter 1510.

7.08 Sight Distance

Stopping sight distance (Section 6.06) and entering sight distance (Section 6.07) requirements shall apply.

7.09 Bicycle Accommodations

All intersections with arterial and collector *roads* shall be designed to accommodate bicycle facilities to the maximum extent feasible. Bicycle lanes shall be clearly distinguished with pavement markings and signage as needed to safely move vehicles and bikes through any given intersection allowing proper consideration for merging *traffic* and the addition of lanes, or lane transitions, required for turning movements through the intersection. See *KSD 4-004* [for additional requirements](#).

Chapter 8: Roadside Features

8.01 Sidewalks

Sidewalk shall be constructed in the location and at the width identified in Chapter 6. *Sidewalk* width dimensions shall be exclusive of, and in addition to, any portion of the curb and gutter, retaining wall, pedestrian curbing, fencing, private walkways accessing the sidewalk, and/or fall protection measures.

- A. All *sidewalks* shall be constructed to meet the ADA Standard Guidelines.
- B. *Sidewalk* shall be constructed with Portland cement concrete.
 - 1. Permeable cement concrete pavement may shall be used where feasible per the SWDM.
 - 2. Permeable cement concrete pavement on private *roads* shall be maintained by the *Applicant*, adjacent property owner, or other private owner for the life of the pavement. Maintenance shall be per SWDM requirements. Language about maintenance and maintenance requirements shall be noted on the final plat map or recorded as a separate document on each tax parcel.
- C. *Sidewalks* shall be constructed between the *Amenity Zone* and the limits of *right-of-way* on public *roads*. Where an *Amenity Zone* is not provided or required, *sidewalk* shall be constructed next to the curb or parking strip unless otherwise approved by the *city engineer*.
- D. Extended off-street walkways may be required by the *city engineer* to provide direct connections to existing pedestrian facilities or to/along School Walk Routes as identified by the City or school district.
- E. *Sidewalk* adjacent to retaining walls shall be a minimum of 1 foot wider than the minimum width listed in Chapter 6 if wall is to be constructed directly under *sidewalk*.
- F. All *utility LIDs* within the *sidewalk* surface shall not exceed 1/8 inch in vertical (lip) and 3/8 inch in horizontal (gap) discontinuity and shall be coated with a slip resistant coating.
- G. No fixed object may be placed within the *sidewalk*, including *utility* poles bases, which restrict the *sidewalk* width to less than 6 feet, unless otherwise approved by the *city engineer*.
- H. *Sidewalks* shall be designed per KSD 8-001 and 8-008.
- I. For elevation changes at back of *sidewalk* that are less than 24 inches, *sidewalk* with thickened edge or integral curb may utilized in lieu of block wall. See KSD 8-010 and 8-011.
- J. For new construction and existing infrastructure (alterations) on public *roads*, *sidewalks* shall meet all current ADA Standard Guidelines to the maximum extent feasible/practical. Where all elements of the ADA requirements cannot be met, a Licensed PE shall provide Maximum Extent Feasible/Practical (MEF) documentation. MEF documentation must be prepared on City forms and must contain the following information:
 - 1. Identify all measurements of proposed *sidewalk*,
 - 2. Highlight all portions of *sidewalk* associated with the project which are not fully compliant,
 - 3. Provide justification for why those elements cannot be designed or constructed to be fully compliant,
 - 4. Include a stamp and signature from the Licensed PE responsible for the documentation,
 - 5. Be approved by the *city engineer* prior to final permit approval or release of any performance agreements if changes occur during construction.
- K. Objects between 27 in. and 80 in. may not protrude more than 4 in. into the accessible route without a cane detectable warning device.
- L. Bus stop boarding and alighting areas shall be designed at a minimum per WSDOT Design Manual Chapter 1510.

8.02 Curbs & Gutters

Vertical curb and gutter shall be used on all new or widened public roads.

- A. Rolled curb may be permitted where it:
 - 1. Replaces or matches existing conditions,
 - 2. is used as part of a *traffic* calming device,
 - 3. is a private *road*,
 - 4. is used as part of an alternative *road* design.
 - 5. In all cases, the use of rolled curb in the public *right-of-way* must be approved by the *city engineer*.
- B. Extruded curb is not allowed in public *right-of-way* unless otherwise approved by the *city engineer*. For maintenance purposes, existing extruded curb may be replaced in-kind or extended as needed to maintain the purpose of the extruded curb.
- C. Curbs shall be designed per KSD 8-009.
- D. Where practical, curb bulbs shall be located at all local *road* intersection crossings. A 22-foot width shall be maintained at crossing.

~~D-E.~~ Pavement restoration shall be per section 11-04E.

8.03 Construction of Curbs, Gutters, and Sidewalks

Curbs, gutters, and *sidewalks* shall be concrete Class 4000, furnished and placed in accordance with WSDOT Standard Specifications, Sections 6-02, 8-04, and 8-14. Cold and hot weather precautions as set forth in WSDOT Standard Specifications Sections 5-05.3(14) and 6-02.3(6)A shall apply.

- A. Sub-grade compaction for curbs, gutters, and *sidewalks* shall meet a minimum 95 percent of maximum density.
- B. *Sidewalk* shall be constructed in compliance with current ADA Standard Guidelines.
- C. Concrete *sidewalks* shall be cured for at least 72 hours prior to opening to pedestrian *traffic*. *Sidewalk* concrete crossing *driveway* sections shall meet full strength prior to opening to vehicular *traffic*. Curing shall be by means of moist burlap or quilted blankets or other approved methods. Heating blankets shall be required as directed by the inspector of cold temperature placements.
- D. During the curing period, *sidewalk*, curb and gutter shall be protected from damage by all *traffic*, both pedestrian and vehicular. Methods shall be used to prohibit *traffic* from impacting the curing concrete.
- E. Transitions between elevated *sidewalks* to *shoulder road* sections shall be constructed per KSD 8-005 (adjusted as necessary to meet ADA Standard Guidelines) and meet the following requirements unless otherwise approved by the *city engineer*:
 - 1. At intersections, curb shall extend around the entire radius and transition ramp(s) to *shoulder* shall be provided at the terminus ends.
 - 2. For straight connections or mid-block transitions, a transition ramp to *shoulder* shall be provided at the *sidewalk* end(s).
 - 3. Where the bottom of the ramp lies outside the limits of existing pavement, a minimum 4-foot by 4-foot asphalt landing shall be provided which does not exceed 2% maximum slope in any direction and the entire distance between the landing and existing edge of pavement shall be paved. The new asphalt landing shall be connected to and blended with the existing pavement.

8.04 Expansion Joints and Sidewalk Finishing

All expansion joints shall consist of pre-molded joint material conforming to the requirements of ASTM D994 (AASHTO M33). Full depth joints shall be placed at the following locations:

- A. Around fire hydrants, poles, posts, and *utility* castings and along walls or structures in paved areas.
- B. In curbs and *sidewalks* per *KSD* 8-001, 8-008, and 8-009. When curbs are placed by slip forming, a pre-molded strip of expansion joint shall be installed at a minimum depth of 3 inches. Expansion joints in *sidewalk* shall be located to match the joints in the curb whether *sidewalk* is adjacent to curb or separated by planting strip.
- C. On separate pour construction, an expansion joint shall be placed full depth between the curb and the adjacent *sidewalk*.
- D. In the upper three inches of the full width of the *sidewalk* and curb at both sides of any drainage frame and grate.

Unless otherwise specified in Section 2.08, *sidewalk* finishing shall be troweled smooth with a steel trowel. Before jointing or edging, the surface of the walk shall be lightly brushed in a transverse direction (perpendicular to *roadway*) with a soft brush. Tool marks consisting of V-grooves must be made in the *sidewalk* at intervals intermediate to the expansion joints, see *KSD* 8-001 and 8-008.

8.05 Curb Ramps

On all curbed *streets* or where *sidewalk* is not at the same grade as the *road* crossing, ramped sections (curb ramps) shall be constructed at *roadway* intersections, other crosswalk locations, or anywhere a raised pedestrian facility begins or terminates.

- A. Overlays, trench cuts, ~~or~~ microsealing, or other construction activities which impact or change a marked crosswalk or other legal crossing are considered alterations of the accessible route and require upgrading the crossing with curb ramps compliant *ADA* Standard Guidelines and state law.
- B. Adding or altering the location of a marked crosswalk is considered an impact to the accessible route and will require upgrading the crossing with curb ramps compliant *ADA* Standard Guidelines.
- C. For existing infrastructure (at alterations) and new infrastructure, curb ramps shall meet all current *ADA* Standard Guidelines to the maximum extent feasible/practical. Where all elements of the guidelines cannot be met on public *roads*, a Licensed PE shall provide documentation identifying how the design is meeting the maximum extent feasible/practical. Documentation must be prepared on City forms and must contain the following information:
 - 1. Identify all measurements of proposed ramps,
 - 2. Highlight portions of all ramps associated with the project which are not fully compliant,
 - 3. Provide justification for why those elements cannot be designed or constructed to be fully compliant,
 - 4. Include a stamp and signature from the Licensed PE responsible for the documentation,
 - 5. Be approved by the *city engineer* prior to final permit approval or release of any performance agreements if changes occur during construction.
- D. Where a curb or barrier (greater than ¼ inch lip) exists at the crossing, a new curb ramp must be installed unless otherwise approved by the *city engineer*.
- E. Replacing a curb ramp or constructing a new curb ramp will require a companion curb ramp at the other end of the crossing if a barrier exists (curb or any vertical lip greater than ¼ inch).
- F. All curb ramps shall be perpendicular per *KSD* 8-002. Parallel curb ramps per *KSD* 8-003 may be used in lieu of a perpendicular ramp as approved by the *city engineer*.
- G. The curb ramp standard details (*KSD* 8-002, 8-0003 and 8-004) are intended as general guidance to City standard

requirements; errors or omissions in the detail drawings does not exempt the *Applicant* from having to fully comply with the ADA Standard Guidelines.

- H. In the case that ADA Standard Guidelines ~~for private property~~ are updated and the standard details no longer represent the current guidelines or interpretations, the details shall be considered void and shall not be referenced in plans or construction documents on private property.
- I. Each proposed curb ramp shall be specifically detailed on the construction drawings as follows:
 - 1. Unique site elevations based on the proposed design and shall provide spot elevations at all significant grade breaks including, but not limited to, all corners of the required landings, the top and bottom of ramp,
 - 2. Slopes in all directions (top/bottom and left/right) at the gutter, ramp, landing, and curb ramp wings,
 - 3. Length and width of ramp, landing, and curb ramp wings (along the curb line only).
- J. Curb ramps shall be measured from grade break/expansion joint to grade break/expansion joint for ADA compliance as follows:
 - 1. Ramp: Length (centerline), width (top, centerline, and bottom), slope (all sides and across centerline)
 - 2. Landing: length/width (all four sides and centerline), slope (all sides and across centerline)
 - 3. Wings: along the side adjacent to curb
 - 4. Gutter slope: perpendicular to pedestrian travel
 - 5. Counter Slope: parallel to pedestrian travel, centerline of ramp/landing.
- K. Concrete for curb ramps shall be Class 4000, furnished and placed in accordance with WSDOT Standard Specifications, Sections 6-02, 8-04, and 8-14. Cold and hot weather precautions as set forth in WSDOT Standard Specifications Sections 5-05.3(14) and 6-02.3(6)A shall apply.
- L. Per RCW 35.68.075 (via RCW 35A.47.020), ~~Ww~~ where a ramp is constructed on one side of the *street* and a *sidewalk* or raised pedestrian facility exists on the opposite side of the *street* that does not have a curb ramp, a receiving ramp shall also be provided. Where a raised pedestrian facility does not exist on the opposite side, a second ramp is not required.
- M. Where a ramp is constructed on one side of the *street* and a vertical barrier exists on the opposite side of the *street* separating the travel way with an at grade pedestrian *walkway*, the barrier must be removed to provide a minimum of 4 feet of clearance. Final surface features shall comply with ADA Standard Guidelines.
- N. One curb ramp shall be provided per crossing on each corner to the maximum extent feasible/practical for new construction on public *roads*.
- O. Where existing curb ramps are impacted and require replacement, two ramps shall be provided for each corner unless otherwise approved by the *city engineer*.
- P. Curb ramps shall be positioned so that a ramp opening is situated within the marked crosswalk or crossing area if unmarked. See KSD 4-001 and Section 7.07 for additional direction.
- Q. Curb ramps shall have detectable warning surfaces consisting of raised truncated domes and a contrasting surface across the entire opening of the ramp. The surface shall extend joint to joint across the opening and shall be placed within 2-inches of the grade break at the back of curb at all points. See KSD 8-002 and 8-003.
- R. The largest slope measured on any part of a section of curb ramp shall be considered the slope for that entire portion of the curb ramp. The smallest value for length and width measured on a curb ramp shall be considered the measurement for that entire portion of the curb ramp.
- S. All slopes shall be measured using a calibrated digital level device. Discrepancies between the *Contractor's* measurements and the City's measurements shall be settled with a third digital level of the City's choosing. The *Applicant* may opt, at their expense, for a licensed surveyor to verify measurements in lieu of a third digital level.
- T. Directional ramps shall not be permitted unless otherwise approved by the *city engineer*.

8.06 Pedestrian Access – Privately Owned Property

On-site pedestrian access shall meet with *ADA standard guidelines* when privately owned property is open to the public (for example: retail shops, medical facilities, sporting and entertainment facilities, schools, districts). Individual properties are allowed pedestrian access points to the *right-of-way* (sidewalk, pathway, shoulder, etc.). For *frontages* less than 100 feet, one access point is allowed. For *frontages* in excess of 100 feet, up to 2 access points are allowed. Properties with multiple *frontages* may be considered independently. Access points shall meet and match existing *right-of-way* features and shall not pose a hazard to the traveling public as determined by the *city engineer*. Property open to the public shall have at least one *ADA* accessible access point from the *right-of-way*. Adjacent property owners shall be responsible for all maintenance and repair of property access points regardless if they are located within the *right-of-way*.

- A. Steps may be used on private property where an acceptable alternative *ADA* accessible access is available, if required. Where used, concrete steps shall be approved by the *city engineer* and constructed in accordance with *KCRS* Detail 5-007 or another design acceptable to the City and consistent with the *WSDOT* Standard Specifications.
- B. Steps may be used to access privately owned property from the *right-of-way*. Steps must be wholly contained on the property unless otherwise approved by the *city engineer*. Handrailing may not be placed within the public sidewalk or block any accessible route.
- C. Walkways used to connect privately owned property to the *right-of-way* shall be asphalt or concrete, shall be a minimum of 3-feet wide or 4-feet wide for properties open to the public, and shall ~~be~~ meet *ADA standard guidelines* for properties open to the public.
- D. Ramps used to provide barrier-free access shall have a maximum slope of 12:1 with a maximum rise of 30 inches between landings. Landings shall be a minimum of 5-feet by 5-feet.
- E. Handrails design, whether for steps or other applications, shall be provided consistent with *KCRS* Detail 5-007, the *WSDOT* Standard Specifications, and *ADA standard guidelines*.

8.07 Shoulders

Where *shoulders* are provided, they shall be delineated by a four-inch white painted edge line. Raised pavement markers or profiled MMA for further delineation of the *shoulder* may be required at the discretion of the *city engineer*.

- A. Asphalt paved *shoulders* may only be used where approved by the *city engineer* on existing *roads* to provide for bicycle and pedestrian use.
- B. *Shoulders* may not be widened to provide on-street parking unless accompanied by a delineated adjacent 5-foot wide *walkway*. *Walkways* must meet *ADA standard guidelines*.
- C. Parking is not allowed on landscaped (lawn, topsoil, planting beds) *shoulders* or under tree canopies where tree roots may be damaged.
- D. *Shoulders* may be adjusted/altered, as approved by the *city engineer*, to provide for safe operation of the *roadway*.
- E. Maintenance of gravel and/or vegetated *shoulders* is the responsibility of the adjacent private property owner per *KMC* 12.70.

8.08 Bicycle Facilities

Every effort shall be made to include safe bikeways on all new *roadways* and reconstruction projects unless bicyclists are prohibited by law from using the *roadway*. Design considerations for bikeways shall be assessed on a case-by-case basis but shall generally comply with the following:

- A. Projects shall include the bicycle facilities identified in the City Transportation Element of the Comprehensive

Plan and the cross sections in Appendix B.

B. The planning and design of bikeways in any category shall be in accordance with the *WSDOT* Design Manual and the *AASHTO* Guide for the Development of Bicycle Facilities, current edition.

B.C. Bike lanes shall be *HMA* and a minimum of 6 inches when level with the *roadway* and 4 inches when level with sidewalk.

C.D. Bike lanes, where required, shall be a minimum of 5 feet in width with a striped 2-foot buffer unless otherwise approved by the *city engineer*.

D.E. Pavement markings shall be used on bike lanes and paths per *KSD* 4-004 and in accordance with the *MUTCD* and the *AASHTO* Guide for the Development of Bicycle Facilities, current edition.

E.F. The design of all signalized intersections shall address bicycle usage.

8.09 Fixed Objects

In addition to sound engineering judgment and analysis, the following minimum standards shall apply to all new or relocated placements of fixed, or non-break-away, objects within the public *right-of-way*. Existing *utilities* which are not in compliance with these *Standards* are not required to be relocated until such time that a repair, reconstruction, replacement, expansion, or relocation of the *utility* structure is planned. The following constraints on obstacle location will not apply to locations not accessible by moving vehicles, "breakaway" structures whose break-off resistance does not exceed that of a single 4 inches x 4 inches wood post or a 1.5-inch standard (hollow) iron pipe or to "breakaway" fire hydrants installed to manufacturer's specifications.

- A. Fixed objects along SR522, or any *roadway* with a posted speed limit exceeding 35 mph, shall comply with the Clear Zone requirements of Chapter 1600 of the *WSDOT* Design Manual.
- B. On *roadways* 35 mph or less, no new fixed object shall be placed with any portion of the object being closer than 2 feet from the face of curb.
 1. The City may require that a clear zone analysis be submitted and approved by the City prior to a permit being issued for a project which proposes a fixed object placed within 10 feet of the travel way for arterial and collector *roads*.
- C. On *roadways* 35 mph or less where no curb exists, no new fixed object shall be placed with any portion of the object being closer than 10 feet from the edge of pavement (or edge line if present).
- D. Fixed objects within the public *right-of-way* shall not be located closer than 5 feet to any *driveway* or private *road*.
- E. All clear zone measurements shall be taken from the edge of travel way. The edge of travel way shall be defined as the interior limits of any edge line where edge striping exists or the edge of pavement where edge striping does not exist, or face of curb.

8.10 Amenity Zone

All public *roads* constructed or improved under these *Standards* shall have an *Amenity Zone* per Chapter 6.

- A. *Amenity Zones* shall be no less than 4 feet in width.
- B. The *Amenity Zone* must be between the curb and the *sidewalk* unless otherwise approved by the *city engineer*.
- C. *Amenity Zones* are reserved for *street* light poles, *traffic* signs, *utilities*, mailboxes, landscaping, and other public amenities and these features should be located within the *Amenity Zone* to the maximum extent feasible.
- D. *Amenity Zones* shall be landscaped unless otherwise approved by the *city engineer*.

8.11 Illumination

Street illumination (*roadway* and pedestrian) is required for all new subdivision, commercial, or multifamily projects in accordance with Kenmore Municipal Code 17.20.107. *Street* illumination shall be provided on all new *roads* as required to meet these *Standards*. Illumination will also be required when a *road* intersects an arterial/collector, at all marked crossings, and other locations as determined by the *city engineer*. Illumination of *roadways* with turn channelization will include all lane tapers. Illumination shall meet with the following requirements:

- A. All new streetlights shall be LED compatible and shall provide a new LED bulb at the time of installation.
- B. The illumination system shall be designed per the requirements of the *IES* lighting standards.
 - 1. Pedestrian conflict levels shall be as follows (reference current Kenmore Land Use Plan):
 - i. Residential areas (R1-R10 zoned): *low*
 - ii. Residential areas (R12 and greater), Downtown Residential, Public/Private facilities, school walk routes, Business areas: *medium*
 - iii. Commercial areas, Urban Corridor: *high*
 - iv. In areas where two or more zoning areas intersect, the highest conflict level will prevail.
- ~~C.~~ Applicants shall evaluate existing lighting *levels* and *designs* submit additional lighting as required per this section.
- ~~D.~~ Design *layouts* shall be submitted to PSE to complete design. Contact PSE at PSE | Construction Outdoor Lighting to begin the design process. The following information is required by PSE to begin design:
 - 1. CAD designs showing proposed light locations
 - 2. PDF document with a table detailing the specific lights to be installed, and
 - ~~2.3.~~ Information about permits obtained/to be obtained by the *applicant/developer* and whether PSE will need to secure their own permits and traffic control. require approval from Puget Sound Energy's (PSE) lighting division on any submitted design. As an alternative, PSE may provide design services if available.
- ~~E.~~ Complete calculations for structural design, including anchor bolt details, shall be prepared by a *Licensed PE*.
- ~~F.~~ PSE shall install all new illumination (poles and conductors only) within the *City*. The applicant/contractor will be required to install foundations, conduit, vaults, and perform all other civil work necessary for a complete illumination system.
- ~~G.~~ The illumination system is the responsibility of the applicant/contractor (including electrical usage bills) until substantial completion is approved. Once installation is complete, applicant/contractor shall coordinate lighting transfer to PSE.
- ~~D-H.~~ In all areas of the City except for those areas noted as standards 2-5 in Section 2.08F, the *street* lighting shall be installed using the following product types unless otherwise approved by the *city engineer*:
 - 1. Base Style: Sheridan
 - 2. Base Material: Concrete
 - 3. Base Color: Powder coated black
 - 4. Head Type: Traditionaire
 - 5. Head Color: Powder coated black

8.12 Landscaping and Irrigation

Street trees and landscaping should be incorporated into the design of *road* improvements for all classifications of *roads*. Trees and shrubs shall be installed per *KSD* 6-007.

- A. Approved *street* trees are listed in Appendix C.
- B. The trees shall be:

1. Located within the *Amenity Zones*, at center medians, and at back of *sidewalk* within the *street right-of-way* where feasible and when approved by the City,
 2. Located at back of *sidewalk* if no *Amenity Zone* exists,
 3. A species compatible with overhead *utility* lines, adjacent structures, and underground utilities,
 4. Maintained ~~by the adjacent property owner~~ per the KMC,
 5. Spaced equivalent to the mature canopy width of the tree. Trees shall be spaced on center with the main trunk. For trees with differing widths, the spacing between trees shall be the average width of the two trees. Trees shall have at a minimum, a spacing of 15 between 20 and 40 feet on center depending upon the maximum growth width of the selected trees,
 6. ~~Trees shall be spaced so that mature trees have a space of 1-5 feet between the widest branches~~ Located so as to not block regulatory signs,
 7. Placed a minimum of 10 feet on center from any *driveway edge* or intersection radius return on arterial/collector *roads* and 5 feet on center from any *driveway edge* or intersection radius return on a local *road*.
 8. Minimum of 2 inches diameter measured 1 foot from the top of the root ball.
- C. The trees may be spaced at irregular intervals to accommodate sight distance requirements for *driveways*, intersections, lighting, *utilities*, signage, and/or Low Impact Design facilities.
- D. All trees adjacent to *walkways* shall have an 7-8-foot minimum branching height at time of planting. This may be reduced if tree bases are more than 5 feet from the back of *sidewalk* or in a center median.
- D-E. Trees planted in downtown corridors (see Section 2.08) shall have structural soil installed under sidewalk per KSD 6-010.
- E-F. Minimum height clearance of existing trees adjacent to new *roads* shall be 13.5 feet above the finished *roadway* grade.
- F-G. Trees placed at the back of *sidewalk* (either in the *right-of-way* or on private property) that are within 8-10 feet from *sidewalk* shall include root barrier along the back of *sidewalk* edge per KSD 6-007.
- G-H. Commercial root barriers shall be required for all trees planted in Amenity Zones where the root ball is within 8 feet of any pavement or structure (curbs, storm drainage). Interlocking root barriers shall be placed at the edge of *sidewalks*, ~~and~~ *curbs*, or pavement, on center with the tree.
- H-I. Landscape areas within the *right-of-way* shall be treated with a minimum of 18 inches of 3-way mix topsoil and plantings applied as recommended for the species planted. Landscaping shall consist of native plantings where practical. The following plantings are acceptable:
1. *Prunus laurocerasus* 'Mount Vernon' (Dwarf Mount Vernon English Laurel)
 2. *Cornus sericea* 'Kelsey' (Kelsey Dogwood)
 3. *Berberis buxifolia* 'Nana' (Dwarf Boxleaf Barberry)
 4. *Berberis thunbergii* f. *atropurpurea* 'Bagatelle' (Dwarf Purpleleaf Japanese Barberry)
 5. *Hebe* 'Emerald Gem' or 'Hinerua'
 6. *Mahonia nervosa* (Cascade Oregon Grape)/*Mahonia repens* (Creeping Oregon Grape)
 7. *Spiraea japonica* 'Bullata'/'Little Princess'/'Shirobana'/'Walbume'
 8. *Arctostaphylos uva-ursi* (Kinnikinnick)
 9. *Rubus calycinoides* (Creeping Raspberry)
 10. *Thymus serpyllum* 'Magic Carpet' (Creeping Thyme)
 11. *Thymus pseudolanuginosus* (Woolly Thyme)
 12. *Gaultheria shallon* (salal)

13. *Philadelphus lewisii* (Mock Orange)

14. *Polystichum munitum* (Western Sword Fern)

15. *Ribes sanguineum* (Red Flowering Currant)

16. *Symphoricarpos albus* (Snowberry)

~~11-17.~~ *Vacinium ovatum* (Evergreen Huckleberry)

~~12-18.~~ *Narcissus* 'xx' (Daffodil)

~~13-19.~~ Grass (drought tolerant grasses with microclover)

~~14-20.~~ Additional plant species as approved by the Public Works Operations ~~Manager~~Director.

~~J.~~ Landscaping between the *sidewalk* and the *right-of-way* line (or between the pavement edge and the right of way line where no *walkway* exists) shall consist of native plantings where practical. No plantings shall be placed within 10 feet of any pavement edge ~~or where no~~ curb and gutter ~~where no sidewalk~~ exist.

K. All landscaping shall be drought tolerant and suitable for the location proposed (growth height and width, light conditions, soils conditions, slopes, etc.)

L. Landscaping in medians and roundabouts/traffic circles shall be reviewed on a case-by-case basis and shall be approved by the *city engineer*.

~~J.M.~~ All landscaping shall be maintained by the *developer* for a period of 2-years following final construction approval of the *development*. Maintenance includes, but is not limited to, weeding, watering, mowing, pruning, trash removal, removal/replacement of dead/unhealthy vegetation, pest control. Chemical applications shall not be permitted unless approved by the *city engineer*. Developer shall provide a Landscape Management Plan for approval prior to starting the maintenance period. The Landscape Management Plan shall include proposed inspections, maintenance activities, a pest management plan, and a schedule for performing general maintenance work.

N. Additional landscaping features are required for downtown areas as identified in Section 2.08.

O. Irrigation shall consist of main/lateral lines connected to a wireless controller. Irrigation design shall be done by a qualified professional. All irrigation materials including controller shall be as required by the PW Operations Director.

P. Irrigation system shall be placed on its own water meter unless extending an existing right-of-way irrigation system.

Q. Irrigation shall be installed on the following roads:

1. *Juanita Dr*

2. *NE 181st St (61st Ave NE – 73rd Ave NE)*

3. *State Route 522*

~~1-4.~~ *68th Ave NE*

8.13 Mailboxes

All projects which create new or additional residential, commercial, or industrial units must provide necessary improvements for mail delivery in accordance with the United States Postal Service Postmaster. Mailboxes shall be per KSD 6-001, 6-004 or 6-005.

A. All new mailboxes shall be neighborhood collection box units (NCBU) as approved by the Postmaster and installed at locations in accordance with the Postmaster requirements. For front loading NCBU, a ~~7 ft wide x 10 foot~~ min longwise pullout section shall be installed adjacent to the mailboxes on arterial and collector streets to accommodate mail truck delivery where feasible bike lanes are not present. For rear loading NCBU, no pullout is required.

- B. Where existing single mailboxes exist adjacent to the project site, the *Applicant* shall coordinate with the Postmaster and adjacent mailbox owners to offer consolidation of their mailboxes into the new NCBU provided for the project/*development*. The NCBU provided shall accommodate all interested property owners plus a minimum of 1 parcel locker.
- C. A minimum 6-foot clearance for pedestrians must be maintained around all portions of any mailbox placed within a *sidewalk, shoulder, or walkway*.
- D. Where existing mailboxes will be impacted by required *street* improvements, temporary considerations must be made to maintain constant mail services to all addresses. Relocation (permanent or temporary) or replacement of the existing mailboxes shall be coordinated with the Postmaster, the respective residents/businesses, and City *inspector*.
- E. Mailboxes for projects located within the downtown areas identified in Figure 2.1 shall coordinate mail delivery without placing a new mailbox along the project frontage. Existing NCBU's shall be utilized where possible. Where existing NCBU's do not exist, new mail receptacles shall be placed on, within, or behind the building structure to the maximum extent feasible, subject to Postmaster approval.
- F. All mailboxes shall be maintained by the respective property owners. For NCBU's, maintenance and replacement language shall be included on final plat maps or maintenance covenants recorded on each individual property title.

8.14 Cut and Fill Slopes

Side slopes shall generally be constructed no steeper than 4H:1V on both fill slopes and cut slopes unless otherwise approved by the *city engineer*. Steeper slopes may be approved by the City upon showing that the steeper slopes, based on soil analyses, will be stable, or that appropriate mitigation measures are put in place.

- A. Side slopes shall be stabilized by grass sod or seeding or by other planting or surfacing materials acceptable to the City.
- B. See Sections 8.15 and 8.16 for additional requirements.

8.15 Guardrail

All *roadway* side slopes shall be evaluated for the need of a guardrail in accordance with the *WSDOT* Design manual. The standards of this section shall apply to new construction only and shall not require existing locations to be retrofitted unless additional grading work is proposed. The following order of preference shall be taken in the *roadway* design:

- A. 4H:1V or flatter fill slopes adjacent to the *roadway* where the slope drop is greater than 6 feet.
- B. Provide 3H:1V or flatter fill slopes where 4H:1V slopes cannot be provided and the slope drop is greater than 6 feet.
- C. Provide 2H:1V or flatter fill slopes where 3H:1V or 4H:1V slopes cannot be provided and the slope drop is less than 6 feet. A soils report prepared by a Licensed PE (Geotechnical) will be required to verify slope stability.
- D. Evaluate need for barrier systems and provide design in conformance with *WSDOT* Standard Plans, Standard Specifications, and the *WSDOT* Design Manual.

8.16 Sidewalk Side Slopes

The standards of this section shall apply to new construction only and shall not require existing locations to be retrofitted unless additional grading work is proposed. Measurements from slopes are taken from the top of slope.

- A. Any side slope 4H:1V or flatter shall have a minimum of 1-foot buffer (<2% cross slope) between the edge of *sidewalk* and the start of the slope. If a 1-foot buffer cannot be maintained, see bullet B.
- B. Any side slope steeper than 4H:1V but not exceeding 2H:1V shall have a minimum of 2-foot buffer (<2% cross slope) between the edge of *sidewalk* and the start of the slope. If the slope exceeds 6 feet in vertical drop, a pedestrian curb/Integral curb will be required.
- C. If a 2-foot buffer (<2% cross slope) cannot be maintained adjacent to side slopes steeper than 4H:1V, the following mitigation will be required:
 - 1. If a minimum of 1-foot buffer (<2% cross slope) can be maintained, a 6-inch pedestrian curb/integral curb is required. Vertical drops more than 6 feet will require a pedestrian railing per KSD 6-006.
 - 2. If a minimum of 1-foot buffer cannot be maintained, a pedestrian handrail is required.
- D. All slopes steeper than 2H:1V shall be considered a vertical drop. The following are required for a vertical drop/side slope exceeding 2H:1V:
 - 1. If the slope is within 3 feet of any *sidewalk*:
 - i. Vertical drops 18 inches or less will require a pedestrian curb/integral curb. Curbing shall be placed so as to maintain the required sidewalk width.
 - ii. Vertical drops greater than 18 inches and less than 30 inches may require a pedestrian railing when determined by the *city engineer*. Railing shall be placed so as to maintain the required sidewalk width.
 - iii. Vertical drops more than 30 inches will require a pedestrian railing. Railing shall be placed so as to maintain the required sidewalk width.
 - 2. Side slopes that are a minimum of 3 feet from the edge of *sidewalk* shall require a 3-foot buffer (<2% cross slope) between the edge of *sidewalk* and the start of the slope.
- E. The City reserves the right to require handrail or fencing for any slope steeper than 4H:1V within or adjacent to the *right-of-way* which is considered a safety hazard as determine by the *city engineer*.
- F. A chain link fence in lieu of a pedestrian handrail may be installed if placed on privately owned property.

8.17 Road Signs

Street signage is required for all new subdivision, commercial, *townhome*, or multifamily projects in accordance with Kenmore Municipal Code 17.20.105. Road signs shall be designed in accordance with the most current WSDOT Design Manual and comply with and be fabricated in accordance with the most recent edition of the MUTCD, the WSDOT Sign Fabrication Manual, and the WSDOT Standard Specifications.

- A. All public roads shall have a *street* name sign with white letters on a green background.
- B. All private roads shall have a *street* name sign with white letters on green over a sign of equal size with the words "Private Road" in white letters on a green background.
- C. Joint use *driveways* shall have address signing at the *driveway/road* entrance. Signage shall be placed within a tract or easement.
- D. Private roads shall have address signing at the *driveway/road* entrance where lots are not addressed to the accessing private road. Signage shall be placed within a tract or easement adjacent to the addressed road.
- E. Road sign placement shall be one sign with double sided printing, mounted to the side or top or of the post so all lettering is visible.
- F. All signs shall be placed on metal or wood posts and installed per KSD 6-002.
- G. All road signs shall be approved by the *city engineer* prior to placement.
- H. Additional signage may be required (historical name signage, warning signs, etc.) as directed by the City.
- I. Sign type, placement, and location on SR522 shall be approved on a case-by-case situation.

8.18 Survey Monuments

Survey monuments shall be required for all *roads* and placed/replaced per RCW Chapter 58 by a land surveyor registered in the State of Washington.

- A. Monuments shall conform to King County Standard Figure 5-019 and 5-020. Replace “King County” with “Kenmore” and be placed at all *road* intersections, points of curves in *roads*, and at such intermediate points as may be required by the *city engineer*.
- B. Plat monumentation shall comply with these *Standards on developments* such as subdivisions, residential, commercial, binding site plans, or any other construction that establish new public *roadways* or reconstructs existing public *roadways*. Monuments shall be set along the center of the *right-of-way* at the PVCs and PVTs of vertical curves and the PI of horizontal curves. When the PVI of the curve falls within the paved area of the *road*, a PVI monument may be set in lieu of setting monuments at the PVC and PVT.
- C. The monument case will be installed after the final course of surfacing has been placed on the *road*.
- D. All monuments shall be registered with the Washington State Department of Natural Resources and a copy of the registration provided to the City.
- E. All existing monuments, which are disturbed, lost, or destroyed during construction or surveying, shall be replaced by the *Applicant, Contractor, Builder, Developer, or utility* per RCW 58.09.130 and 58.04.015.
- F. Monuments shall be required on existing public *roads* only if the *road* receives a full width overlay or when a new *road* connects to the existing *road*.
- G. Monuments may not be required if an existing monument is located less than 100 feet from the required new location.

Chapter 9: Surface Treatments

9.01 Local Public and Private Roads

Local public and private *roads* shall be HMA with minimum pavement sections per KSD 5-001.

- A. The minimum pavement thickness for repairs, patches, replacements, extensions, and/or modifications within existing local and private *roads* shall be per KSD 5-001. Pavement shall be placed in layers not to exceed 2 inches in compacted thickness.
- B. Cross sections noted in KSD 5-001 are only applicable for stable compacted subgrade constructed with suitable materials. Additional subgrade work may be necessary to create a stable subgrade.
- C. Alternative pavement (porous, pervious pavers, etc.) must be considered where feasible per the SWDM. Any alternative pavements proposed shall be designed by a Licensed PE and appropriately designed for the proposed materials and site conditions and shall be approved by the City prior to ~~construction~~ permit approval.
- D. Any proposed exception to these materials may be subject to soils strength testing and traffic loading analysis, and subject to City review and approval. At any time during construction, should a question on the suitability or placement of native soil or import materials exist, the *inspector* may require a geotechnical evaluation to address soil conditions. When required, the report shall be prepared, stamped, and signed by a Licensed PE (Geotechnical) and shall include an assessment of the site conditions and recommendations for corrective actions. A copy of maximum density curves and all associated compaction test reports shall be included with the report. All materials shall meet the requirements of the WSDOT Standard Specifications unless otherwise approved.

~~D-E.~~ HMA mix shall conform to WSDOT Standard Specifications. All asphalt shall be HMA Class ½ Inch (class ¾ inch may be used for base asphalt). HMA grade PG58S-22 shall be used.

9.02 Arterial, Collector, and Industrial/Commercial Roads

Asphalt pavement designs for arterial, collector, Industrial/commercial *roads* shall be prepared by a Licensed PE in accordance with the current "AASHTO Guide for Design of Pavement Structures".

A. HMA mix shall conform to WSDOT Standard Specifications. All asphalt shall be HMA Class ½ Inch (class ¾ inch may be used for base asphalt). For arterial/collector roads and SR522, HMA grade PG58H-22 shall be used.

A-B. Flexible pavements shall be designed using a layered design analysis in accordance with the "AASHTO Guide for Design of Pavement Structures".

B-C. Pavements shall be designed to meet the minimum fire district load requirement of 75,000 lbs and a point load requirement of 70 psi.

C-D. Materials shall meet WSDOT Standard Specifications and placed in layers not to exceed 2 inches in compacted thickness.

D-E. The pavement design for new public *roads* shall be based on soil parameters reflecting actual field or laboratory tests and a traffic loading analysis. A subsurface investigation shall be performed to provide information on any materials that would cause settlement, stability, or drainage problems. Soil used for the design analysis shall be representative of the native subgrade conditions. The traffic loading analysis shall include *traffic* volume, percentage growth rate, and axle loadings.

E-F. Pavement design sections shall not be less than those required for local *roads*.

F-G. The following design inputs shall be used for calculation of the pavement section:

1. Pavement Design Life = 20 years
2. Reliability (R) = 85%

3. Overall Standard Deviation (S_0) = 0.50
4. Design Serviceability Loss (ΔPSI) = 1.5
5. Drainage Coefficient (m) ≤ 1.0
6. Layer Coefficients:
 - i. Hot Mix Asphalt: ≤ 0.44
 - ii. Crushed Surfacing: ≤ 0.14
7. Resilient Modulus (M_r):
 - i. HMA: $M_r = 450,000$ psi
 - ii. Crushed Surfacing Materials: $M_r = 28,000$ psi
 - iii. Subgrade Soil: The subgrade M_r is based on actual field or laboratory tests. The subgrade M_r value used in the pavement design is not to exceed 15,000 psi.

G.H. Resilient modulus values for the subgrade soil shall be determined by Laboratory M_r tests or Falling Weight Deflectometer tests (FWD) performed in situ or default M_r values based on soil classification per the Unified Soil Classification System (USCS). The soil classification shall be based on laboratory testing of representative samples of subgrade soil.

H.I. USCS soil types shall be determined per ASTM D 2487. Default M_r values based on the USCS are as follows:

Class	M_r (psi)	USCS Soil Type
A	15,000	GW, GP, GW-GM, GP-GM
B	12,500	GM, SW, SP
C	10,000	SW-SM, SP-SM, SM-ML ¹
D	7,500	GW-GC, GP-GC, SW-SC, SP-SC, SM-ML ²
E	2,500	GC, GC-GM, SC, SC-SM, CL, CL-ML
F	Special Design ³	MH, CH, OL, OH, Peat

(1) Nonplastic

(2) Plastic

(3) Class F soils require a special design required to stabilize the subgrade and will be subject to review and approval by the City.

9.03 Requirements for Roads on Poor Subgrade

The minimum material thicknesses for local *roads* is not acceptable if there is any evidence of instability in the subgrade. This includes but is not limited to free water, swamp conditions, fine-grained or organic soil, slides, uneven settlement, or preexisting unsuitable fill material. If any of these characteristics are present, the soil shall be sampled, tested, and a pavement section designed in accordance with Section 9.02. Both the soils test report and the resulting pavement design will be subject to review and approval by the City.

- A. Cement treated soil may be used as an alternative to full depth replacement of poor subgrade. An evaluation performed by a Licensed PE (Geotechnical) is required to verify that cement treated soil is appropriate. If appropriate, a cement treated soil design shall be provided by a Licensed PE (Geotechnical) and approved by the City. Cement treated soil shall not prohibit the migration of ground water, infiltration of water, or prohibit excavation from a standard backhoe. Cement amendments may not exceed 5% of the dry unit weight of the soil to be treated.

9.04 Road Widening

- A. When an existing asphalt paved *road* is to be widened, the following requirements shall apply unless otherwise approved by the *city engineer*.
 - 1. The edge of the travel lane shall be sawcut to provide a clean, vertical edge for joining to the new asphalt.
 - 2. The existing asphalt may require removal as directed by the *inspector*, depending on the condition of the surface and as needed to control *surface water* flow.
 - 3. The existing *road* shall be planed a minimum of 2 inches, half-width throughout the widened area and the final asphalt lift applied across the widened and planed areas.
 - 4. All failures and cracking on *road* surfaces must be repaired prior to the overlay; the limits of the overlay will be based on the condition of existing pavement and the extent of required changes to the surfacing and channelization.
 - 5. If, for any reason, an overlay is not required, the joint shall be sealed with appropriate asphalt sealer.
 - 6. When the City determines that potential impacts from a *development* warrant subgrade repairs prior to the overlay, the *Applicant* must provide a geotechnical report that includes recommendations for repairing the subgrade.
 - 7. Sawcut lines and/or joints shall be located along the proposed lane edge or at the center of the *road* or lane.
- B. If an existing *shoulder*, private *driveway*, or private *roadway* is proposed to be incorporated into a future public *roadway*, the existing pavement shall be removed and replaced with a pavement section complying with these *Standards*. The responsibility for any *shoulder* material thickness improvement shall be considered part of the requirement for *roadway* widening.
 - 1. Alternatively, a pavement evaluation can be performed. This evaluation shall analyze the structural capacity and determine any need for improvement. Designs based on these evaluations are subject to review and approval by the *city engineer*. Pavement thickness must meet the minimum requirements for that *road's* classification regardless of the evaluation results.
- C. Any widening of an existing *roadway*, either to add travel lanes or paved *shoulder*, shall have the same surfacing material and thickness as the adjacent existing *roadway*.

9.05 Overlays

Where overlays are performed, a full width 2-inch grind is required prior to the overlay to maintain finished surface elevations to the maximum extent feasible. Additional grinding may be required to meet drainage and ADA requirements or in cases where the existing pavement is in poor condition. Overlays without grinding require approval from the *city engineer* prior to being approved.

- A. Overlays shall require a minimum compacted thickness of 2-inches of new asphalt material.
- B. Existing asphalt berms or other drainage features to control surface runoff shall be maintained or restored during the overlay unless otherwise approved by the *city engineer*.
- C. The existing crown or directional cross slope of a *roadway* shall be maintained after the overlay unless otherwise required by these *Standards*.
- D. Immediately following an overlay, the existing pavement markings shall be restored to original or as directed by the City *inspector*. Where pavement markings cannot be permanently restored in the same day as the overlay, temporary pavement markings shall be provided by the *Applicant* as directed by the City *inspector*. At the City's direction, existing pavement markings may be revised to match cross sections proposed in Appendix B or in the City's Comprehensive Plan. Prior to applying permanent pavement markings, all temporary pavement markings

shall be removed. Temporary pavement markings shall be maintained as directed by the City *inspector* until such time as the permanent pavement markings are completed.

E. Where overlays match existing *shoulders*, transitions of material similar to the adjacent surface material shall be provided to ensure safe pedestrian use and acceptable vehicle transitions.

F. Where existing pavement is in poor condition as determined by the City, additional restoration such as additional grinding depths to localized full depth replacements may be required. Asphalt condition shall be determined at time of overlay.

F.G. A fog seal shall be placed over new asphalt per *WSDOT Standard Specification Section 5-02 between 90 and 180 days from placement of the final pavement lift unless otherwise approved by the city engineer.*

9.06 Materials and Lay-Down Procedures

Materials and lay-down procedures shall be in accordance with *WSDOT Standard Specifications* and the requirements of this section.

A. Prior to placement of any curb, gutter, *sidewalk*, or pavement section, a representative from an *AASHTO* accredited laboratory shall perform a compaction test on all backfill material placed in compacted lifts of 6 inches or more thick; the material shall be compacted to a minimum of 95% of the maximum dry density (ASTM D1557 modified) before any paving material is placed. Backfill material shall not be placed in compacted lifts greater than 1-foot thick. Backfill sections exceeding 6 inches but less than 4 square feet in area may be verified per Section 9.06B.

B. For native undisturbed soils and backfill sections less than 6 inches in total compacted thickness, at the Licensed PE (Geotechnical) shall certify that backfill/undisturbed soils are firm and unyielding. This requirement may be waived at the *Inspector's* discretion.

C. Asphalt pavement shall be placed in lifts no greater than 2 inches of compacted depth and compacted per *WSDOT Standard Specifications* to a minimum 92% compaction of the Rice value.

D. Compaction reports shall be submitted to the *Inspector* prior to approval of any paved area.

E. Compaction testing frequency shall be provided as noted in Section 4.06.

F. During surfacing activities, *utility* and survey monument covers in *roadways* and *walkways* shall be protected and adjusted to the new finished grade.

G. Asphalt shall not be placed on standing water or where subgrade conditions are such that compaction efforts might compromise the stability of the soil. Asphalt shall not be applied during rainfall or before any imminent storms that might damage the construction. The City will have the discretion as to whether the surface and materials are dry enough to proceed with asphalt placement.

H. A proof roll and field investigation may be requested by the *inspector* to confirm the sub-grade is firm and unyielding. A single or dual axle dump truck, loaded to a minimum 90 percent maximum gross weight capacity, shall be used to perform the proof roll.

I. Asphalt shall not be placed below temperatures noted in *WSDOT Standard Specifications Section 5-04* unless otherwise approved by the *city engineer*.

I.J. Fog seal and joint filler shall be an approved material listed on the *WSDOT Qualified Product List*.

9.07 Asphalt Surfacing Repairs

When repairing shallow holes and gouges in asphalt less than 1-inch deep, the surface must be thoroughly cleaned, and all loose or broken material must be removed from the hole/gouge. The bottom and edges of the hole/gouge shall be swabbed with asphalt tack. *HMA* shall then be placed into the hole or gouge and thoroughly tamped or rolled.

- A. For failures or holes/gouges between 1 and 2 inches in depth, the asphalt shall be sawcut such that the perimeter of cut encompasses a minimum of 2 feet beyond the perimeter of the entire failure, hole, or gouge. The existing pavement shall be a uniform square sawcut or removed. As an alternative, the pavement may be ground to the depth of the surrounding hole or damage. Asphalt for tack coat shall be applied to all surfaces of existing pavement in the repair area.
- B. For failures or holes/gouges greater than 2 inches in depth, the asphalt shall be sawcut such that the minimum repair area is three feet beyond the perimeter of repair. The existing pavement shall be sawcut or removed by a pavement grinder to the depth of the surrounding hole or damage. Asphalt for tack coat shall be applied to all surfaces of existing pavement in the repair area.
- C. *HMA* shall be placed in lifts of not greater than 2-inches compacted depth and shall be thoroughly and uniformly compacted to not less than 92 percent of the maximum density as determined by the Rice value.
- D. Edges shall be sealed in accordance with Section 5-04 of the *WSDOT* Standard Specifications.

9.08 Pavement Markings, Markers, and Pavement Tapers

Pavement markings and raised pavement markers shall be used to delineate channelization, transit lanes, bus zones, bike lanes, lane endings, crosswalks, longitudinal lines, fire hydrants, and any other location necessary to control or guide all users of the *roadway* system.

- A. All existing channelization shall be removed prior to placement of new markings. Existing channelization may remain if work consists of new paint on existing paint of the same color.
- B. Prior to any removal of pavement markings, existing markings shall be identified and temporarily staked along the City *Right-of-way* as needed to facilitate restoration of the channelization.
- C. Pavement markings shall conform to *KSD* 4-001 through 4-003 and *WSDOT* standard detail M-3.20-04.
- B. When removal of existing pavement markings is required, removal and compliance shall be done per *WSDOT* Standard Specification 8-22.3(6).
- C. Channelization and transitions shall be required when through *traffic* is diverted around a lane or obstacle, when connecting full-width *streets* with different cross sections, and when extending an existing *street* with a new cross section different than the existing one. Channelization shall also be required to redirect *traffic* back to its original alignment.
- D. Channelization plans and crosswalk locations shall be approved by the City prior to permit approval.
- E. Tapers: Tapers shall be installed per the *MUTCD*. Where the existing edge line of travel lane does not align with the inside gutter edge of newly installed curb, alternating white Type 1 and 2 raised pavement markers shall be installed at 5-foot centers to the end of the curb at a 25:1 taper. A reflective, 12-inch tall white tubular marker shall be installed at the edge of the curb.
- F. Crosswalks: Crosswalks shall be installed at all intersections controlled by *traffic* signals, flashing beacons, and other areas approved by the *city engineer*. See Section 7.07 for additional installation requirements.
- G. All pavement markings shall be laid out with spray paint and approved by the *Inspector* before they are installed.
- H. Pavement markings for channelization shall be reflectorized hot or cold applied plastic or paint per *WSDOT* Standard Specifications and the standard details. Extruded or sprayed markings shall be dressed with glass beads for initial reflectance. All materials shall have beads throughout to maintain reflectance as the material wears.
- I. Green pavement markings for bike lanes shall meet the following requirements:
 - 1. The daytime chromaticity coordinates for the color used for green colored pavement markings shall be as follows:

1		2		3		4	
X	Y	X	Y	X	Y	X	Y
0.230	0.754	0.266	0.500	0.367	0.500	0.444	0.555

The daytime luminance factor (Y) shall be at least 7, but no more than 35.

- The nighttime chromaticity coordinates for the color used for green colored pavement markings shall be as follows:

1		2		3		4	
X	Y	X	Y	X	Y	X	Y
0.230	0.754	0.366	0.540	0.450	0.500	0.479	0.520

- Green colored pavement markings shall be retroreflective.
- Green paint or other marking materials applied to the *roadway* surface used to simulate a green colored pavement shall minimize loss of traction for bicyclists.
- All paint shall be applied in three even coats unless otherwise noted on the Standard Details.

9.09 Curb Painting

At the request of adjacent property owners, curb painting by private parties is allowed if approved by the City. Curb painting shall comply with paint and application requirements as noted in *WSDOT* Standard Specifications 9-34 and as noted below:

- Curb paint color shall meet with AMS Standard 595 and be a commercially rated paint for outdoor concrete applications. Colors and allowed uses are as follows:
 - Yellow [restricted parking only (RP)/No Parking (NP)]: color 33538 or close equivalent
 - Loading/unloading zones (RP)
 - 5 feet either side of a *Driveway* (NP)
 - Blue (restricted parking only): color 35180 or close equivalent
 - Americans with Disabilities Act (ADA) parking
- Curbing shall be painted with two full coats of paint. Paint may be applied by brush or spray.
- Curb paint shall be maintained by the *Applicant*, Homeowners Association, or entity(ies) that installed the paint. The City will not maintain or install curb painting. Each property owner/*Applicant* shall complete a letter of authorization prior to permit approval.
- Curb painting may require additional signage as directed by the *city engineer*.
- Requests for curb painting must obtain a beautification permit from the City.
- Per *KMC* 13.45.030 *Stormwater* Pollution Prevention Manual (SPPM), paint is considered an illicit discharge into *stormwater* facilities. No paint shall be allowed to discharge into the City's storm drainage system. Left over paint shall be stored or disposed of in compliance with the SPPM at the property owner's expense.

Curb painting on private *roads* and *driveways* for Fire Department use shall be required at the discretion of the fire marshal and shall be red color 11105 or close equivalent and applied as noted above and at the following locations where applicable.

- 15 feet either side of the fire hydrant

- B. Fire lane

Chapter 10: Drainage

10.01 General

Drainage facilities including pipe and ditch sizing, outfall protection, and temporary erosion and sediment control standards shall be designed consistent with Kenmore Municipal Code 13.35 and the adopted *Surface water Design Manual* (SWDM) including the amendments in Appendix F.

- A. No drainage from downspouts, splash blocks, sheet flow, etc. shall discharge across the surface of a *walkway* or *roadway*. "Through *sidewalk* drainage" is not allowed.
- B. Drainage facilities shall be placed and constructed per *KSD* 7-001 through 7-011, *WSDOT* Section B Standard Plans, and King County Road Standards (KRS) as appropriate. *KSD* and these *Standards* shall take precedence over any discrepancy with KRS and *WSDOT* standard plans.
- C. Materials, construction, and testing are specified in the *WSDOT* Standard Specifications. The *city engineer* may amend, delete, or add specifications or standard drawings. The *Development engineer* may require that additional details, specifications, or standards be developed; such items may be used freely by the City and incorporated into future revisions of the *Standards* and standard details.
- D. Where technical conflicts occur between the *Standards* and the SWDM, the more restrictive standard governs.
- E. See Section 7.05 for additional requirements.
- F. See Section 11.04 for installation and pavement restoration requirements.

~~F.G.~~ All abandoned storm pipe shall be removed unless otherwise approved by the city engineer. Abandonment in place may require plugging pipe ends with controlled density fill (CDF), pipe filling with CDF, or any other means necessary to secure the pipe at the city engineer's discretion. Drainage structures shall not be abandoned in place and shall be removed in their entirety.

10.02 Road Ditches

Filling of existing ditches, including for additional on-street parking, is prohibited, except as noted below. Filling of ditches without City approval will result in monetary penalties per *KMC* 1.15 and 1.20 and will require corrective action up to and including restoration of the ditch and storm sewer testing/cleaning.

- A. Filling or elimination of *roadside* ditches shall only be permitted in the following cases:
 - 1. For one direct *driveway* access (including any existing) per parcel regardless of the parcel width as noted in Section 5.04D; or
 - 2. Construction of full frontage improvements (curb, gutter, *sidewalk*, etc);
or
 - 3. As part of a City *CIP* or maintenance project.

10.03 Storm Sewers and Culverts

Storm Sewer Pipes and Culverts shall be installed in accordance with Section 7 of the *WSDOT* Standard Specifications. All pipes and culverts shall flow directly to catch basins (via *sidewalls*), ditches, or swales and shall not directly discharge to gutters, *roadways*, *sidewalks*, or catch basin grates.

- A. Minimum pipe size within the public *right-of-way* or on any system to be maintained by the City shall be 12-inch

diameter unless otherwise approved by the *city engineer*.

- B. The minimum slope on all pipe types and sizes is 0.5%, except those designed for flow control, water quality or *LID*(flow control BMPs) facilities.
- C. Pipe systems shall be designed in conformance with SWDM.
- D. Allowable pipe materials are identified in Appendix F.
- E. All storm sewer pipe and culverts placed under vehicle travel ways shall be covered by a minimum of two feet of cover. Where 2 feet of cover cannot be provided, ductile iron pipe must be used and must maintain 1-foot of minimum cover. For all other areas, 1-foot minimum cover is required. For existing concrete pipe, corrugated metal pipe, and pipe arches; pipe cover shall be per SWDM 4.2.1.1.
- F. Pipes which convey runoff over, across, through, or down a steep slope as define by *KMC*, must be a surface mounted pipe which is fused or mechanically restrained at the joint and which is anchored per the requirements of SWDM 4.2.1.
- G. All culverts which collect surface runoff from landscaped areas, ditches, or interceptor trenches without the use of a catch basin or manhole, shall include a debris cage or trash rack at the upstream end.
- H. Storm drainage pipe shall not be placed under sidewalk or amenity zones (except for lateral connections from the private to the right-of-way system) unless otherwise approved by the city engineer. Lateral connections shall intersect the right of way at an angle of 90 degrees ± 10 degrees.
- H.I. All new connections to an existing public underground drainage system shall be at a new or existing catch basin or manhole; no mid-span connections, tees, or “core-tapping” are permitted.
- H.J. Prior to substantial completion acceptance (but after all backfill and pavement are completed), all new storm sewer pipe including connected existing storm sewer pipe shall have a video inspection performed from structure to structure, unless otherwise approved by the *city engineer*. Video shall capture sidewalls and shall provide a close view of all joints. Final video capture shall be delivered to the City for review and acceptance.
- K. No utility shall be allowed to cross over/under another utility nor run parallel to any utility with less than a 2-foot offset-clearance unless otherwise approved by each respective utility owner.
- L. Pipe joint deflection after installation shall not exceed 75% of the manufacturer’s recommended maximum joint deflection.

10.04 Catch Basin Locations and Junctions

Catch basins shall be located along existing/proposed gutter lines and along drainage lines at edge of pavement or within *shoulders* if approved by the City. Catch basins shall not be located within the travel way outside of the gutter line, within amenity zone, or within *sidewalks*.

- A. Catch basins shall be spaced no greater than 150 feet for grades less than one percent, 200 feet for grades between 1 percent and 3 percent and 300 feet for grades 3 percent and greater.
- B. Catch basins rather than curb inlets shall be used to collect storm water from *road* surfaces.
- C. Type 2 catch basins shall be required where the depth to the invert of any pipe from the finished grade exceeds 5 feet.
- D. Manholes may be used in lieu of catch basins if they do not directly collect water from the surface. Manholes must be used if inverts are greater than 18 ft deep.
- E. Concentrated flow from adjacent property shall not discharge over the surface of *roadways, walkways, or shoulders*.
- F. Catch basins or manholes are required when joining differing types or sizes of pipes.
- G. See Section 7.05 for additional location requirements.

10.05 Drainage Structures

Storm drainage structures (structures) and associated elements (risers, frames, grates, and covers) shall be manufactured by approved companies and shall not be cast in place. Shop drawings/cut sheets from the fabricator shall be provided for all storm drainage elements for approval by the Development Engineer prior to installation.

- A. Structures shall be installed on a minimum of 6 inches of compacted crushed surfacing top course (or base course) over firm and unyielding native soils. If native soils are not firm and unyielding as determined by the *inspector*, a Geotechnical Engineer shall determine appropriate mitigation to achieve a firm and unyielding base.
- B. Risers shall be installed to provide the maximum opening available into the structure and shall not be offset from the structure opening unless otherwise approved by the *city engineer*.
- C. Pipe shall be connected to structures through prefabricated knockouts only. No enlarging of the knockouts is permitted.
- D. Metal castings for drainage structures shall not be dipped, painted, welded, plugged or repaired.
- E. Porosity in metal castings for drainage structures shall be considered a workmanship defect subject to rejection by the City.
- F. Castings for manhole rings shall be gray-iron conforming to the requirements of AASHTO M 105, Grade 30B. Covers shall be ductile iron conforming to ASTM A 536, Grade 80-55-06. Manhole rings and covers shall support a minimum loading of 25,000 pounds. All mating surfaces shall be machine finished to ensure a non-rocking fit.
- G. All manhole rings and covers shall be identified as specified in the WSDOT Standard Specifications, Section 9-05.15.
- H. Castings for metal frames for structures and inlets shall be cast steel, gray iron, or ductile iron as specified in Sections 9-06.8, 9-06.9, or 9-06.14 of the WSDOT Standard Specifications.
- I. Castings for metal frames for structures, inlets, grates and solid metal covers shall support a minimum loading of 25,000 pounds.
- J. Castings for grates and solid metal covers for structures and inlets shall be cast steel or ductile iron as specified in Sections 9-06.8 or 9-06.14 of the WSDOT Standard Specifications. The foundry name and material designation shall be embossed on the top of the grate. The material shall be identified as “CS” for cast steel and “DUC” or “DI” for ductile iron and shall be located near the manufacturer’s name.
- K. All metal covers for structures located in public *roadways* shall have “City of Kenmore” and other verbiage (as shown on *KSDs*) embossed on the top of the grate. Metal covers located on private property and maintained by private entities shall have “Private” embossed on the top of the grate.
- L. All grates and covers, including large grates placed over detention or water quality vaults, shall be seated properly to prevent rocking, including the replacement of existing covers with solid metal covers. Any warping or curvature of the metal that is not specified in the details or specifications shall be considered a workmanship defect subject to rejection by the City.
- M. Unless otherwise specified, vaned grates shall be used with standard frame in the traveled way, gutter, or paved *shoulder*. Diagonal slotted grates may be used in gravel/landscaped *shoulders* and on privately maintained systems. Solid lids shall be used within a *sidewalk*, or crosswalk.
- N. At sag vertical curves, on the end of downgrade cul-de-sacs, or before intersections with a grade four percent or greater, an analysis shall be done to assure that typical grates will collect the surface runoff. To collect excessive volumes of runoff or protect against plugged grates and overflow situations, the City will require the use of through-curb inlet frames on vertical curbs. Where the through-curb inlets cannot be used, place a structure at the low point and two extra inlets located not greater than 0.1 foot above the low point grate within a distance of 25 feet.
- O. For new storm drains on existing rolled curb *roadways* use KCRS Figures 7-019 through 7-021.
- P. New structures that do not collect runoff shall use solid locking covers. Existing catch basins, which no longer collect runoff, shall have their frame and grates replaced with solid covers.

- Q. All storm drain covers and grates within the *right-of-way* shall require locking lids and bolts. Additionally, all control structure and/or detention system storm drain covers shall be locking regardless of their location including hinged access points and large open grates.
- R. Trench drains may only be used outside of the *right-of-way* unless otherwise approved by the *city engineer*. At a minimum, trench drains shall have catch basins or yard drains at either end unless used as a *driveway* culvert. The maximum distance between catch basins or yard drains along a trench drain shall be 100 feet.

10.06 Erosion and Sediment Control

Provide erosion and sediment control as required in the SWDM or as specified by other guidelines and/or regulatory requirements.

- A. When using geotextile for temporary silt fences, the material shall be designed specifically for erosion control. It shall meet the requirements of *WSDOT* Standard Specifications, Section 9-33.2(1), Table 6.
- B. Fencing must be inspected regularly and after each significant storm event for damage. Any damaged, loose, or deteriorated fencing must be repaired/replaced within 24-hours. Sediment collected behind the fence must be removed so that this material does not push the fence over.
- C. All sites shall be permanently stabilized and all temporary erosion control measures removed prior to final approval.

10.07 Underground Structures

Where drainage structures are proposed below an area subject to *traffic* loading, including public *roads*, private *roads*, and parking lots, additional design consideration shall be applied.

- A. Large grates which do not utilize typical manhole or catch basin lids shall be located outside of the travel way, *sidewalk*, and any other public *walkways*.
- B. Maintenance access points and access openings shall be located outside of any vehicular travel lane. If it is not possible to locate outside of a vehicular travel lane, all access ports shall be located to allow maintenance work to be completed while maintaining at least one lane open to vehicle travel.
- C. All type 2 catch basins, manholes, and drainage vaults require access ladders and/or handholds per *KSD 7-005*. Ladders shall not exceed 6 inches beyond the edge of the frame and grate.
- D. Specialty structures or vaults subject to *traffic* loading shall be structurally designed by a Licensed PE (Structural) to support HS-25 loading standards and shall include a design for an additional 45,000 lbs. point load, applied on an 18"x18" area.
 - 1. Structural design plans shall be submitted to and approved by the City prior to construction of any such structure.
 - 2. Additional pavement markings or signage may be required at the discretion of the Fire Marshall to identify the structure location and alert emergency services of the structure below the surface.

10.08 Low Impact Development

Low Impact Development (*LID*) principles and Best Management Practices (*BMPs*) shall be designed and constructed in accordance with the SWDM (adopted *KMC 13.35*), including the design criteria, limitations and infeasibility criteria for each *BMP*, as applicable. Additionally, *LID* principles and *BMPs* shall adhere to the following:

- A. The *right-of-way* shall not be used for placement of *stormwater* facilities serving private property unless a City approved maintenance covenant is recorded onto the respective adjacent property title(s) or plat map.

- B. *LID* BMPs may be installed in the *right-of-way* for treatment or flow control of *stormwater* runoff from public *roads*. The facility shall comply with the city's clear zone requirements and Section 8.09 of these *Standards*.
- C. *LID* facilities on private property shall be located adjacent to the public *right-of-way* (plus any setback requirement outlined in the SWDM) unless a 10-foot wide minimum access *road* is constructed to the facility.
- D. BMP and bioretention system plantings in the *right-of-way* must be low growing species and mowable by City maintenance equipment (or as *contracted*), unless otherwise approved by the *city engineer*. See Section 8.12 for approved plantings.
- E. Rain gardens shall not be located in the public *right-of-way*, unless otherwise approved by the *city engineer*.
- F. Any *LID* BMP damaged by construction, maintenance activities, motor vehicles, or other activities, the party responsible shall restore the facility to an equivalent or better condition, as determined by the *city engineer*.
- G. Landscaped *Amenity Zones* adjacent to *sidewalk* may be utilized for full/limited infiltration for *sidewalks* if reliable, see Appendix F for additional requirements.
- H. A report outlining feasibility with supporting documentation of *LID* BMPs shall be provided to the City for each project.
- I. All *LID* features shall be maintained per the SWDM. Maintenance requirements shall be noted on the final Plat Map. Where no plat map exists, maintenance covenants shall be recorded on each property identifying maintenance requirements.

Chapter 11: Utilities

11.01 General

All *utility* work, including maintenance, performed within the City *right-of-way* shall require a *utility* permit and shall meet the following requirements:

- A. A design/construction agreement in lieu of obtaining a permit may be used under the following circumstance:
 - 1. When the *utility* work performed is related to a *utility* relocation or an undergrounding request for a City Capital Improvement Project; and
 - 2. When the *utility* work will be performed during the construction period of the Capital Improvement Project; and
 - 3. When the *utility* work will be wholly contained within the work limits of the Capital Improvement Project.
- B. *Utilities* to be located within existing and proposed *right-of-way* shall be constructed in accordance with current franchise and/or permit conditions and KMC 12.55, and in compliance with these *Standards*. In their use of the *right-of-way*, *utilities* will be given consideration in concert with the *traffic*-carrying requirements of the *road* which are, namely, to provide safe, efficient and convenient passage for motor vehicles, pedestrians, and other transportation uses. Aesthetics shall be a consideration.
- C. Underground installation of all *utilities* is required for new *developments*, for new *utilities* (including extensions of existing), and for all new and relocated *utility* services. All attempts shall be made to underground *utilities*. The following are exceptions to undergrounding:
 - 1. Aerial *utility* replacements if there are no changes in the connection locations (pole and meter).
 - 2. Transfer of existing *utilities* to new pole as part of pole replacement or City directed relocations; existing pole must be removed.
 - 3. New *utilities* that can be attached to existing poles.
 - 4. Preservation of significant trees per KMC 18.20.2730, as approved by the *city engineer*.
 - 5. Maintenance of *utilities*
 - 6. Other safety or environmentally sensitive situations as determined by the *city engineer*.
- D. All permits for new placement and replacement of existing *utility* poles and other *utility* structures above grade shall be accompanied by written certification from the *utility's* professional engineer licensed in the State of Washington or from an agent authorized by the *utility* to certify that the installations conform to these *Standards* and that the proposed work is in conformity with sound engineering principles relating to *street* safety and Section 8.09. Any *utility* pole requiring horizontal support shall be done by use of guy anchors; secondary poles (pole kickers) shall not be used.
- E. *Utilities* are subject to the KMC and policies relating to drainage, erosion/sedimentation control and sensitive areas as set forth in KMC 13.35 and the *Surface water* Design Manual.
- F. *Street* trees planted within the *right-of-way* along *streets* under the jurisdiction of the City of Kenmore shall not be removed or cut back where it damages the aesthetic quality of the tree. Such trimming, when required by power or telephone companies to safeguard their wires, shall be done in a manner that preserves the general appearance of the tree. Trees, shrubs and other plantings shall not be removed or trimmed where it damages the aesthetic appearance of the planting areas. (KMC 12.70.080).
- G. For new installations and relocations related to *City Projects*, *utilities* are responsible for surveying locations of new *utility* locations and providing as-built drawings with station and offset information (taken from the City's project stationing) to the City.
- H. Definitions:

- a. Pothole cut – any cut 1 square foot or less.
- b. Boring/receiving pit cut – any cut 15 SF or less.
- c. Trench cut – any cut in the pavement that exceeds the maximum size for pothole or boring/receiving pit cuts.

11.02 Utility Locates

Utility locates are required per Section 4.10.

- A. *Utility* owners are responsible for locating their respective facilities. At the City's request, the exact depth and location of underground facilities shall be potholed by the respective *utility*. Location of the *utility* shall be documented on a map with measured locations noted at a minimum of every 50 feet.
- B. *Utility* locate markings on *sidewalks*, curb ramps, and other non-*roadway* areas shall be removed within 10 calendar days of work completion. Removal shall not damage the finished surface.

11.03 Standard Utility Locations within the Right-of-Way

Utilities within the *right-of-way* on new *roads* or on *roads* where existing topography or other *utilities* are not in conflict shall be located as indicated below (cover depth is measured from the pipe zone, see KSD 5-002). Where existing *utilities* are in place, new *utilities* shall conform to these *Standards* as nearly as practicable and yet be compatible with the existing installations. Existing *utilities* may require relocation to conform to the other requirements identified in these *Standards*. Above ground *utilities* located within intersections shall be placed to avoid conflict with placement of curb ramps and *sidewalks*. Mains and service connections to all lots shall be completed prior to placing of surface materials. *Utilities* shall be located as follows where feasible:

- A. Gas and Water Lines:
 - 1. Located 3 to 7 feet off the *roadway* centerline.
 - 2. Designated Side of Centerline: GAS: South and West. WATER: North and East.
 - 3. Depth: 36 inches (3 feet) minimum cover from finished grade.
- B. Individual water service lines and side sewers shall:
 - 1. Be placed with minimum 36-inch (3 feet) cover from finished grade, ditch bottom or natural ground.
 - 2. Use *road right-of-way* only as necessary to make side connections.
 - 3. 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*.
 - 4. Locate water meter boxes, when placed or replaced, on the *right-of-way* line immediately adjacent to the property being served, unless otherwise approved by the *city engineer* and the water district.
- C. Sanitary Sewers: Locate no more than 3 feet off *roadway* centerline; depth 36-inch (3 feet) minimum cover from finished grade.
 - 1. Side Sewers shall be provided to all adjacent lots or parcels.
 - 2. Side Sewers shall be located per Northshore *Utility* District standards.
- D. Sanitary and water lines shall be separated in accordance with good engineering practice such as the Criteria for Sewage Work Design, Washington Department of Ecology, latest edition.
- E. Gravity systems, whether sanitary or storm drainage, shall have precedence over other systems in planning and installation except where a non-gravity sanitary or storm systems have already been installed under a previous approved permit and subject to applicable provisions of such permits or franchises.
- F. Electric *utilities*, telephone, cable TV, fiber optic conduit, other telecommunication: All new services and system mainlines including extensions and underground relocations shall be installed underground with 36-inch (3 feet)

minimum cover, either side of *road* outside of the established travel lanes, a minimum of 2 feet from the edge of pavement or curb, and at a depth compatible with other *utilities* and storm drains. The City may require additional clearance from the edge of pavement for *roads* proposed for widening for bike lanes or additional travel lanes. See Section 11.01 and 11.04 for undergrounding requirements. If undergrounding of new *utilities* is not feasible at locations where existing segments end or begin, new poles and other *utility* structures above grade shall conform to the following:

1. *Utility* poles or other approved essential *roadside* obstacles must comply with the clear-zone standards listed in Section 8.09.
 - i) Notwithstanding other provisions regarding pole locations described in these *Standards*, no pole 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. Existing *utility* poles that do not comply with these *Standards* and are struck will be considered a hazard by the City and shall be mitigated by the *utility* in accordance with these *Standards*. Additionally, existing *utility* poles that comply with City *Standards* and are struck at least two times within the same five-year period shall be mitigated by the responsible *utility* as required by the *city engineer* and in accordance with these *Standards*.
2. Every effort shall be made to meet the *Standards* during emergency work or replacement of existing *utility* poles and other structures. After a pole has been replaced/relocated, the permittee is responsible for coordinating the transfers and pole removal. All *utilities* sharing that pole shall have a maximum of 180 days from the date the new pole is placed to relocate their facilities to the new pole and remove the old pole. Locations of poles shall also be compatible with *driveways*, intersections, and other *road* features (i.e., they shall not interfere with sight distances, *road* signing, *traffic* signals, culverts, etc.). To the extent possible, *utilities* shall share facilities so that a minimum number of poles are needed.
3. Where *road* uses leave insufficient overhang, anchor, and tree-trimming space for overhead *utilities*, additional easements and/or *right-of-way* may be required to accommodate the *utilities*. The costs associated with additional easements and/or *right-of-way* for this purpose shall be borne by the *Applicant* or other party initiating the improvement.
4. Where existing poles are in place, *utilities* shall consolidate onto the existing poles; no additional poles shall be installed.

11.04 Underground Installations

All hard surface *roadways* shall be jacked or bored except for storm drainage installations. Other exceptions will be considered on a case-by-case basis as needed.

- A. The underground systems shall not disturb existing survey monumentation unless there is no reasonable alternative. Disturbed monuments shall be corrected per WAC 332-120.
- B. When approved, the open cut shall be a neat-line cut made by saw cutting a straight continuous line. The current WSDOT Standard Specifications, Sections 7-08 and KSD detail 5-002 will generally apply unless otherwise stated.
 1. Trench sides shall be kept as nearly vertical as possible.
 2. Compaction and restoration must be done per KSD 5-002 and as detailed below and immediately after the trench is backfilled.
 3. After backfill and compaction, if a permanent repair cannot be completed during that same work period, an immediate cold mix patch shall be placed and maintained in a manner acceptable to the City.
 4. A permanent hot mix patch per section 9.07 shall be placed and sealed before permit expiration but within 30 calendar days.
 5. Cement concrete pavement shall be restored in accordance with Section 5-05.3(22) of the WSDOT Standard Specifications.

6. On crossings required to be opened to *traffic* prior to final trench restoration, steel plates shall be installed by the *Contractor* with cold patch wedges on all sides or as directed by the City.
- C. Backfill in *Roadway*: Trench backfill shall be crushed surfacing top course or base course meeting the requirements of Section 9-03.9(3) of the *WSDOT* Standard Specifications unless otherwise approved by the *city engineer*.
1. For excavations more than 4 feet deep (not including the pipe zone) on arterial and collector *roads* (2 feet on local *roads*), gravel borrow backfill may be approved by the *city engineer* for depths below 4 feet or 2 feet respectively.
 2. Native backfill in-lieu of gravel borrow may only be used upon approval of the material by the *Inspector*; the *Inspector* may require a Licensed PE (Geotechnical) to assess and certify the native material as suitable backfill.
 3. Backfill shall be placed and compacted mechanically at a maximum of 12-inch lifts to 95 percent of the maximum density as determined by ASTM D1557 Modified proctor test.
 4. Pipe Zone Bedding material for *utilities* other than Storm Drainage shall be Gravel Backfill for Pipe Zone Bedding, Gravel Backfill for Drains, or Gravel Backfill for Sand Drains per *WSDOT* Standard Specifications 9-03.12. Fluidized thermal backfill, controlled density fill (CDF), or other material may be used as approved by the City.
- D. All underground *utilities* shall have locator tape placed the full length of the underground run and placed between 1 and 2 feet directly above the respective *utility*.
- E. Pavement Restoration: Restoration ~~of a trench within an asphalt pavement~~ shall include *HMA* to the same thickness as the existing asphalt pavement or per Section 9, whichever is the greater.
1. Concrete pavement shall be restored consistent with Section 5-05 of the *WSDOT* Standard Specifications. Any concrete pavement *traffic* lane affected by the trenching shall have all affected panels fully replaced.
 2. Asphalt pavement shall be repaired depending on the impacts to the asphalt surface as directed below:
 - i. Any *roadway* surfaced (new construction or overlay) within the previous 5 years shall be restored with a 2-inch grind and overlay the full width of the *roadway* and shall extend a minimum of 20 feet beyond the cut limits.
 - ii. Cuts for pothole investigations and boring/receiving pits 8 square feet or less in surface area or for cuts that are entirely outside the vehicular travel lane (including the neat cut) shall neat cut the asphalt pavement 1 foot beyond the limits of the pit and patch with new asphalt material. The edges of the new asphalt patch shall be sealed with asphalt binder (AR-4000 or approved equivalent).
 - iii. Cuts for ~~pothole investigations~~, pothole/boring/receiving pits ~~larger than 8 square feet or~~, for ~~cuts/trenches~~ which run perpendicular to the *roadway* which only impact one-side of the striped centerline, ~~or for any cut which is entirely within limits of the roadway shoulder and is outside the existing or future travel way~~, shall neat cut the asphalt pavement ~~1 foot~~ 20 feet beyond the limits of the trench/pit and patch from centerline to roadway edge with new asphalt material. The edges of the new asphalt patch shall be sealed with asphalt binder (AR-4000 or approved equivalent).
 - iv. Trench ~~c~~uts running predominantly parallel to the *roadway* which only impact one side of the striped centerline shall be repaired with a half-width 2-inch grind and overlay between the striped centerline and the edge of pavement or curb and shall extend a minimum of 20 feet beyond the cut limits. Pavement undisturbed by ~~trenching~~ activities shall be ground as needed to meet the requirements of a half-width overlay.
 - v. Trench ~~c~~uts of any type which impact more than one side of the striped centerline shall be repaired with a full-width 2-inch grind and overlay and shall extend a minimum of 20 feet beyond the cut limits. Pavement undisturbed by trenching activities shall be ground as needed to meet the

requirements of a full-width overlay.

~~vi-vi.~~ Any location where a ~~trench~~ cut or boring/receiving pit ~~cut activity~~ results in more than 2 separate cuts of any type within 100 feet of each other shall be interpreted as a singular continuous cut with the overlay requirement as noted above.

~~vi-vii.~~ ~~Trench or boring/receiving pit~~ Pavement cuts (with the exception of pothole investigations) within 100 feet of each other and occurring within a 5-year period by the same agency/*development* will be considered one activity and subject to pavement restoration requirements as outlined in this section.

~~vii-viii.~~ Pothole investigations within 50 feet of each other running parallel to the *road* and occurring within a 5-year period by the same agency/*development* will be considered one activity and subject to pavement restoration requirements as outlined in this section.

~~viii-ix.~~ Where a striped centerline does not exist, the "centerline" shall be at the crown line or as determined by the *city engineer*. In cases of superelevation or where the crown line is not at the approximate center of the paved *roadway*, the *city engineer* may consider the "centerline" to be the measured center of the paved *roadway*.

~~ix-x.~~ ~~Overlays shall be consistent with~~ See Section 9.05 for additional requirements.

F. Controlled Density Backfill: As an alternative to mechanical compaction, trench backfill above the bedding and below asphalt/concrete may be accomplished by use of controlled density backfill (CDF) in a design mixture according to Section 2-09.3(1) E of WSDOT Standard Specifications.

1. The *Contractor* shall provide a mix design in writing and the CDF shall not be placed until the City has reviewed the mix design and authorized its use.
2. CDF shall meet the requirements of Section 6-02 of the WSDOT Standard Specifications and shall be accepted based on a Certificate of Compliance.
3. The producer shall provide a Certificate of Compliance for each truckload of control density fill. The Certificate of Compliance shall verify that the delivered material is in compliance with the mix design.

G. Backfill outside the *roadway* prism: Backfill outside the *roadway* prism shall be excavated material free of wood waste, debris, clods and/or any rocks exceeding six-inches in any dimension and meet compaction requirements.

H. All work shall be inspected and tested per Chapter 4.06.

11.05 Inspection & Notification

The *Applicant* shall adhere to inspection notification requirements per the approved permit, existing franchise agreement, and Chapter 4.

11.06 Final Adjustments

All *utility* covers, including drainage, which are located on proposed asphalt *roadways*, shall be temporarily placed at subgrade elevation prior to placing crushed surfacing material.

A. Final adjustment of all covers and access entries shall be made following final paving by:

1. Sawcutting or neat-line jack hammering of the pavement around lids and covers. Opening should not be larger than 12 inches beyond the radius of the cover.
2. Removing base material, surfacing course, and frame; adding risers; replacing frame and cover no higher than finished grade of pavement and no lower than one-half inch below the pavement.
3. Filling and mechanically compacting around the structure and frame with crushed surfacing material, or asphalt treated base, or placing in 5-inch minimum thickness of cement concrete Class 4000 to within 3 inches of the top.

4. Filling the remaining 3 inches with *HMA* compacted and sealed to provide a dense, uniform surface.
5. Final adjustment of all covers and access entries shall be completed prior to permit expiration but within 30 days of final paving.
6. Final adjustments may be done prior to the final pavement lift utilizing *HMA* and paper joints around covers, as approved by the *Inspector*.

11.07 Microtrenching

Microtrenching shall mean a narrow open excavation trench for the purpose of installing a subsurface pipe or conduit. Microtrenching as an alternative to boring may be considered for telecommunication, fiber and cable installations at the discretion of the *city engineer*. The following minimum standards will apply to microtrenching:

- A. The trench shall be between 1 and 2 inches in width or as otherwise approved by the *city engineer*.
- B. For local *roads*: conduit/conductor shall be installed at depth of 12 inches below the established finished grade of the existing paved surface.
- C. For arterial and collector *roads*: conduit/conductor shall be installed at a depth of 16-18 inches below the finished grade of the existing paved surface.
- D. Microtrench shall be a minimum of 2 feet from any existing curb/gutter.
- E. A 2-inch deep, 24-inch wide (centered on the proposed microtrench) pavement grind shall be made the full length of the trench.
- F. Microtrenching is allowed within *walkways*, curb/gutter, or concrete paved *roads*, however, panel/segments from joint to joint must be removed and replaced; no sawcutting of concrete will be allowed.
- G. Microtrench shall be backfilled with water compacted sand to the bottom of the ground pavement layer followed with hot mix asphalt (*HMA*). Cement/sand slurry reaching 2500 psi may be used in lieu of compacted sand.
- H. *HMA* patch shall be installed and finished per Section 9.07.

[END]



APPENDIX A

ROAD CLASSIFICATIONS

City of Kenmore

Legend:

- State Highway (SR522)
- Major Arterial
- Minor Arterial
- Proposed Minor Arterial
- Collector
- Local Road

Truck Routes:

- T-1, T2
- N/A
- T-3 Truck Route
- T-4 Truck Route
- T-5 Truck Route

Map Labels:

- Brier
- Bothell
- Kenmore Junior High
- Lockwood Elementary
- Northshore Summit Park
- Linwood Park
- Wallace Swamp Creek Park
- Kenmore Elementary
- Twin Springs Park
- Westhill Elementary
- Bothell High
- Squire's Landing Park
- Rhododendron Park
- Inglewood Wetlands
- Inglewood Golf Club
- Arrowhead Elementary
- Moorlands Park
- Moorlands Elementary
- Saint Edward State Park
- Bastyr University
- Inglesmoor High



ENGINEERING DEPARTMENT
(425) 398-8900

FIGURE A-1

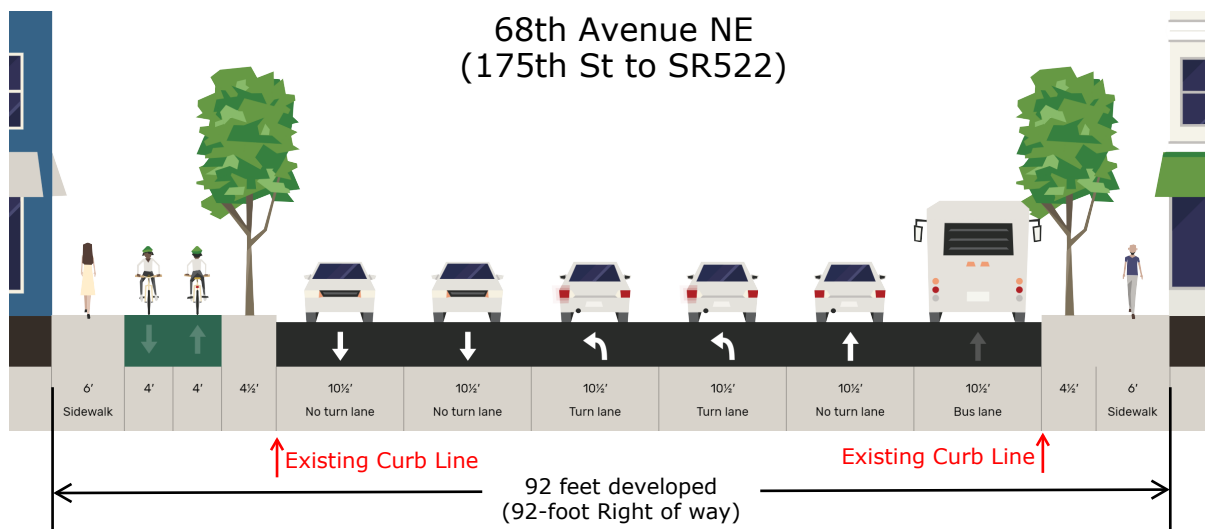
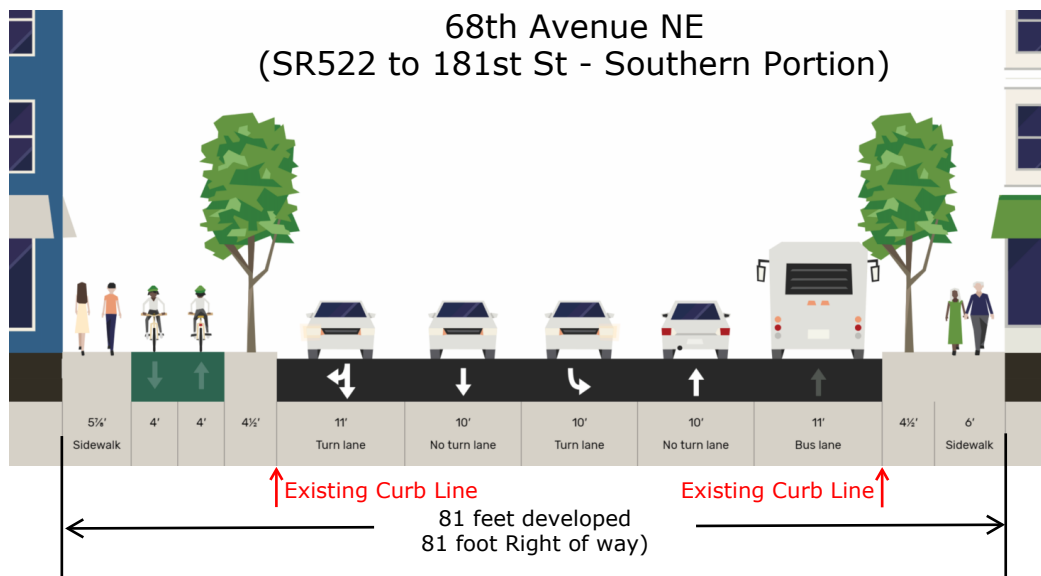
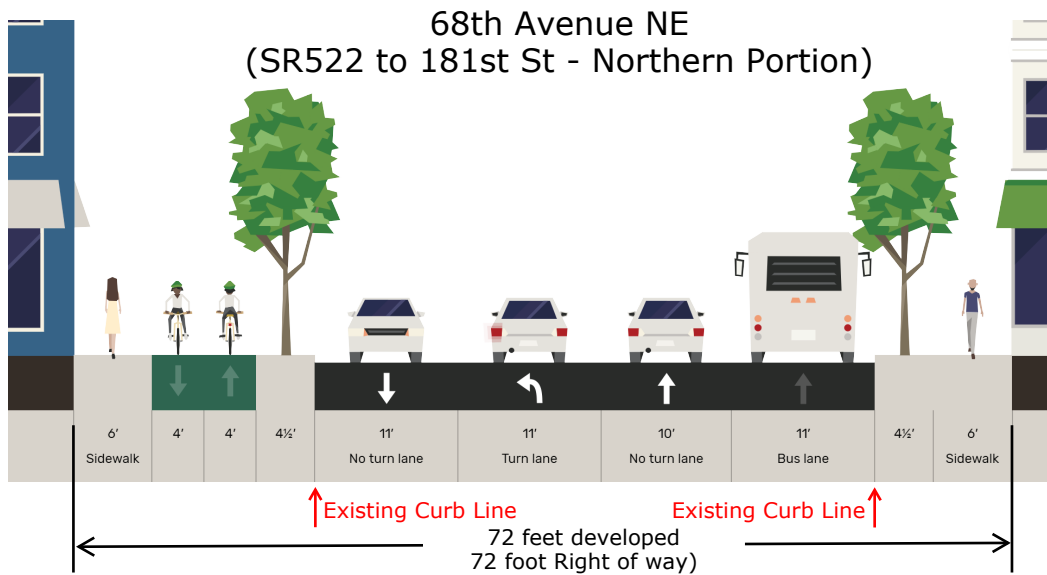
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Date: 4/15/2025



APPENDIX B

ROAD SECTIONS



CITY OF KENMORE

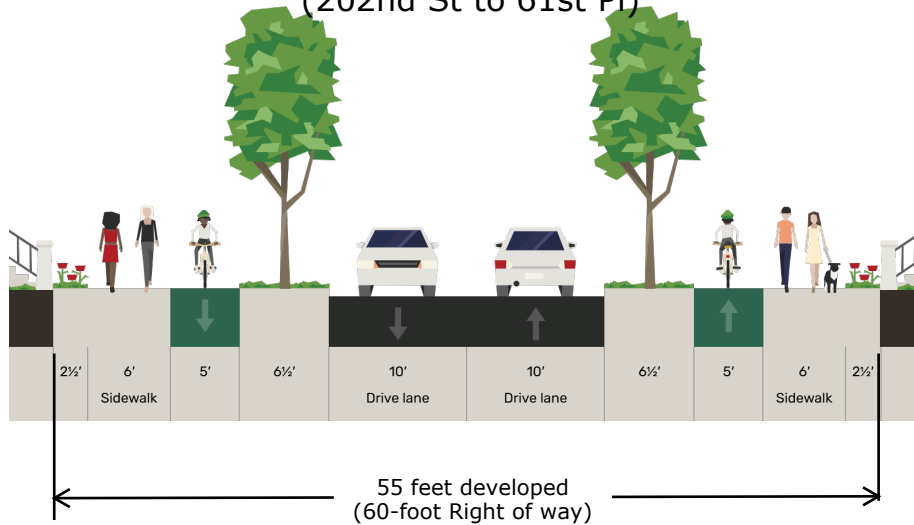
ENGINEERING DEPARTMENT
(425) 398-8900

**68th Ave NE (175th- 181st)
Cross Section**

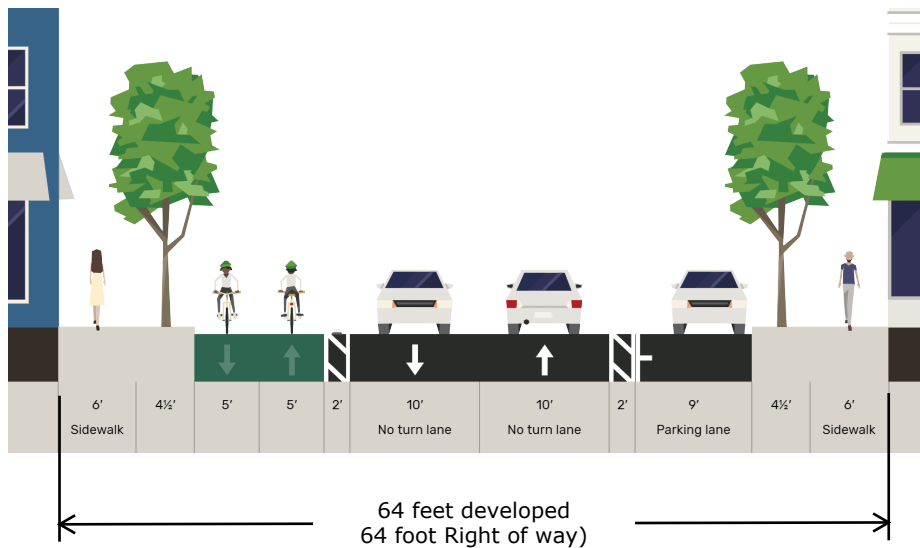
**FIGURE B-1
NOT TO SCALE**

Date: 05/1/2025
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68th Avenue NE
(185th St to 202nd Ave)
NE 202nd St
(68th Ave to 62nd Ave)
62nd Avenue NE
(202nd St to 61st Pl)



68th Avenue NE
(181st St to 185th St)



CITY OF KENMORE

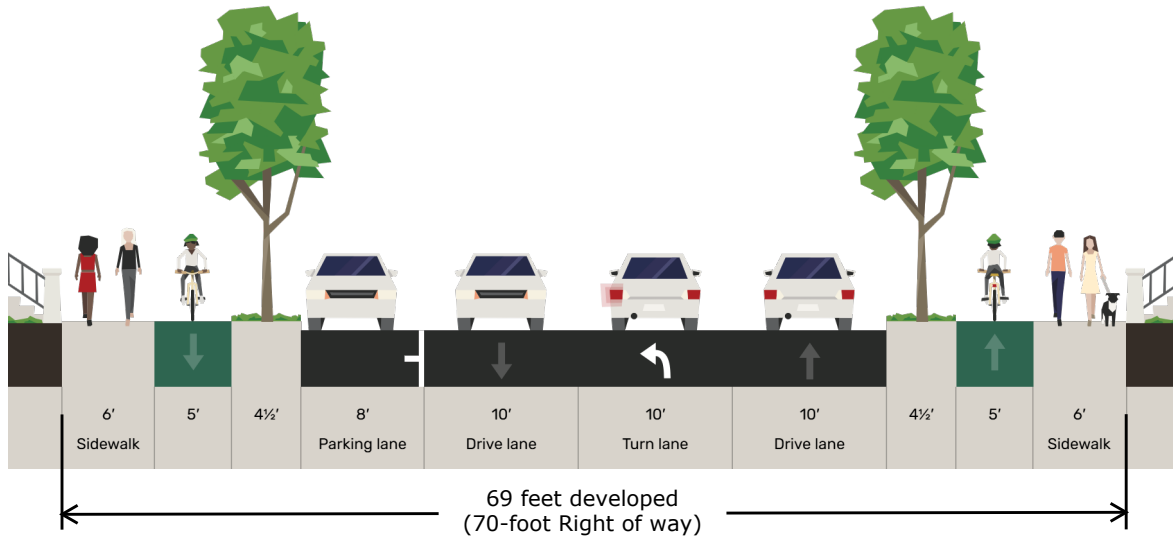
ENGINEERING DEPARTMENT
(425) 398-8900

**68th Ave NE / NE 202nd St
Cross Section**

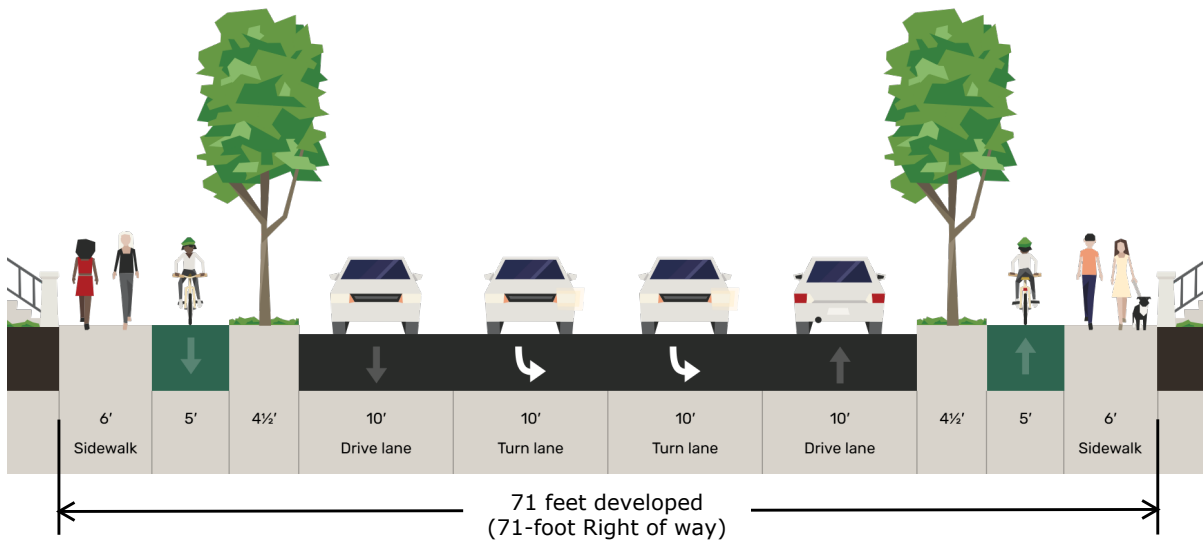
FIGURE B-2
NOT TO SCALE

Date: 05/1/2025
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73rd Avenue NE
(175th to SR522)



73rd Avenue NE
(SR522 to 181st St)



CITY OF KENMORE

ENGINEERING DEPARTMENT
(425) 398-8900

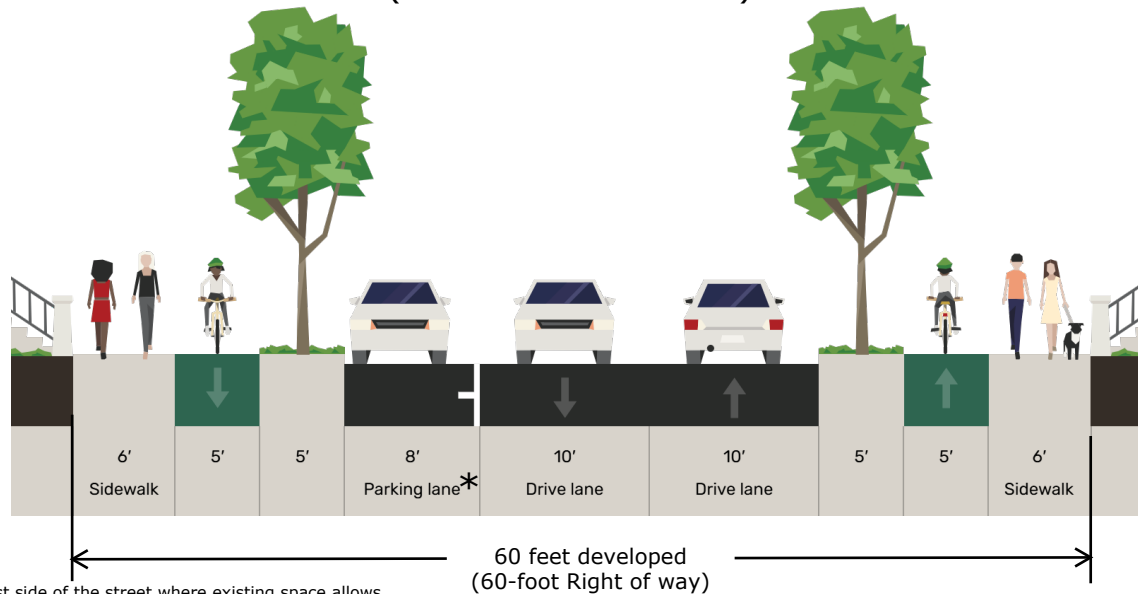
73rd Ave NE (175th - 181st)
Cross Section

FIGURE B-3

NOT TO SCALE

Date: 05/15/2025
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73rd Avenue NE
(181st St to 192nd St)



* Parking on the west side of the street where existing space allows

60 feet developed
(60-foot Right of way)



CITY OF KENMORE

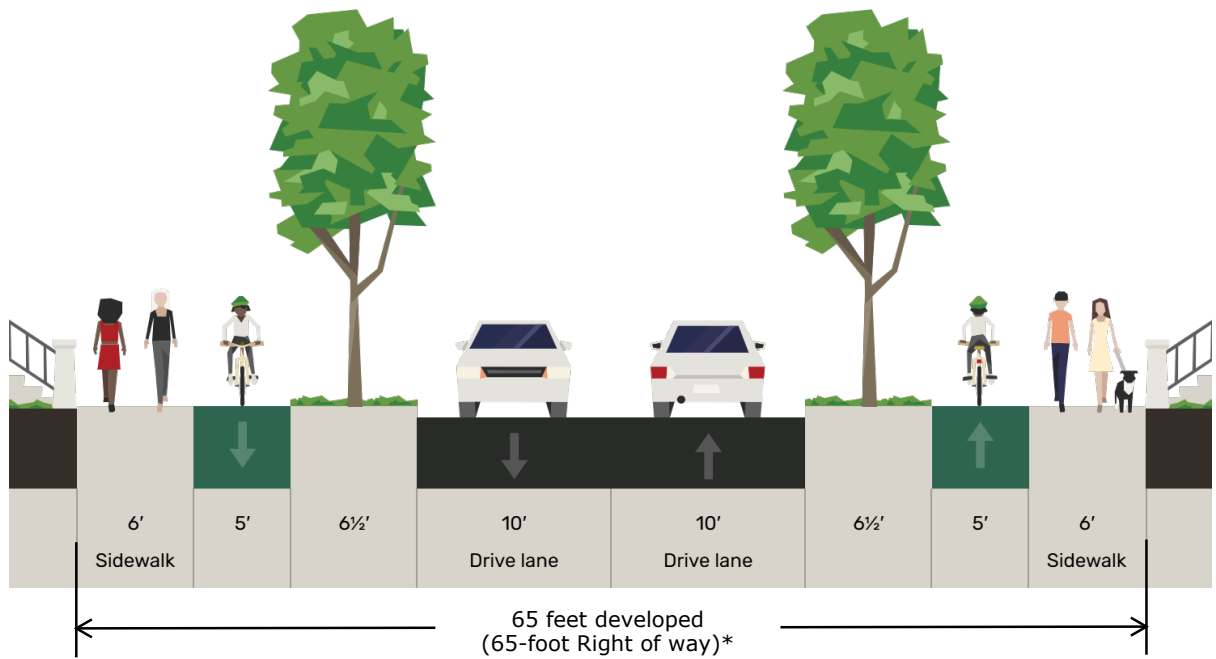
ENGINEERING DEPARTMENT
(425) 398-8900

73rd Ave NE (181st - 205th)
Cross Section

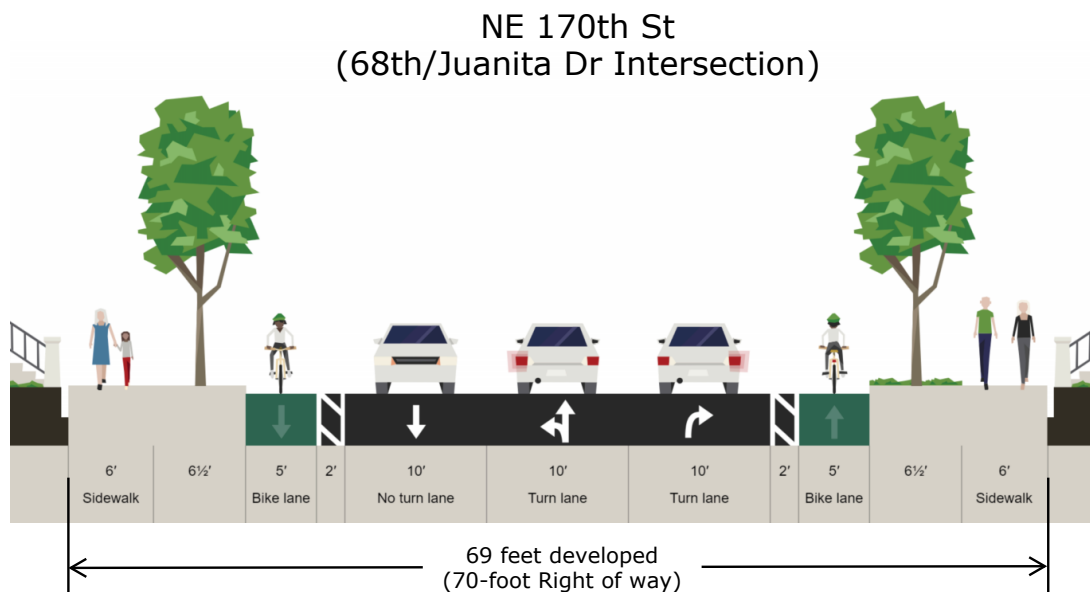
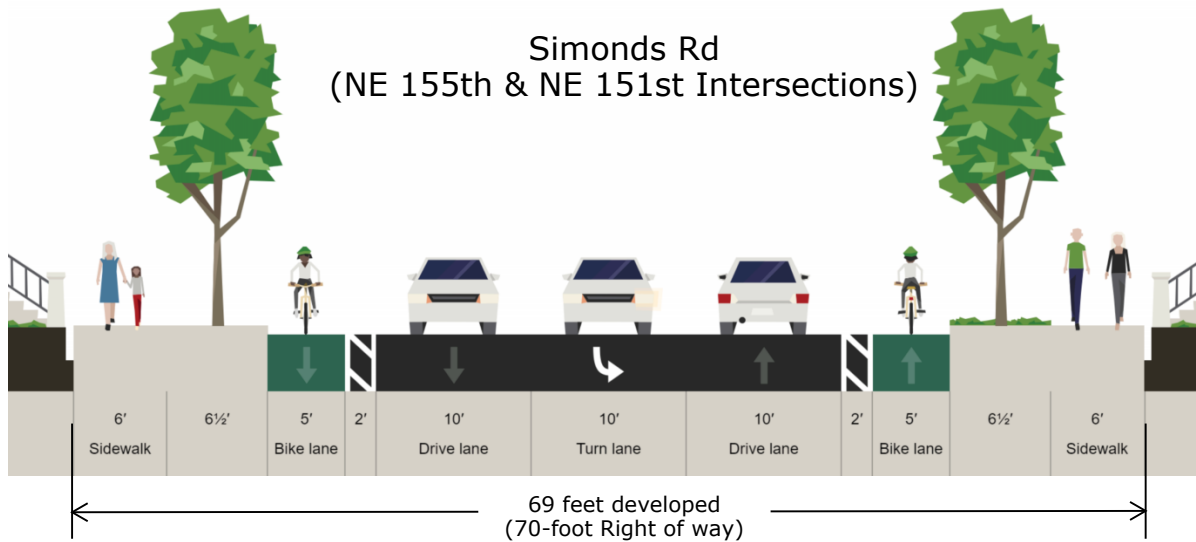
FIGURE B-4
NOT TO SCALE

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80th Avenue NE
(SR522 to 205th St)



* Additional right of way will be required adjacent to existing stream. Amount of additional right of way will be based upon biologist/engineering analysis.



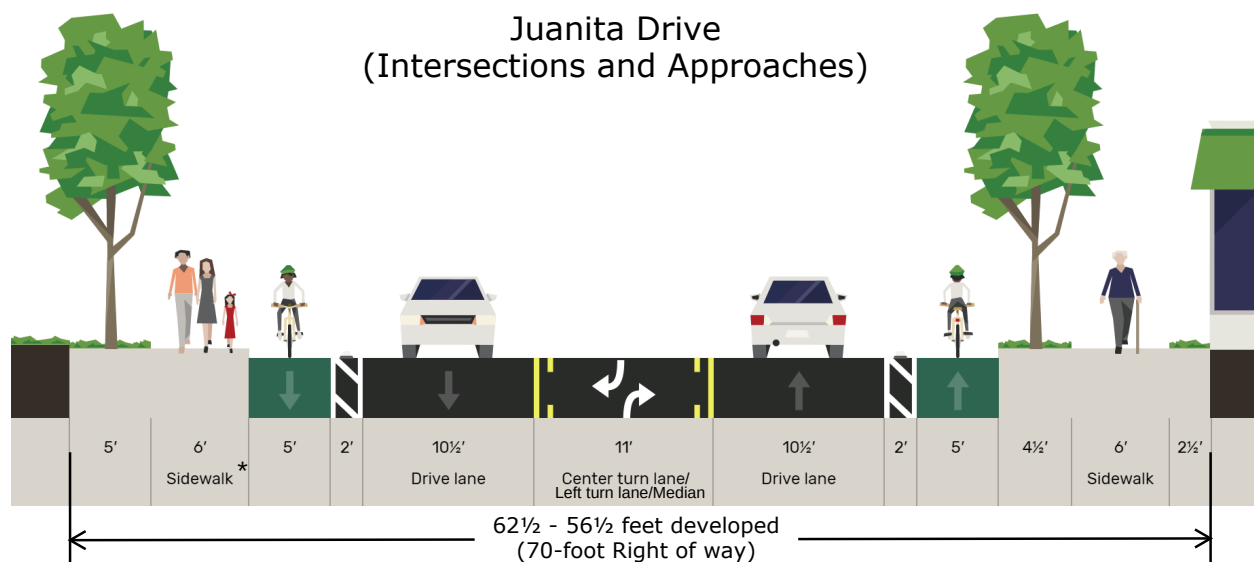
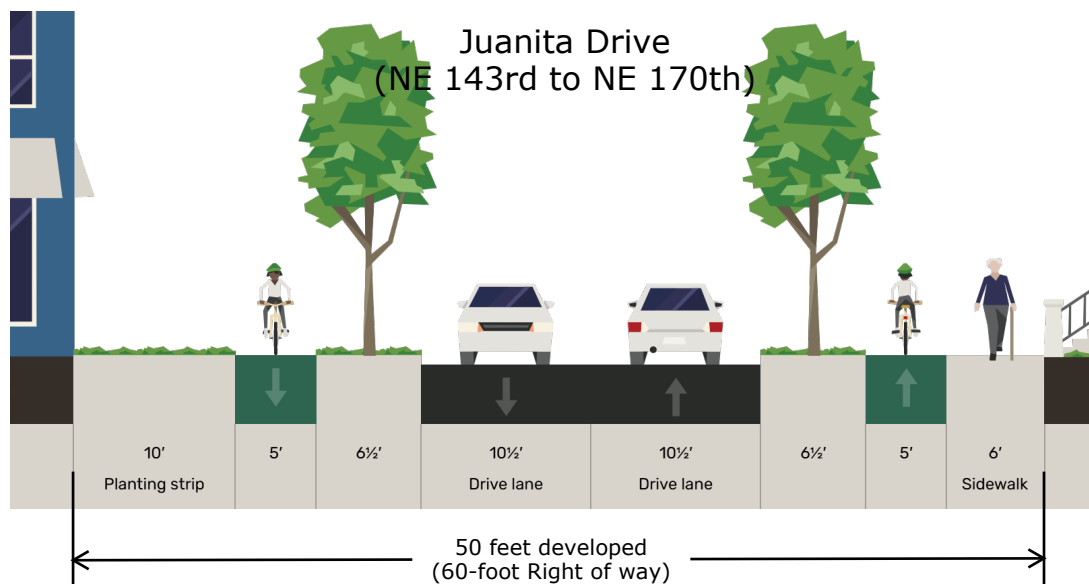
CITY OF KENMORE

ENGINEERING DEPARTMENT
(425) 398-8900

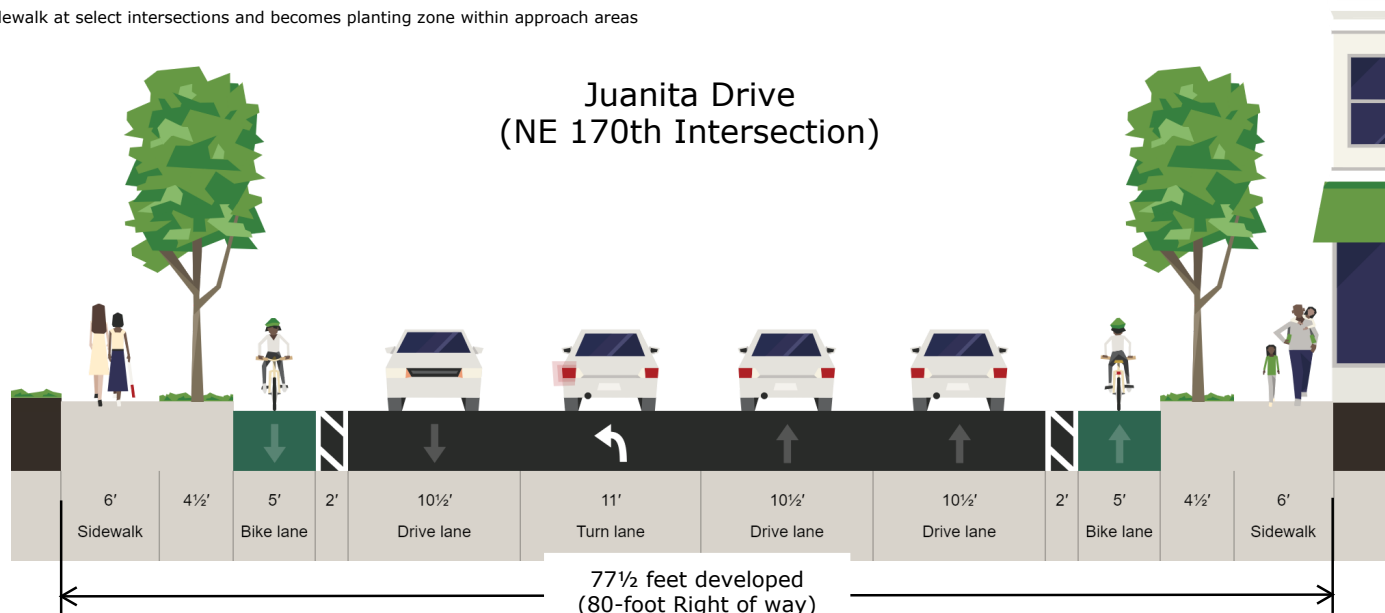
Simonds Rd/NE 170th St Cross Section

FIGURE B-6
NOT TO SCALE

Date: 05/01/2025
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* Sidewalk at select intersections and becomes planting zone within approach areas



CITY OF KENMORE

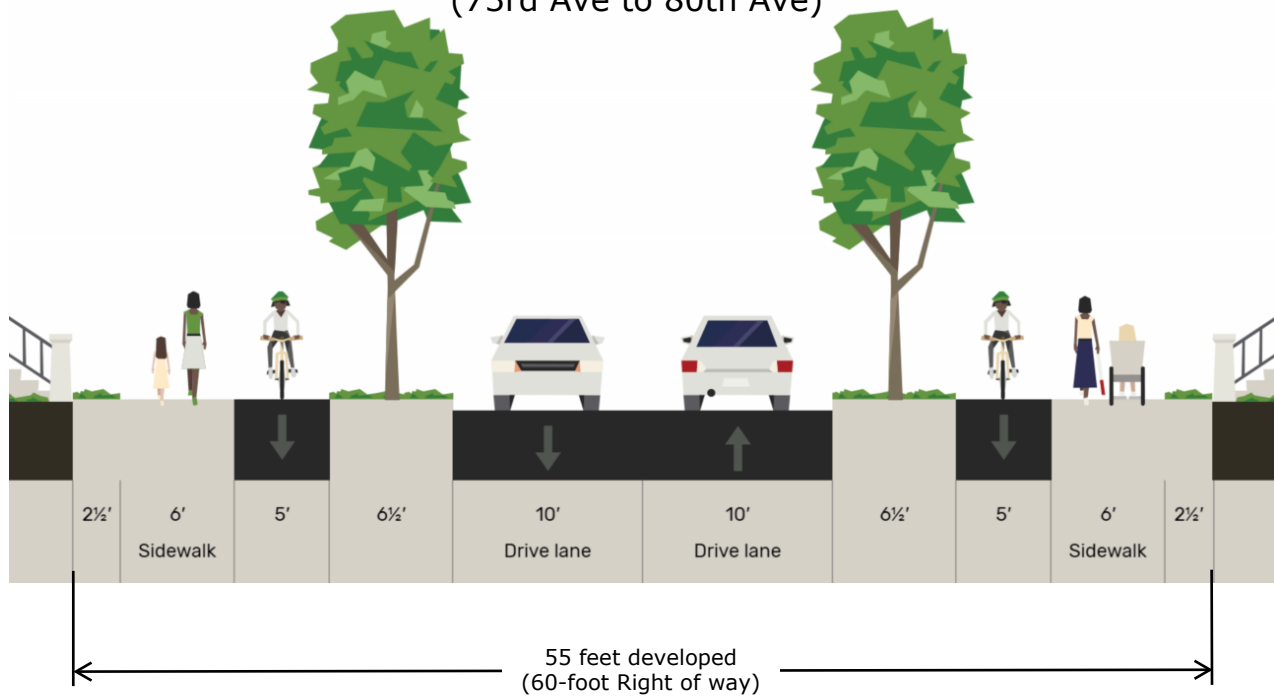
ENGINEERING DEPARTMENT
(425) 398-8900

**Juanita Drive
Cross Section**

**FIGURE B-7
NOT TO SCALE**

Date: 05/15/2025
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NE 192nd St
(73rd Ave to 80th Ave)



CITY OF KENMORE

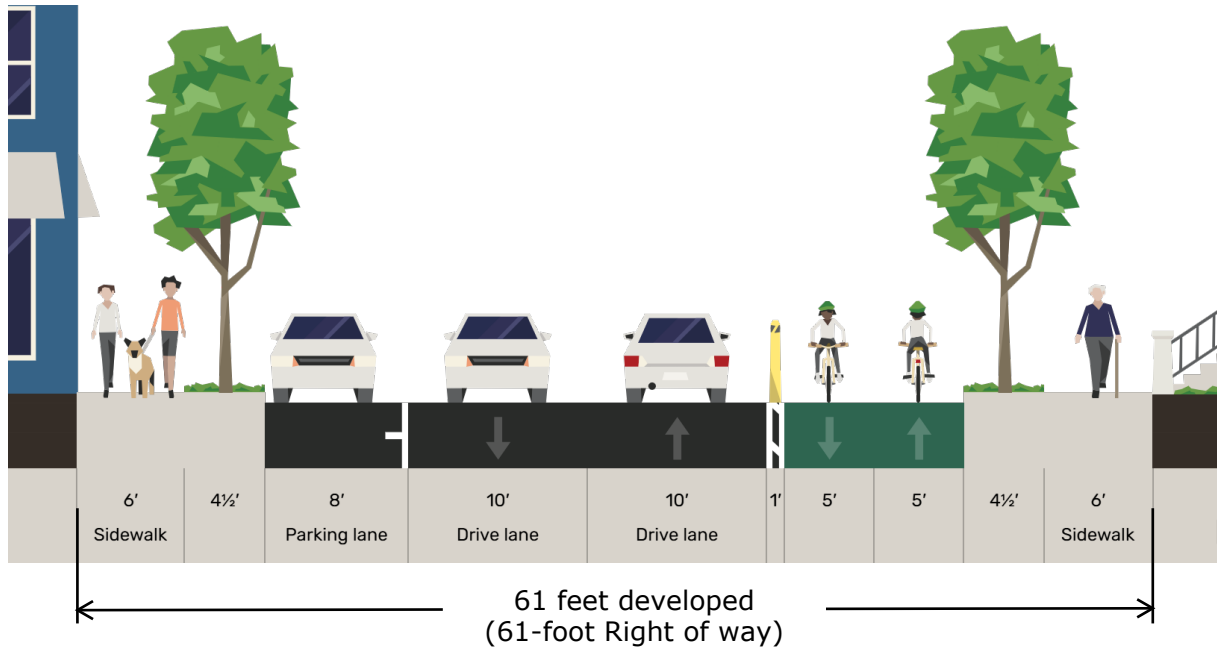
ENGINEERING DEPARTMENT
(425) 398-8900

**NE 192nd St
Cross Section**

FIGURE B-8
NOT TO SCALE

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NE 181st St
(61st Ave to 73rd Ave)



CITY OF KENMORE

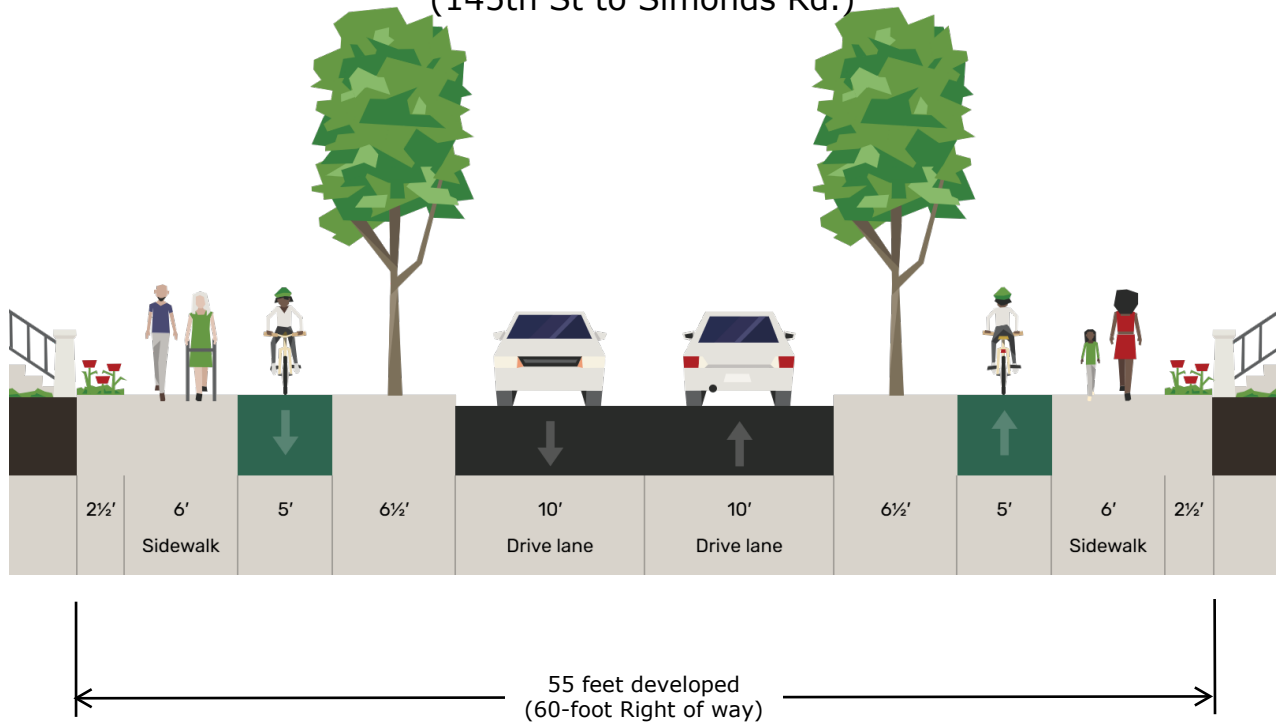
ENGINEERING DEPARTMENT
(425) 398-8900

**NE 181st St
Cross Section**

FIGURE B-9
NOT TO SCALE

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84th Ave NE
(145th St to Simonds Rd.)



CITY OF KENMORE

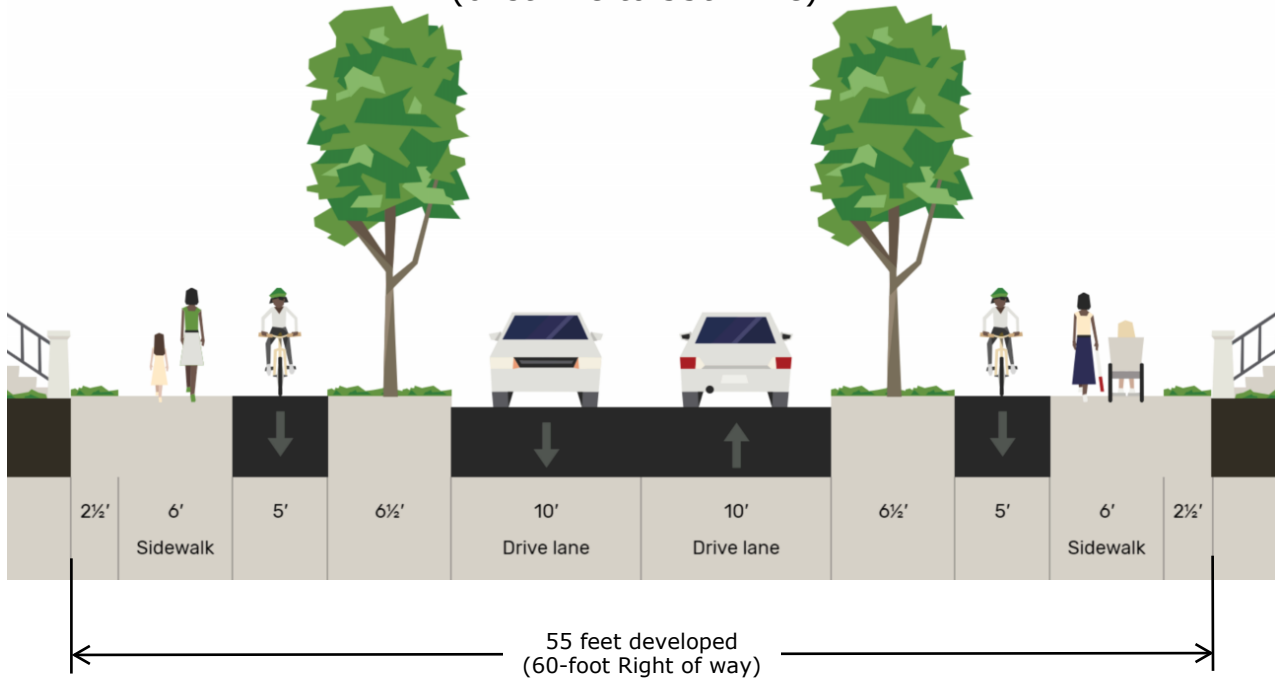
ENGINEERING DEPARTMENT
(425) 398-8900

**84th Ave NE
Cross Section**

FIGURE B-10
NOT TO SCALE

Date: 05/01/2025
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NE 193rd St
(61st Ave to 55th Ave)



CITY OF KENMORE

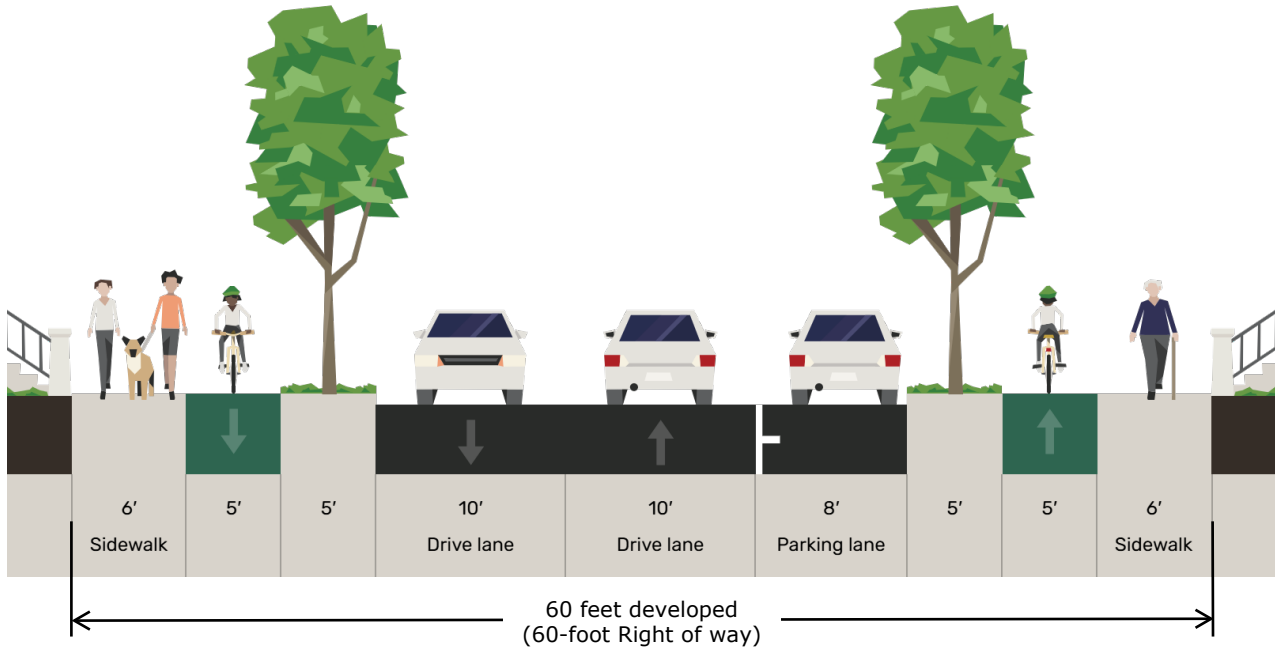
ENGINEERING DEPARTMENT
(425) 398-8900

NE 193rd St
Cross Section

FIGURE B-11
NOT TO SCALE

Date: 04/05/2025
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NE 203rd St
(80th Ave to East City Limit)



CITY OF KENMORE

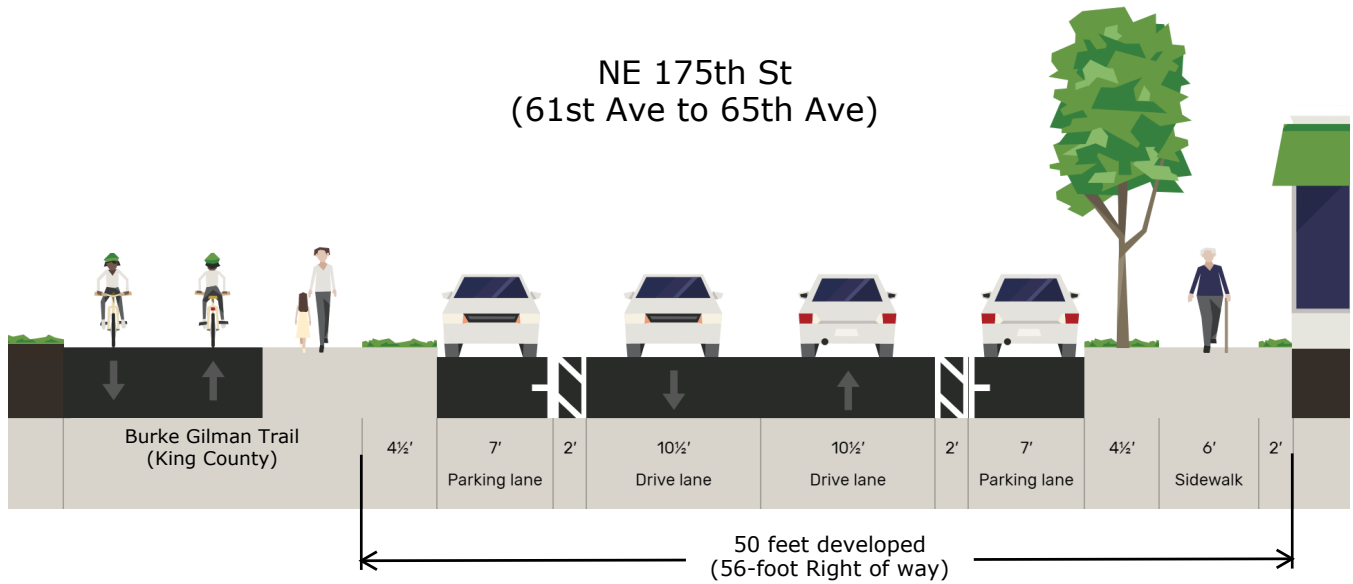
ENGINEERING DEPARTMENT
(425) 398-8900

**NE 203rd St
Cross Section**

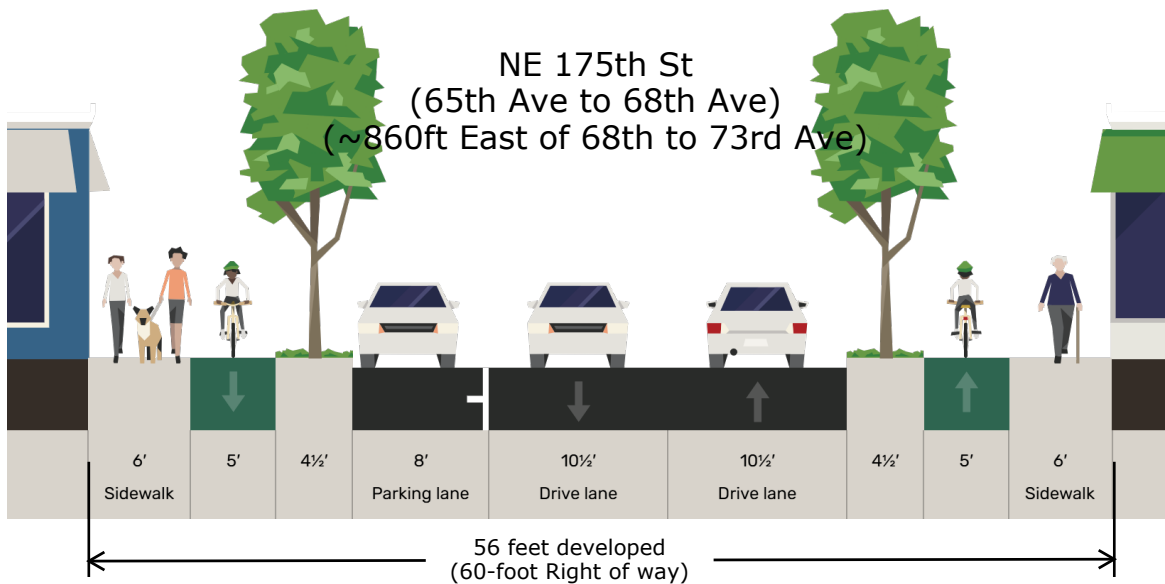
FIGURE B-12
NOT TO SCALE

Date: 05/15/2025
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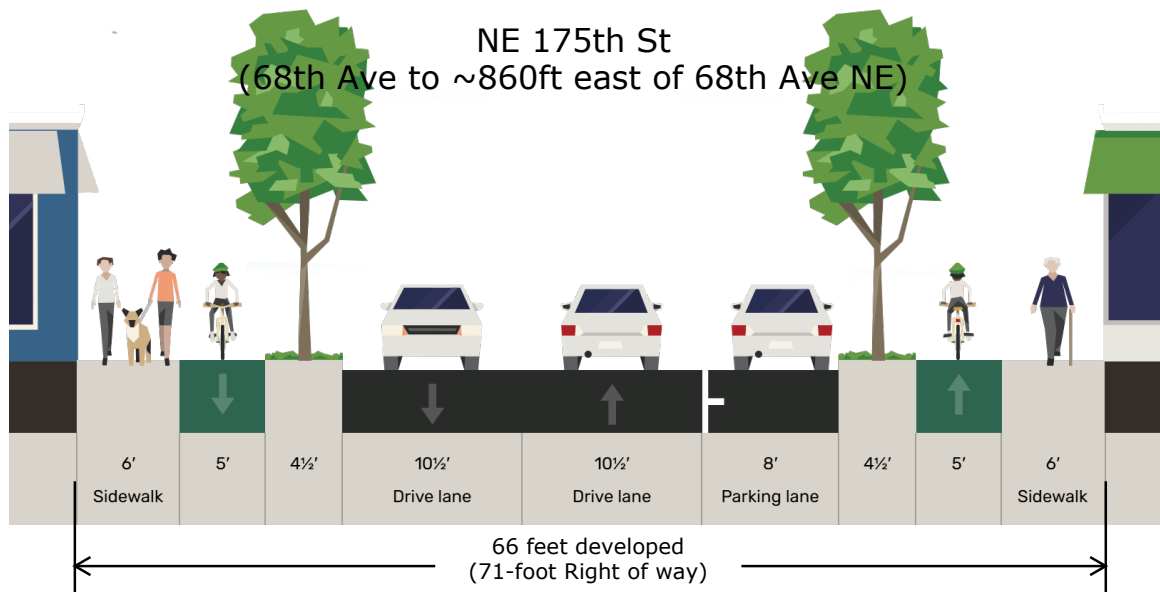
NE 175th St
(61st Ave to 65th Ave)



NE 175th St
(65th Ave to 68th Ave)
(~860ft East of 68th to 73rd Ave)



NE 175th St
(68th Ave to ~860ft east of 68th Ave NE)



CITY OF KENMORE

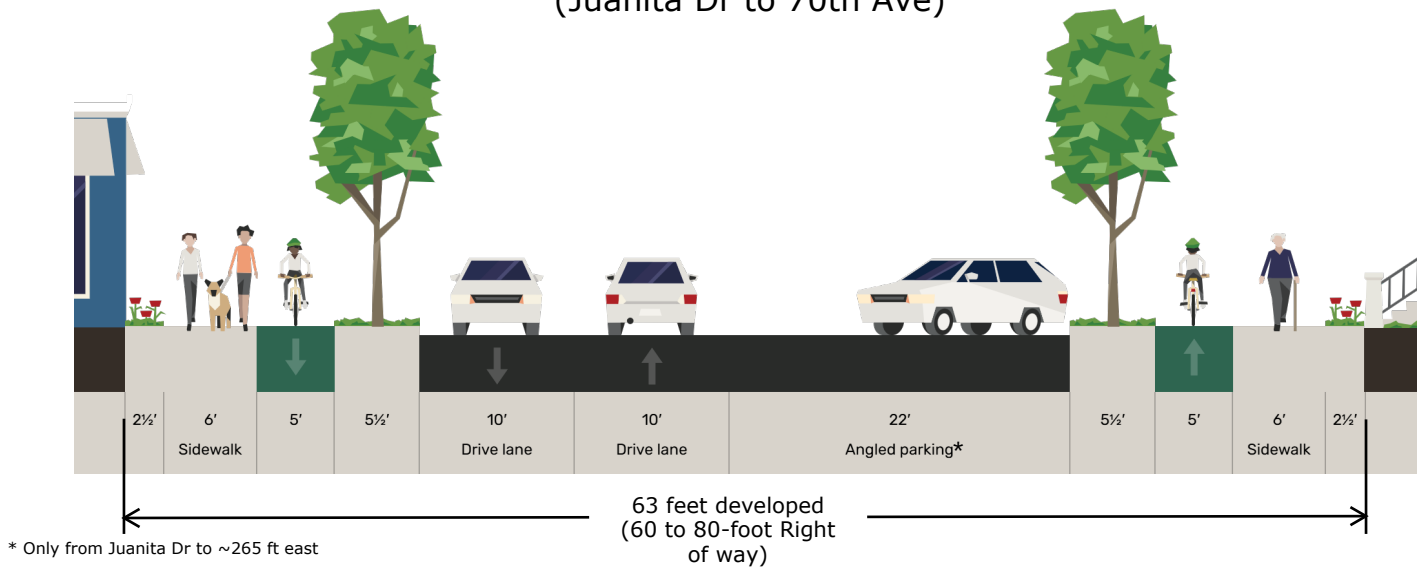
ENGINEERING DEPARTMENT
(425) 398-8900

**NE 175th St
Cross Section**

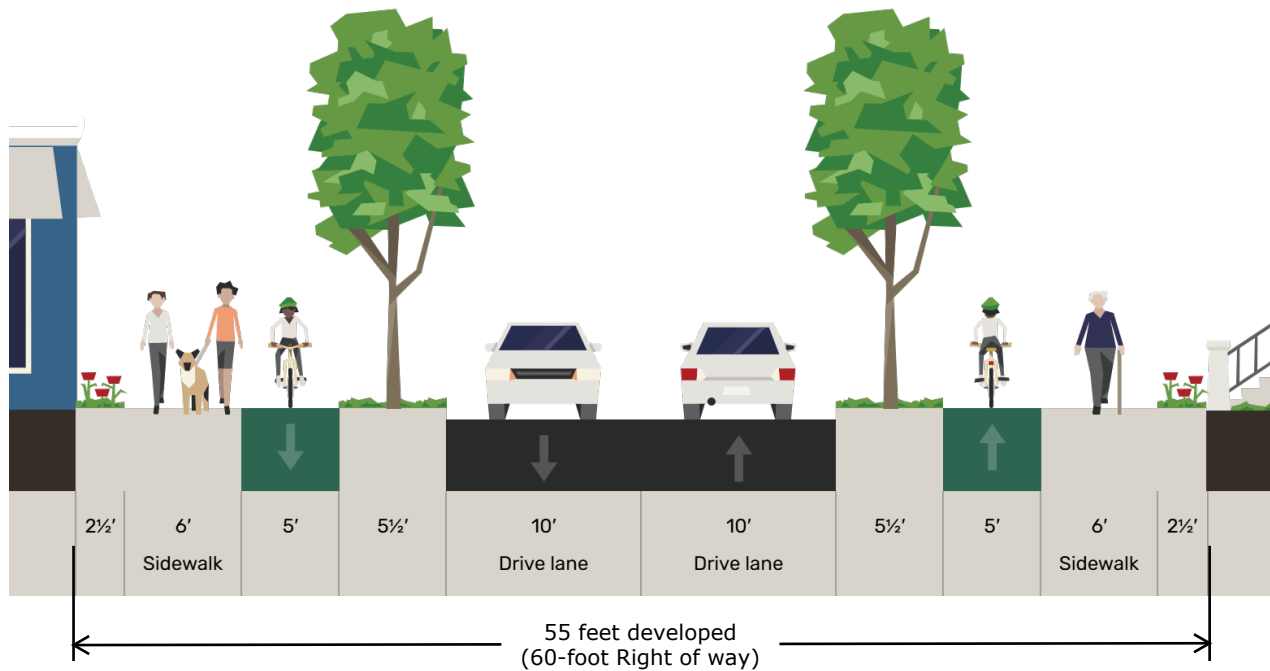
**FIGURE B-13
NOT TO SCALE**

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NE 153rd PI
(Juanita Dr to 70th Ave)



NE 153rd PI/NE 155th St
(70th Ave to Simonds Rd)



CITY OF KENMORE

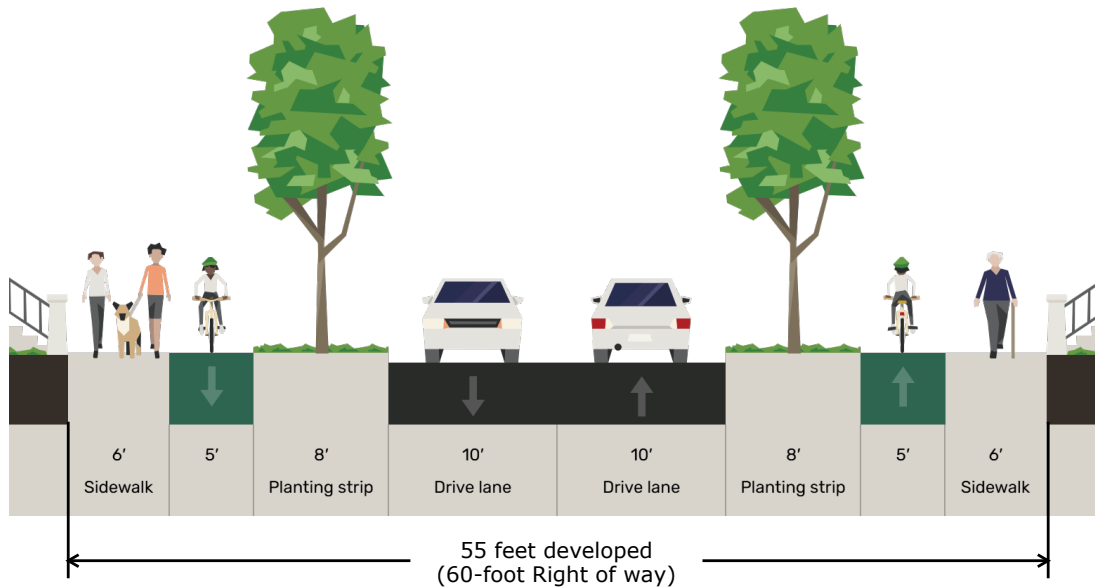
ENGINEERING DEPARTMENT
(425) 398-8900

**NE 153rd PI/ NE 155th St
Cross Section**

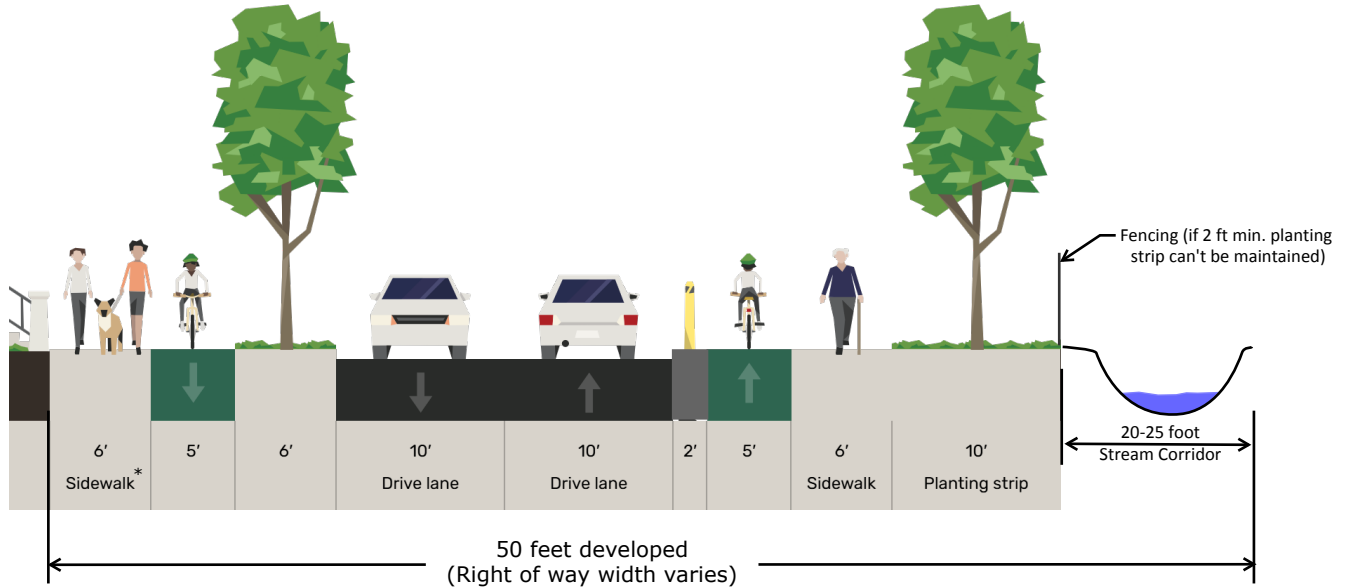
FIGURE B-14
NOT TO SCALE

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61st Avenue NE/61st Place NE (190th St to 62nd Ave)**



61st Avenue NE (181st St to 190th St)



* Sidewalk only required for frontages with property access onto 61st Ave NE, to connect to 60th Ave NE

** Roundabout at 193rd intersection



CITY OF KENMORE

ENGINEERING DEPARTMENT
(425) 398-8900

61st Ave NE / 61st Pl NE
Cross Section

FIGURE B-15
NOT TO SCALE

Date: 07/11/2025
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APPENDIX C

STREET TREE LIST

CITY OF KENMORE STREET TREE LIST 5/1/2025

The following street tree list includes the main tree species approved for installation within the City's right-of-way. The list incorporates trees that offer maximum flexibility but also ensures the safe and efficient operation of the public right-of-way. Tree selection should be made taking into consideration of the environmental and built condition of any location so that the best suited tree is used. Factors such as, but not limited to, soil type, available space, sun exposure, existing utilities, microclimate, drainage, etc. should be taken into consideration when selecting a tree. The specific site selected should be examined to determine the area needed for future growth for the life of the tree.

Botanical	Common (* denotes drought tolerant)	Mature Height	Mature Width	Deciduous / Evergreen	Size	Min Amenity Strip Width
Acer 'Warrenred' PACIFIC SUNSET®	Painted Maple*	30'	25'	Deciduous	Small	4 ft
Acer griseum	Paperbark Maple*	30'	25'	Deciduous	Small	4 ft
Acer rubrum 'Bowhall'	Bowhall	40'	15'	Deciduous	Small	4 ft
Acer triflorum	Threeflower Maple*	30'	25'	Deciduous	Small	4 ft
Carpinus betulus 'Frans Fontaine'	Columnar European Hornbeam	40'	20'	Deciduous	Small	4 ft
Cornus kousa var. chinensis 'Milky Way'	Chinese Dogwood	30'	25'	Deciduous	Small	4 ft
Cornus mas	Cornelian cherry*	15'	15'	Deciduous	Small	4 ft
Fagus sylvatica 'Rohan Obelisk'	Columnar Purple Beech	35'	15'	Deciduous	Small	4 ft
Ginkgo biloba 'Tubifolia'	Maidenhair Tree*	25'	18'	Deciduous	Small	4 ft
Koelreuteria paniculata	Goldenrain Tree*	30'	25'	Deciduous	Small	4 ft
Malus 'Adirondack'	Flowering Crabapple*	18'	10'	Deciduous	Small	4 ft
Malus 'Jewelcole' RED JEWEL™	Flowering Crabapple*	15'	12'	Deciduous	Small	4 ft
Malus 'Sutyzam' SUGAR TYME™	Flowering Crabapple*	18'	15'	Deciduous	Small	4 ft
Malus transitoria 'Schmidtcutleaf' GOLDEN RAINDROPS™	Flowering Crabapple*	20'	15'	Deciduous	Small	4 ft
Tilia cordata 'Corzam'	Corinthian Linden	45'	15'	Deciduous	Small	4 ft
Zelkova serrata 'Musashino'	M. Japanese Zelkova*	50'	15'	Deciduous	Small	4 ft
Acer buergerianum	Trident Maple*	35'	35'	Deciduous	Medium	5 ft
Carpinus betulus 'Fastigiata'	Hornbeam	40'	30'	Deciduous	Medium	5 ft
Cornus 'Eddie's White Wonder'	Eddie's White Wonder Dogwood	35'	20'	Deciduous	Medium	5 ft
Nyssa sylvatica	Black Tupelo	50'	30'	Deciduous	Medium	5 ft
Parrotia persica 'Vanessa'	Persian Ironwood*	40'	20'	Deciduous	Medium	5 ft
Quercus palustris 'Pringreen' GREEN PILLAR™	Columnar Pin Oak	45'	15'	Deciduous	Medium	5 ft
Tilia cordata 'Greenspire'	Greenspire Linden	50'	30'	Deciduous	Medium	5 ft
Zelkova serrata 'Green Vase'	G. Japanese Zelkova*	80'	50'	Deciduous	Medium	5 ft

Botanical	Common (* denotes drought tolerant)	Mature Height	Mature Width	Deciduous / Evergreen	Size	Min Amenity Strip Width
Zelkova serrata 'Village Green'	V. Japanese Zelkova*	60'	50'	Deciduous	Medium	5 ft
Acer rubrum 'Armstrong'	Armstrong Maple	50'	25'	Deciduous	Large	6 ft
Cercidiphyllum japonicum (compact varieties available)	Katsura Tree	60'	50'	Deciduous	Large	6 ft
Fagus sylvatica 'Fastigiata'	European Beech	75'	60'	Deciduous	Large	6 ft
Liriodendron tulipifera 'Fastigiatum'	Columnar Tulip Tree*	60'	20'	Deciduous	Large	6 ft
Parrotia persica	Persian Ironwood*	40'	40'	Deciduous	Large	6 ft
Quercus rubra	Red Oak	50'	40'	Deciduous	Large	6 ft
Approved for back of sidewalk placements only						
Abies koreana	Korean Fir	18'	8'	Evergreen	Small	Requires a minimum of 4 feet (for small) and 6 feet (for medium and large) of space between Right of Way line and back of sidewalk
Abies pinsapo	Spanish Fir*	30'	15'	Evergreen	Small	
Abies pinsapo 'Glaucua'	Blue Spanish Fir*	30'	15'	Evergreen	Small	
Acer circinatum	Vine Maple*	20'	20'	Deciduous	Small	
Amelanchier varieties	Serviceberry*	15'	10'	Deciduous	Small	
Arbutus unedo	Strawberry tree*	20'	20'	Evergreen	Small	
Chamaecyparis obtusa 'Filicoides Compacta'	Compact Fernspray Hinoki Cypress*	15'	6'	Evergreen	Small	
Chamaecyparis obtusa 'Gracilis'	Hinoki Cypress*	25'	10'	Evergreen	Small	
Picea omorika	Serbian Spruce*	30'	10'	Evergreen	Small	
Pinus contorta 'Chief Joseph'	Golden Lodgepole Pine	20'	6'	Evergreen	Small	
Pinus flexilis 'Vanderwolf's Pyramid'	Limber Pine*	25'	15'	Evergreen	Small	
Pinus thunbergii 'Thunderhead'	Compact Japanese Black Pine*	20'	20'	Evergreen	Small	
Tsuga mertensiana	Mountain Hemlock	20'	8'	Evergreen	Small	
Calocedrus decurrens	Incense Cedar*	40'	12'	Evergreen	Medium	
Thuja plicata	Western Red Cedar	70'	25'	Evergreen	Medium	
Quercus garryana	Oregon White Oak	90'	30'	Deciduous	Large	



APPENDIX D

STANDARD PLAN NOTES

CITY OF KENMORE STANDARD PLAN NOTES

(Last Updated 06/02/2025)

The standard plan notes must be included on all engineering plans. Notes which in no way apply to the project may be omitted and replaced with the term "not used"; the remaining notes must not be renumbered.

GENERAL NOTES

- (1) All design and construction shall be in accordance with permit conditions, the Kenmore Municipal Code (KMC), City of Kenmore Road Standards (KRS), 2021 King County Surface Water Design Manual (as amended by City of Kenmore), Washington State Department of Transportation (WSDOT) Standard Specifications (current edition), and the conditions of preliminary approval. It shall be the sole responsibility of the applicant and the professional civil engineer of record to correct any error, omission, or variation from the above requirements found in these plans. All corrections shall be at no additional cost or liability to the City of Kenmore.
- (2) The design elements within these plans have been reviewed against the existing codes and standards at the time of application. Some elements may have been overlooked or missed by the City of Kenmore plan reviewer. Any variance from adopted standards is not allowed unless specifically approved by the City of Kenmore prior to construction.
- (3) Approval of these plan does not constitute an approval of any other construction (e.g. domestic water conveyance, sewer conveyance, gas, electrical, etc.) not included in this plan set or if included, not specifically approved either in writing to the City or on the plans themselves by the approving agency.
- (4) Before any construction or development activity, a pre-construction meeting must be held between the City's Inspector, the Applicant, and the Applicant's Construction Representative.
- (5) A copy of these approved plans must be on the job site whenever construction is in progress.
- (6) Construction activities are limited to the hours of 7 a.m. to 7 p.m. Monday through Friday and 9 a.m. to 5 p.m. on Saturday. No construction is to take place on Sundays or Holidays.
- (7) It shall be the applicant's / contractor's responsibility to obtain all construction easements necessary before beginning any off-site work. Easements require review and approval by the City prior to construction.
- (8) Utilities or other installations that are not shown on these approved plans shall not be constructed unless an approved set of plans that meet all standard requirements are submitted to the City of Kenmore 30 days prior to construction.
- (9) Datums shall be NAVD 88 and NAD 83/91 (KMC 17.15.130), unless otherwise approved by the City of Kenmore.
- (10) Dewatering system (underdrain) construction shall be within the right-of-way or appropriate drainage easement, but not underneath the roadway section. All underdrain systems must be constructed in accordance with WSDOT Standard Specifications.
- (11) All utility trenches and roadway subgrade shall be backfilled and compacted in accordance with KRS Chapter 9.
- (12) All pavement shall be compacted in accordance with KRS Chapter 9.
- (13) Open cutting of existing roadways for utility or storm work is not allowed unless specifically approved by the City of Kenmore and noted on these approved plans. Any open cut shall be restored in accordance with KRS.
- (14) The Contractor shall be responsible for providing adequate safeguards, safety devices, protective equipment, flaggers, and any other needed actions to protect the life, health, and safety of the public, and to protect property in connection with the performance of work covered by the contractor. Any work within the traveled right-of-way that may interrupt normal traffic flow shall require at least one flagger for each lane of traffic affected. The most current Manual on Uniform Traffic Control Devices (MUTCD) shall apply. Work in right-of-way is not authorized until a traffic

control plan is approved by the City of Kenmore.

- (15) All existing channelization shall be removed per WSDOT Standard Specifications where new channelization is installed. Paint lines may remain in place if work involves new paint over old paint of the same color.
- (16) All utility grates/lids shall be adjusted flush to adjacent final grades. Contractor to coordinate adjustments with respective utility owner prior to making adjustments.

DRAINAGE NOTES

- (1) Proof of liability insurance shall be submitted to the City of Kenmore prior to the construction of the drainage facilities, preferably at the pre-construction meeting.
- (2) All pipe and appurtenances shall be laid on a properly prepared foundation in accordance with WSDOT specifications. This shall include leveling and compacting the trench bottom, the top of the foundation material, and any required pipe bedding, to a uniform grade so that the entire pipe is supported by a uniformly dense unyielding base.
- (3) Steel pipe shall be aluminized or galvanized with asphalt treatment #1 or better inside and outside.
- (4) All drainage structures, such as catch basins and manholes, not located within drainage flow line, shall have solid locking lids. All drainage structures associated with a permanent retention/detention facility shall have solid locking lids.
- (5) All catch basin grates shall conform to KRS.
- (6) All driveway culverts located within City of Kenmore right-of-way shall be of sufficient length to provide a minimum 4:1 slope from the edge of the driveway to the bottom of the ditch. Culverts shall have beveled end sections to match the side slope requirement of KRS.
- (7) Rock for erosion protection of roadway ditches, where required, must be of sound quarry rock, placed to a depth of 1 foot, and must meet the following specifications: 4"-8"/40%-70% passing; 2"- 4" rock/30%-40% passing; and -2" rock/10%-20% passing. Installation shall be in accordance with KRS.
- (8) Drainage outlets (stub-outs) shall be provided for each individual lot, except for those lots approved for infiltration or other BMP by the City of Kenmore. Stub-outs shall conform to the following:
 - a) Each outlet shall be suitably located at the lowest elevation on the lot, so as to service all future roof downspouts and footing drains, driveways, yard drains, and any other surface or subsurface drains necessary to render the lots suitable for their intended use. Each outlet shall have free-flowing, positive drainage to an approved stormwater conveyance system or to an approved outfall location.
 - b) Outlets on each lot shall be located with a five-foot-high, 2" x 4" stake marked "storm" or "drain". The stub-out shall extend above surface level, be visible, and be secured to the stake.
 - c) Pipe material shall conform to underdrain specifications described in KRS and, if non-metallic, the pipe shall contain wire or other acceptable detection.
 - d) Drainage easements are required for drainage systems designed to convey flows through individual lots.
 - e) The applicant/contractor is responsible for coordinating the locations of all stub-out conveyance lines with respect to the utilities (e.g. power, gas, telephone, television).
 - f) All individual stub-outs shall be privately owned and maintained by the lot homeowner.
- (9) All disturbed pervious areas (compacted, graded, landscaped, etc.) of the development site must demonstrate one of the following: The existing duff layer shall be staged and redistributed to maintain the moisture capacity of the soil, OR; Amended soil shall be added to maintain the moisture capacity.
- (10) Seasonal clearing is limited between October 1 and April 30 inclusive, unless otherwise approved with a written decision by the City of Kenmore.

- (11) All new storm sewer pipe including connected existing storm sewer pipe shall have a video inspection performed from structure to structure, unless otherwise approved by the City Engineer. Video shall capture sidewalls and shall provide a close view of all joints.
- (12) All new storm sewer pipe shall be jet cleaned and all catch basins cleaned of all soil, rock and any other foreign material. All existing pipe and catch basins within the project limits shall be jet cleaned. All material shall be collected and disposed of off-site.

EROSION AND SEDIMENTATION CONTROL NOTES

- (1) Approval of the project's erosion and sedimentation control (ESC) plan does not constitute an approval of permanent road or drainage design (e.g. size and location of roads, pipes, restrictors, channels, retention facilities, utilities, etc.)
- (2) Prior to initial ground disturbance, ESC measures shall be inspected by the City.
- (3) The implementation of these ESC plans and the construction, maintenance, replacement, and upgrading of these ESC facilities is the responsibility of the applicant/ESC supervisor until all construction is approved.
- (4) The boundaries of the clearing limits shown on this plan shall be clearly flagged by survey tape or fencing, if required, prior to construction (KCSWDM Appendix D). During the construction period, no disturbance beyond the clearing limits shall be permitted. The clearing limits shall be maintained per the standards by the applicant/ESC supervisor for the duration of construction.
- (5) Stabilized construction entrances shall be installed at the beginning of construction and maintained for the duration of the project. Additional measures, such as constructed wheel wash systems or wash pads, may be required to ensure that all paved areas are kept clean and track out to road right of way does not occur for the duration of the project.
- (6) The ESC facilities shown on this plan must be constructed prior to or in conjunction with all clearing and grading so as to ensure that the transport of sediment to surface waters, drainage systems, and adjacent properties is minimized.
- (7) The ESC facilities shown on this plan are the minimum requirements for anticipated site conditions. During the construction period, these ESC facilities shall be upgraded as needed for unexpected storm events and modified to account for changing site conditions (e.g. additional cover measures, additional sump pumps, relocation of ditches and silt fences, perimeter protection etc.).
- (8) The ESC facilities shall be inspected daily by the applicant/ESC supervisor and maintained to ensure continued proper functioning. Written records shall be kept of weekly reviews of the ESC facilities.
- (9) Any areas of exposed soils, including roadway embankments that will not be disturbed for two days during the wet season or seven days during the dry season shall be immediately stabilized with the approved ESC cover methods (e.g., seeding, mulching, plastic covering, etc.).
- (10) Any area needing ESC measures, not requiring immediate attention, shall be addressed within seven (7) days.
- (11) The ESC facilities on inactive sites shall be inspected and maintained a minimum of once a month or within 24 hours following a storm event.
- (12) At no time shall more than one (1) foot of sediment be allowed to accumulate within a catch basin. All catch basins and conveyance lines shall be cleaned prior to paving. The cleaning operation shall not flush sediment-laden water into the downstream system.
- (13) Any permanent retention/detention facility used as a temporary settling basin shall be modified with the necessary erosion control measures and shall provide adequate storage capacity. If the permanent facility is to function ultimately as an infiltration system, the temporary facility must be rough graded so that the bottom and sides are at least three feet above the final grade of the permanent facility.

- (14) Cover measures will be applied in conformance with Appendix D of the Surface Water Design Manual.
- (15) Prior to the beginning of the wet season (October 1), all disturbed areas shall be reviewed to identify which ones can be seeded in preparation for the winter rains. Disturbed areas shall be seeded within one week of the beginning of the wet season. A sketch map of those areas to be seeded and those areas to remain uncovered shall be submitted to the City inspector for review. See KCSWDM D.2.4.2 and D.2.4.3 for additional requirements.

STRUCTURAL NOTES

- (1) Rockeries are considered to be a method of bank stabilization and erosion control. Rockeries shall not be constructed to serve as retaining walls. Rockeries shall be constructed in accordance with the International Building Code.
- (2) All structures shall be stamped by a professional engineer licensed in the State of Washington and submitted to the City for approval prior to starting work on the structure.

EROSION AND SEDIMENT CONTROL RECOMMENDED CONSTRUCTION SEQUENCE

- (1) Pre-construction meeting.
- (2) Post sign with name and phone number of ESC supervisor (may be consolidated with the required notice of construction sign).
- (3) Flag or fence clearing limits.
- (4) Install catch basin protection if required.
- (5) Grade and install construction entrance(s).
- (6) Install perimeter protection (silt fence, brush barrier, etc.).
- (7) Construct sediment ponds and traps.
- (8) Grade and stabilize construction roads.
- (9) Construct surface water controls (interceptor dikes, pipe slope drains, etc.) simultaneously with clearing and grading for project development.
- (10) Maintain erosion control measures in accordance with KRS and manufacturer's recommendations.
- (11) Relocate erosion control measures or install new measures so that as site conditions change, the erosion and sediment control is always in accordance with the City's Erosion and Sediment Control Standards.
- (12) Cover all areas that will be unworked for more than seven days during the dry season or two days during the wet season with straw, wood fiber mulch, compost, plastic sheeting or equivalent.
- (13) Stabilize all areas that reach final grade within seven days.
- (14) Seed or sod any areas to remain unworked for more than 30 days.
- (15) Upon completion of the project, all disturbed areas must be stabilized and BMPs removed if appropriate.



APPENDIX E

STANDARD DETAILS

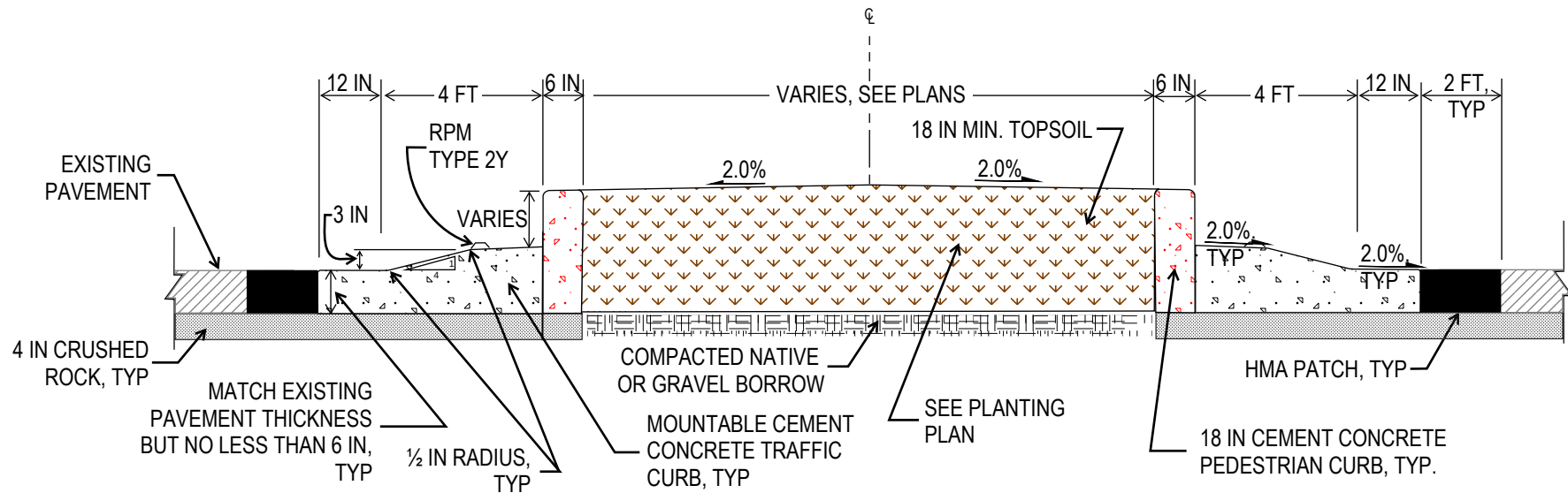
CITY OF KENMORE STANDARD DETAILS 9/08/2025

These standard details are meant to provide a standard of construction within the City of Kenmore. These details are not meant to contain all necessary information needed for construction. The engineer of record is responsible for reviewing these standard details for applicability and conformance to the proposed design and for providing all additional information or modifications as required to construct the proposed improvements. Any standard detail not addressing a particular design need, the Engineer of Record shall either use applicable standard details from King County or the Washington State Department of Transportation or create their own project specific details.

TABLE OF CONTENTS:

Standard Plan Series	Description	Standard Number	Standard title
2	Roadway Features	2-001	Traffic Circle
		2-002	Hammerhead Turnaround
		2-003	Cul-de-sac Turnaround
		2-004	Speed Table
		2-005	Speed Hump
3	Structures	3-001	Rock Wall - Cut Section
		3-002	Rock Wall - Fill Section
		3-003	Block Wall - Cut Section
		3-004	Block Wall - Fill Section
4	Channelization/Striping	4-001	Crosswalk and stop bar
		4-002	Pavement Marking Detail
		4-003	Not Used
		4-004	Bike Lanes in Roadway
5	Paving	5-001	Roadway Cross Section
		5-002	Trench cut
6	Roadside Features	6-001	Mailbox wood post
		6-002	Traffic sign
		6-003	Wood Post Foundation
		6-004	Mailbox Collection Unit
		6-005	Mailbox Cluster
		6-006	Pedestrian Railing
		6-007	Planting
		6-008	Tree Grate Detail
		6-009	Hank Heron

Standard Plan Series	Description	Standard Number	Standard title
		6-010	Tree Planting – Structural Soil
7	Storm Drainage	7-001	Beveled End Pipe Section
		7-002	Trench Cut Storm Drainage
		7-003	Catch Basin Type 1
		7-004	Catch Basin Type 1L
		7-005	Catch Basin Type 2
		7-006	Catch Basin Type 2 Details
		7-007	Vaned Grate
		7-008	Diagonal Slotted Grate
		7-009	Solid Cover
		7-010	Square Frame
		7-011	Debris Cage for Catch Basin
8	Sidewalk/Driveways	8-001	Sidewalks
		8-002	Perpendicular Curb Ramp
		8-003	Parallel Curb Ramp
		8-004	Combination Ramp
		8-005	Transition Ramp to Shoulder
		8-006	Driveway Type 1 (with amenity zone)
		8-007	Driveway Type 2 (without amenity zone)
		8-008	Concrete Finishing
		8-009	Curbs
		8-010	Integral Curb Sidewalk
		8-011	Thickened Edge Sidewalk
		8-012	Pedestrian Curb
		8-013	Bike Lane - Elevated



SECTION A-A'



30X30 W41-124, SEE NOTE 4 30X30 W2-6, SEE NOTE 3

NOTES:

1. ADJUST MONUMENTS AND UTILITY LIDS/RIMS TO GRADE
2. PLANT MATERIAL AND LAYOUT TO BE APPROVED BY CITY BEFORE PLANTING
3. ADVANCE WARNING SIGNS ON EACH ROAD APPROACHING TRAFFIC CIRCLE - LOCATE PER PLAN OR AS DIRECTED BY CITY
4. MOUNT ONE SIGN FACING EACH DIRECTION OF TRAVEL ON WOOD POST PER KSD 6-002, CENTER POST ON TRAFFIC CIRCLE

REFLECTIVE PAVEMENT MARKERS (RPM)
TYPE 2 YELLOW, EQUALLY SPACED:
USE 10 FOR < 15' DIAMETER
USE 15 FOR ≥ 15' DIAMETER

5, FULL DEPTH EXPANSION
JOINTS, EQUALLY SPACED

PLANT MATERIAL

PEDESTRIAN CURB

PLAN VIEW

A (OPENING WIDTH)	B (OFFSET)
16 FT (MIN)	5.5 FT (MAX)
17 FT	5.0 FT
18 FT	4.5 FT
19 FT	4.0 FT
20 FT	3.5 FT

ADJACENT CURB
OR EDGE OF PAVEMENT

MOUNTABLE CEMENT
CONCRETE TRAFFIC CURB



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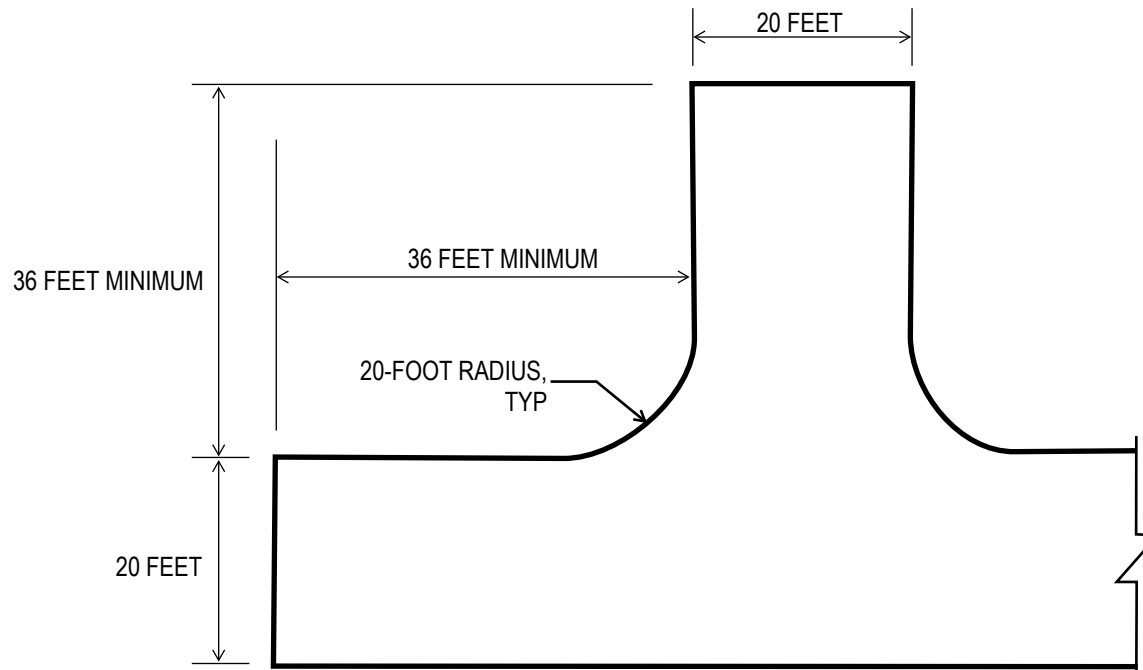


TRAFFIC CIRCLE

FIGURE 2-001

NOT TO SCALE

Date: 05/16/2023



NOTES

1. ALL STREET ENDS SHALL BE SIGNED PER THE MOST CURRENT MUTCD
2. HAMMERHEAD ROADWAY WIDTH IS THE PAVEMENT SECTION ONLY
AND DOES NOT INCLUDE ANY REQUIRED SIDEWALK OR UTILITY
EASEMENT
3. NO PARKING IS ALLOWED WITHIN THE HAMMERHEAD AREA SHOWN



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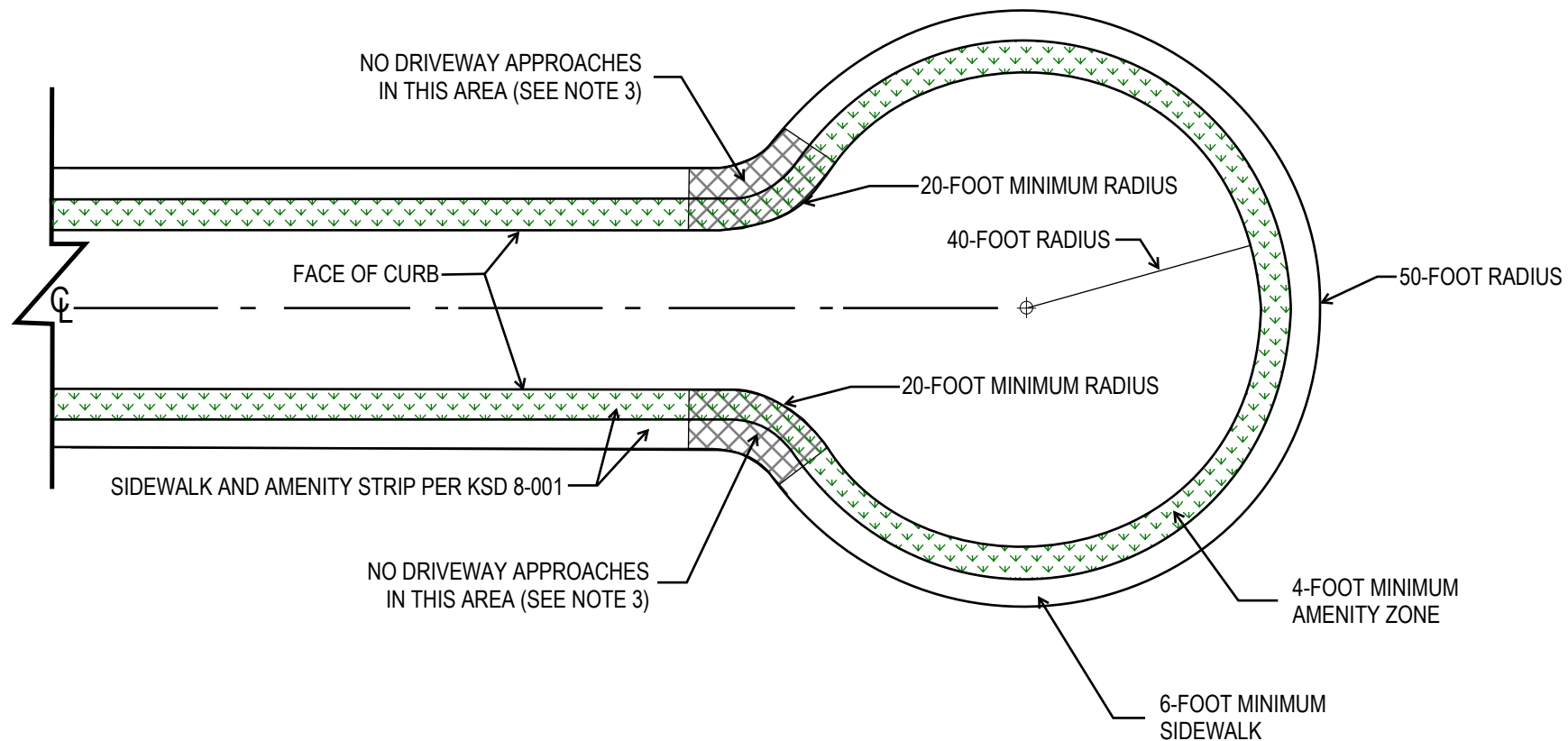
Hammerhead Turnaround

FIGURE 2-002

NOT TO SCALE

Date: 11/13/2020

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NOTES

1. ROADWAY APPROACH WIDTH VARIES, SEE KENMORE ROAD STANDARDS TABLE 6.1
2. STREET SIGNAGE WILL BE DETERMINED BY THE CITY ENGINEER.
3. DRIVEWAY APPROACHES MAY NOT BE LOCATED WITHIN 5 FEET OF THE RADIUS.



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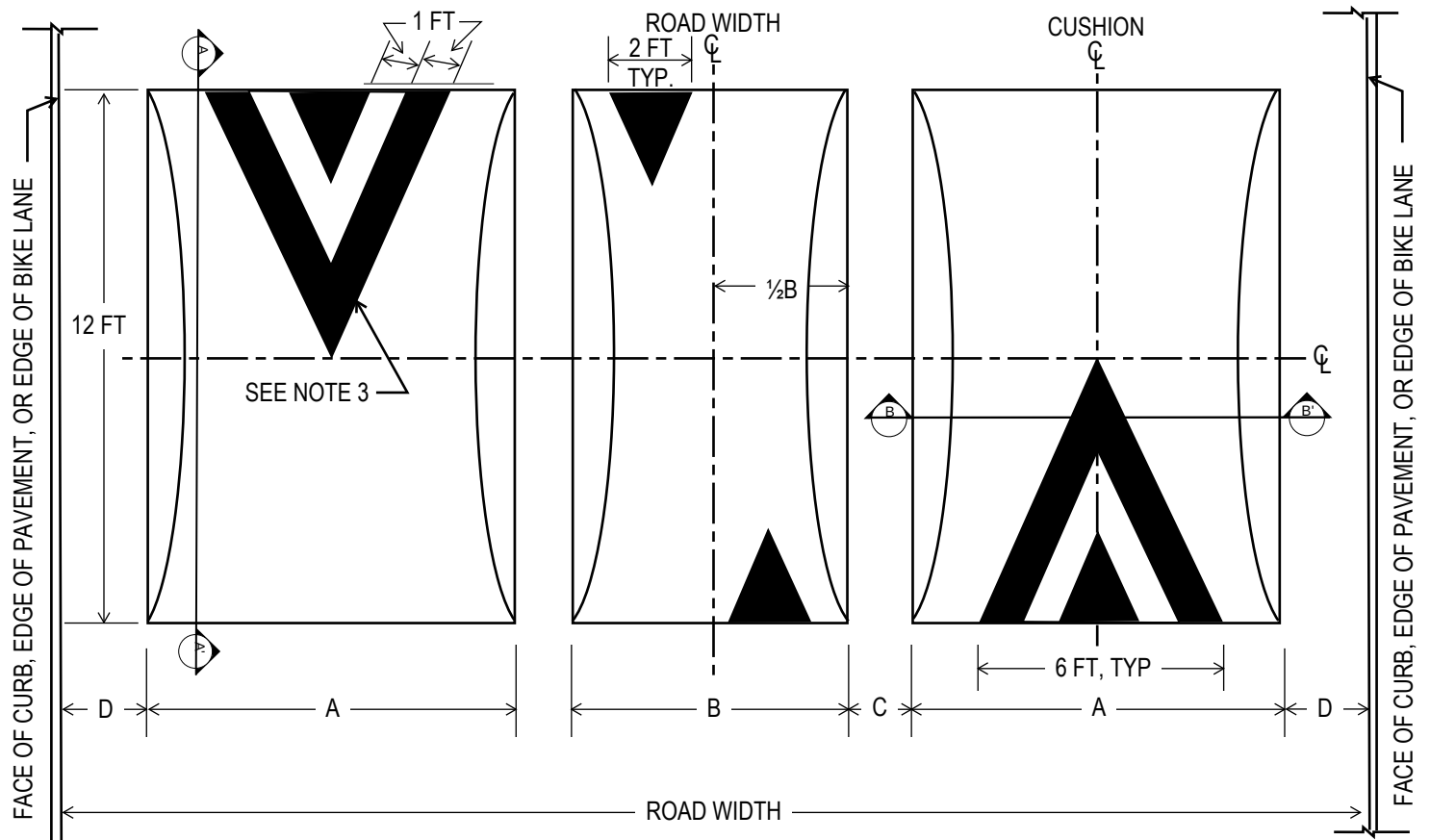
CUL-de-SAC

FIGURE 2-003

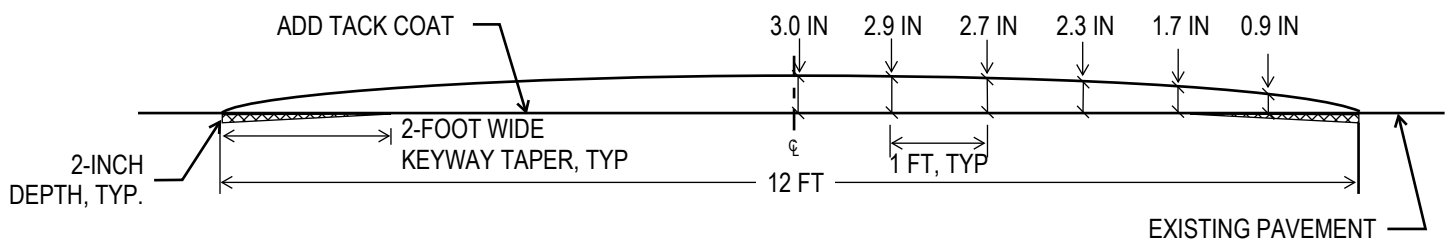
NOT TO SCALE

Date: 06/20/2025

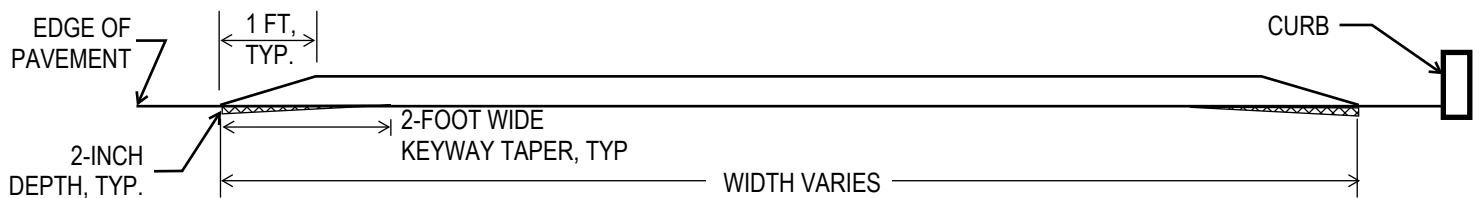
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SPEED CUSHION PLAN VIEW



SECTION A-A'



SECTION B-B'

NOTES:

1. SIGNS SHALL BE INSTALLED ON BOTH APPROACHES TO THE SPEED CUSHION. A W17-1 "SPEED HUMP" SIGN WITH SECONDARY W13-1aP "15 MPH" SIGN SHALL BE PLACED NO GREATER THAN 25 FEET FROM SPEED CUSHION. A W17-1 "SPEED HUMP" SIGN WITH SECONDARY W16-9P "AHEAD" SIGN SHALL BE PLACED APPROXIMATELY 150 FEET FROM "SPEED HUMP 15 MPH" SIGN.
2. SPEED CUSHION DESIGN SHALL BE COORDINATED WITH EMERGENCY SERVICES (FIRE AND AID CAR).
3. ALL CUSHION MARKINGS SHALL BE WHITE THERMOPLASTIC
4. CROSS SECTIONS ARE TYPICAL FOR EACH CUSHION
5. CUSHIONS SHALL BE HOT MIX ASPHALT (HMA) PER WSDOT STANDARD SPECIFICATIONS. HMA SHALL BE CLASS 1/2 INCH.

SPEED CUSHION SIZING

ROAD WIDTH	DIMENSIONS, FT			
	A	B	C	D
20 FT	6	4	1.5	0.5
22 FT	6	4	1.5	1.5
24 FT	7	4	1.5	1.5

NOTE: CUSHIONS PLACED ADJACENT TO BIKE LANES SHALL HAVE VERTICAL DELINEATORS INSTALLED THE FULL LENGTH OF THE CUSHION. SEE KSD 4-004 FOR DETAILS ON DELINEATORS



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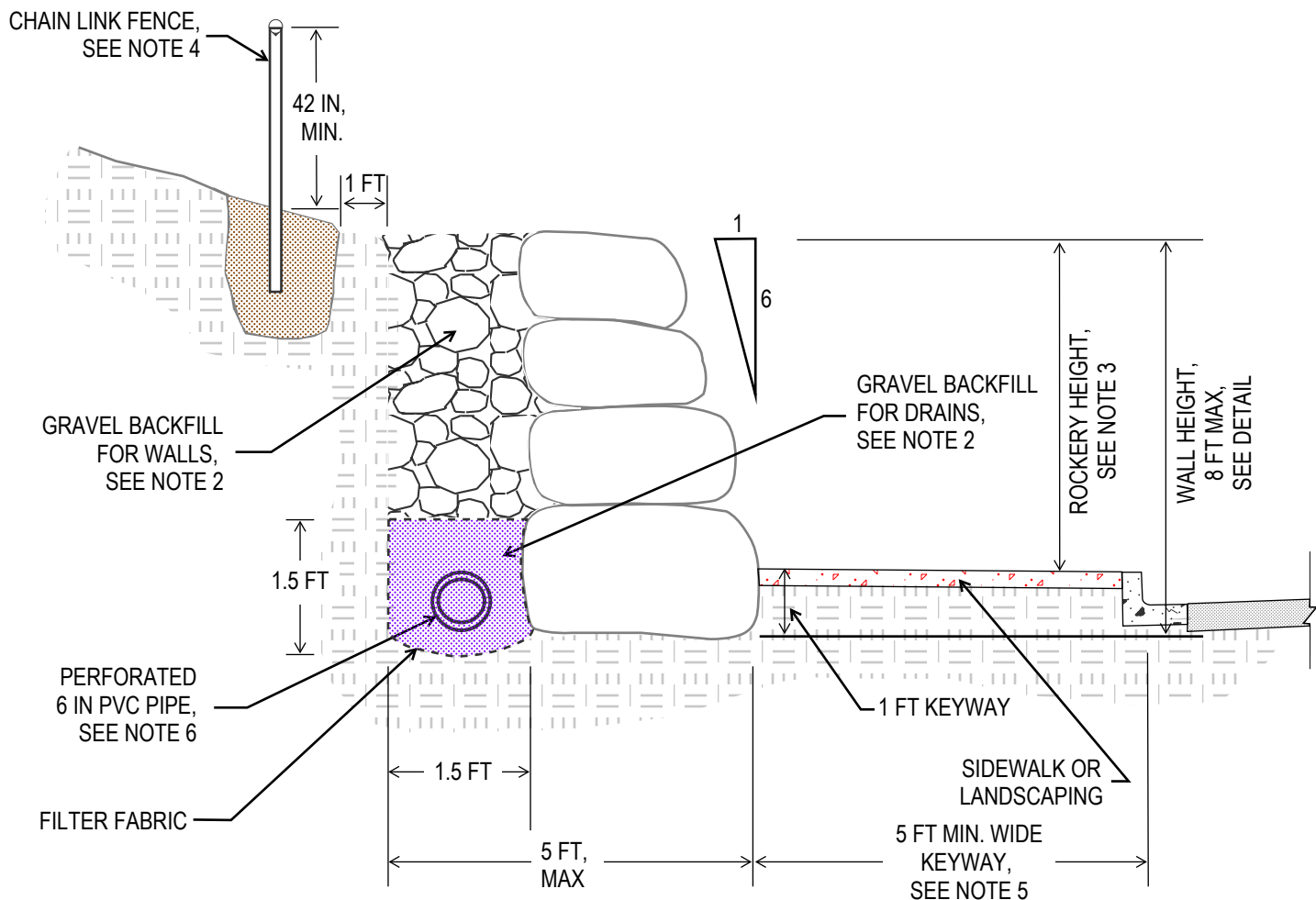
SPEED CUSHION

FIGURE 2-005

NOT TO SCALE

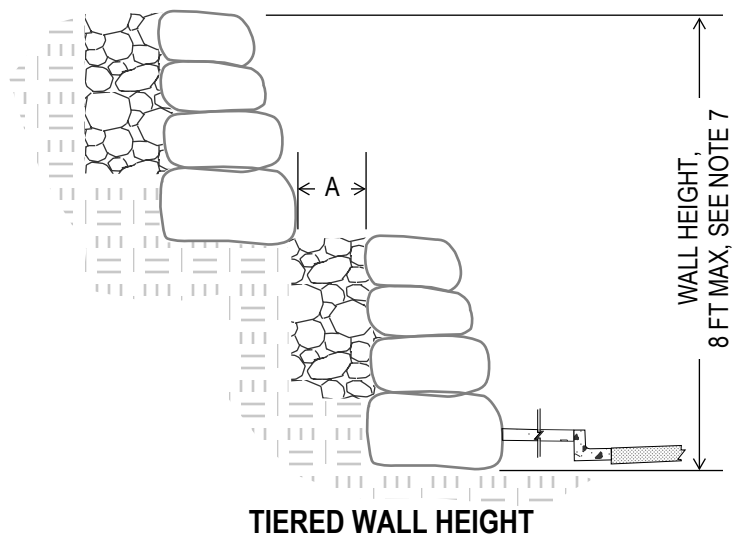
Date: 06/20/2025

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NOTES:

1. ROCK WALLS MAY ONLY BE INSTALLED ON PRIVATE PROPERTY AND MAY NOT BE USED TO SUPPORT/PROTECT ANY PUBLIC SIDEWALK OR ROADWAY.
2. SEE WSDOT STANDARD SPECIFICATIONS 9-03.12.
3. WALL HEIGHTS IN EXCESS OF 4 FEET WILL REQUIRE REVIEW AND APPROVAL FROM A LICENSED GEOTECHNICAL OR STRUCTURAL ENGINEER.
4. A FENCE MAY BE REQUIRED AS DIRECTED BY THE CITY AT BACK OF WALL FOR ROCKERY HEIGHT IN EXCESS OF 30 INCHES.
5. ROCK WALL SHALL BE PLACED A MINIMUM OF 10 FEET FROM TRAVEL LANE IF NO CURB IS USED.
6. DRAIN PIPE MAY BE ELIMINATED IF RECOMMENDED BY THE DESIGN ENGINEER AND APPROVED BY THE CITY.
7. WALLS MAY BE CONSIDERED SEPERATE AND NOT TIERED IF SPACING, A, BETWEEN TIERED WALLS IS 2X GREATER THAN THE INDIVIDUAL HEIGHT OF ANY INDIVIDUAL WALL, AS APPROVED BY A LICENSED GEOTECHNICAL OR STRUCTURAL ENGINEER.



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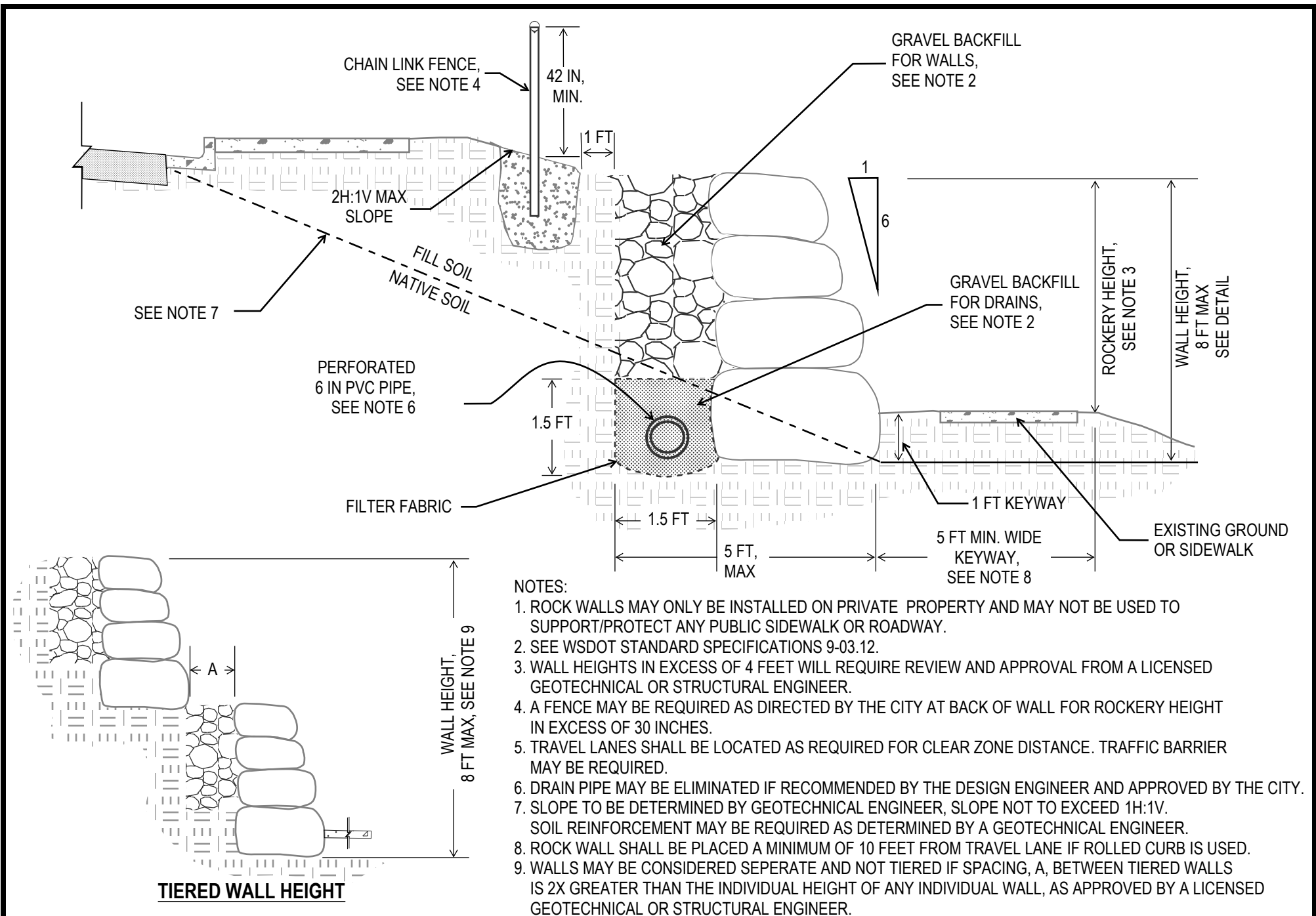
**ROCK WALL -
CUT SECTION**

FIGURE 3-001

NOT TO SCALE

Date: 05/19/2024

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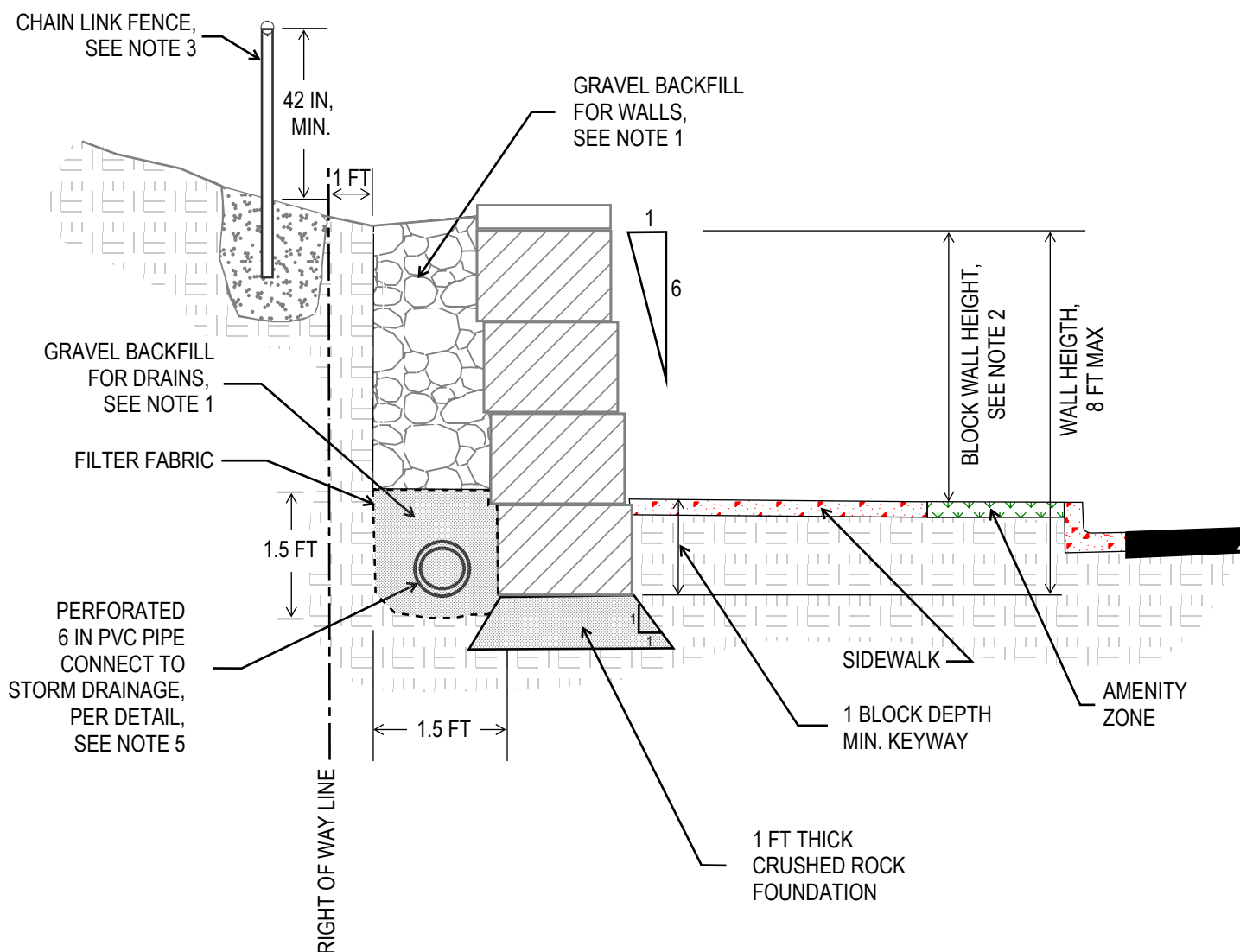
Rock Wall Fill Section

FIGURE 3-002

NOT TO SCALE

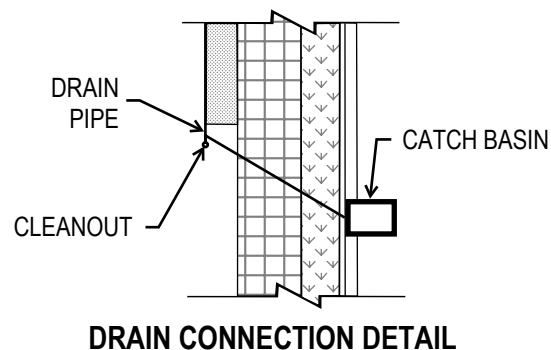
Date: 5/19/2023

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NOTES:

1. SEE WSDOT STANDARD SPECIFICATIONS 9-03.12.
2. WALL HEIGHTS IN EXCESS OF 4 FEET WILL BE REQUIRED TO BE DESIGNED BY A LICENSED PROFESSIONAL ENGINEER AND APPROVED BY THE CITY.
3. A FENCE MAY BE REQUIRED AS DIRECTED BY THE CITY AT BACK OF WALL FOR BLOCK WALL HEIGHT IN EXCESS OF 30 INCHES.
4. BLOCK WALL SHALL HAVE A TOP CAP ADHERED TO THE TOP BLOCK PER MANUFACTURER'S RECOMMENDATION
5. STORM DRAINAGE CONNECTION MAY BE ELIMINATED AT THE DISCRETION OF THE CITY ENGINEER FOR WALL HEIGHT LESS THAN 4 FEET AND WHERE SUBGRADE SOIL INFILTRATION RATES ARE GREATER THAN 1 INCH PER HOUR.
6. TIERED WALLS ARE NOT ALLOWED UNLESS APPROVED BY THE CITY ENGINEER.



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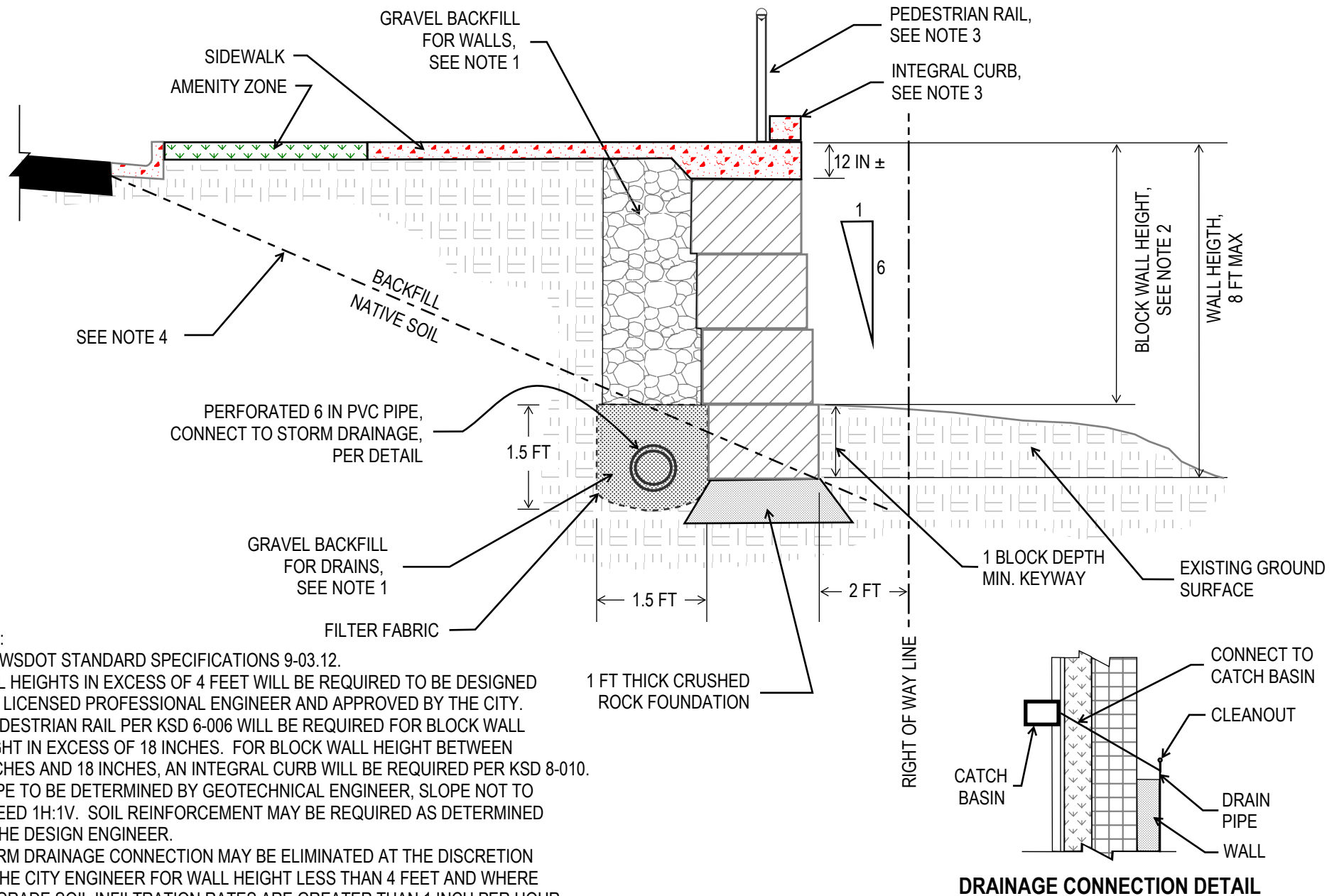
**BLOCK WALL -
CUT SECTION**

FIGURE 3-003

NOT TO SCALE

Date: 5/19/2023

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NOTES:

1. SEE WSDOT STANDARD SPECIFICATIONS 9-03.12.
2. WALL HEIGHTS IN EXCESS OF 4 FEET WILL BE REQUIRED TO BE DESIGNED BY A LICENSED PROFESSIONAL ENGINEER AND APPROVED BY THE CITY.
3. A PEDESTRIAN RAIL PER KSD 6-006 WILL BE REQUIRED FOR BLOCK WALL HEIGHT IN EXCESS OF 18 INCHES. FOR BLOCK WALL HEIGHT BETWEEN 6 INCHES AND 18 INCHES, AN INTEGRAL CURB WILL BE REQUIRED PER KSD 8-010.
4. SLOPE TO BE DETERMINED BY GEOTECHNICAL ENGINEER, SLOPE NOT TO EXCEED 1H:1V. SOIL REINFORCEMENT MAY BE REQUIRED AS DETERMINED BY THE DESIGN ENGINEER.
5. STORM DRAINAGE CONNECTION MAY BE ELIMINATED AT THE DISCRETION OF THE CITY ENGINEER FOR WALL HEIGHT LESS THAN 4 FEET AND WHERE SUBGRADE SOIL INFILTRATION RATES ARE GREATER THAN 1 INCH PER HOUR
6. TIERED WALLS ARE NOT ALLOWED UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.



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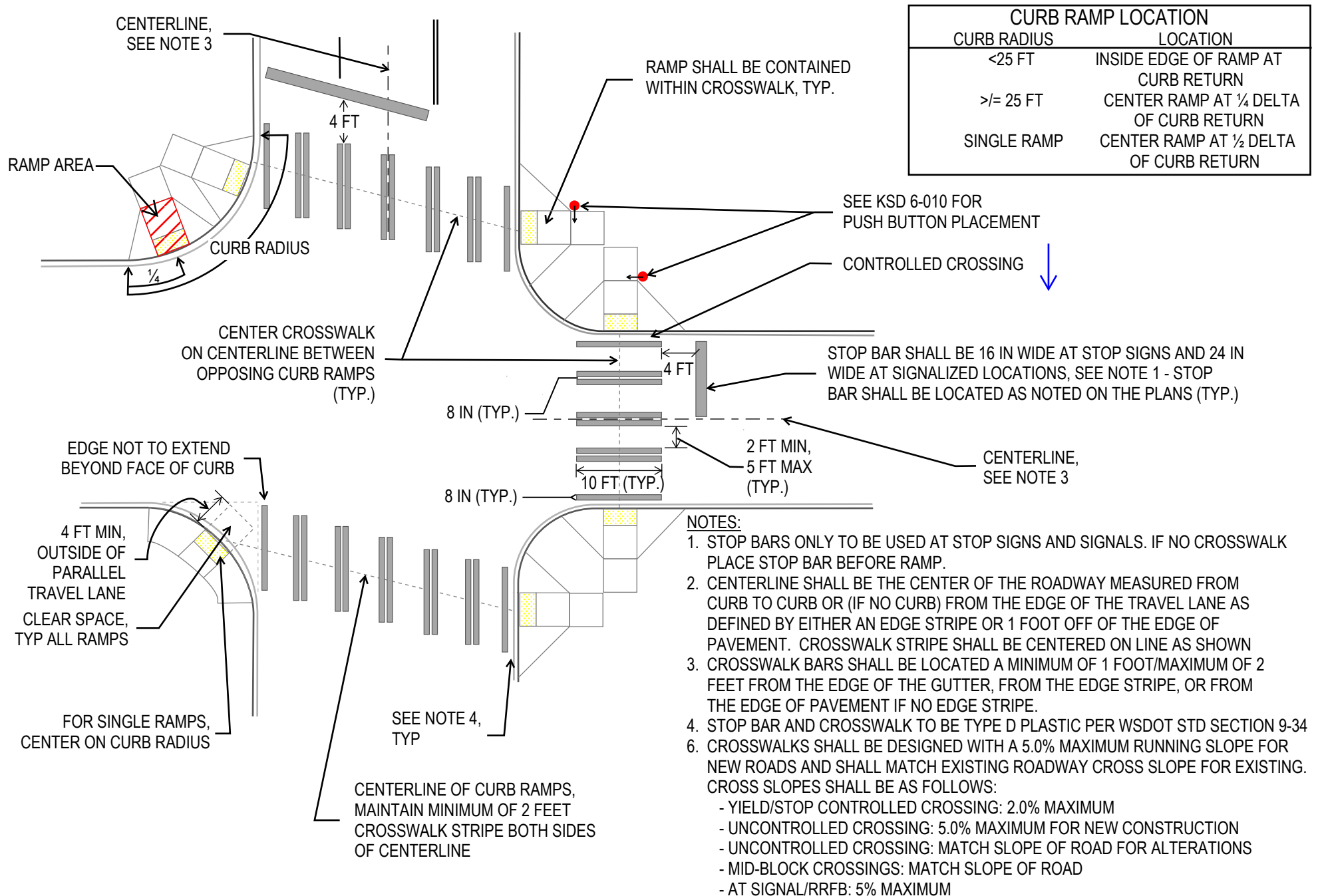
Rock Wall Fill Section

FIGURE 3-004

NOT TO SCALE

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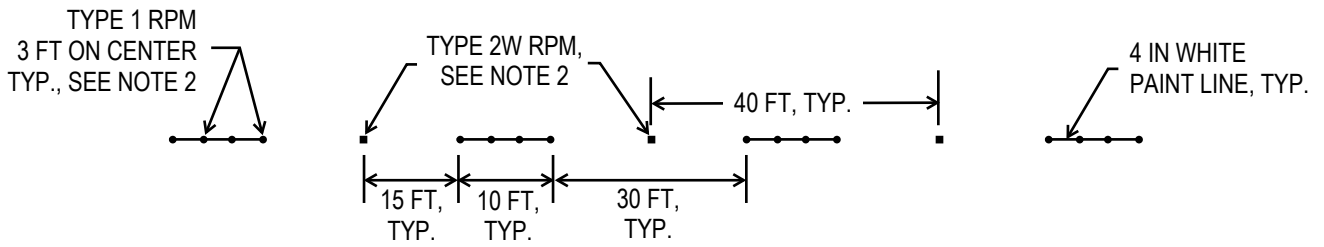
CROSSWALK AND STOP BAR MARKINGS

FIGURE 4-001

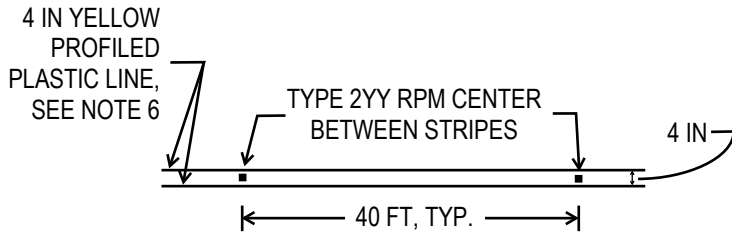
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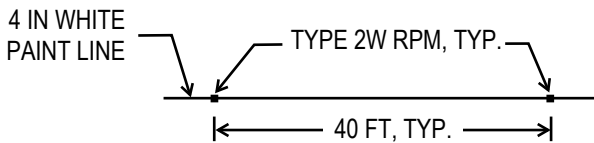
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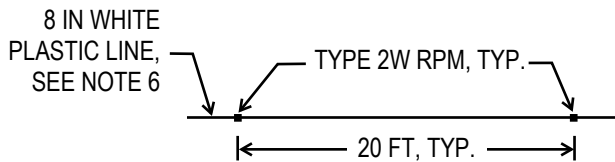
4 IN WHITE PAINTED LANE LINE



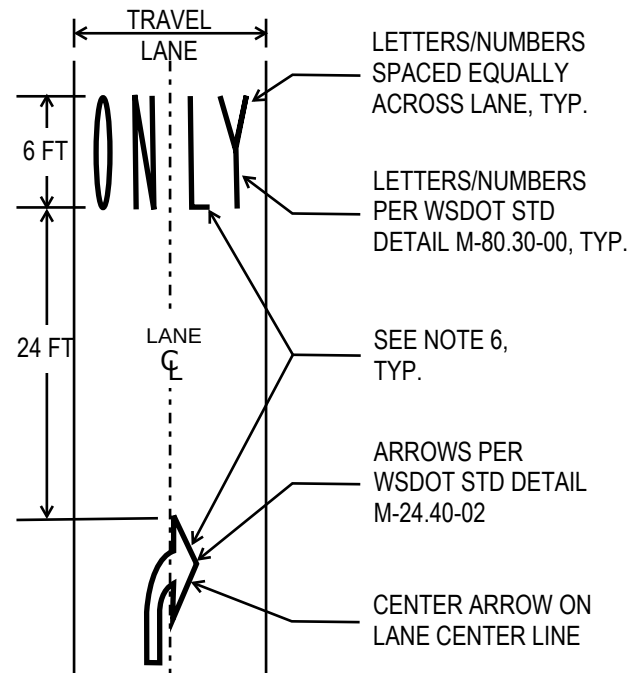
4 IN DOUBLE YELLOW CENTER LINE



4 IN WHITE PAINTED EDGE LINE



8 IN WHITE TURN LANE LINE



TRAFFIC LETTERING/NUMBERING/SYMBOLS

NOTES:

1. CENTER LINE MARKINGS SHALL BE PLACED ON ALL PAVED ARTERIALS AND COLLECTORS AND AT OTHER LOCATIONS AS DETERMINED BY THE CITY ENGINEER. CENTER LINE MARKINGS SHALL ALSO BE PLACED ON ALL PAVED TWO-WAY STREETS OR HIGHWAYS THAT HAVE THREE OR MORE LANES FOR MOVING MOTOR VEHICLE TRAFFIC.
2. RAISED PAVEMENT MARKERS (RPM) COLOR SHALL MATCH COLOR OF COORESPONDING PAVEMENT MARKINGS. TYPE 1 RPM SHALL BE INSTALLED PRIOR TO ANY PAINT LINE, EXISTING CHANNELIZATION SHALL BE REMOVED PRIOR TO INSTALLING THE RPM.
3. PAINTED WHITE EDGE LINES SHALL BE INSTALLED ON ALL ROADS AS DIRECTED BY THE CITY ENGINEER.
4. SEE KSD 4-001 AND 4-004 FOR INTERSECTION AND BIKE LANE STRIPING REQUIREMENTS
5. A 4 IN PAINTED WHITE EDGE LINE MAY BE REQUIRED ADJACENT TO CURB AS DIRECTED BY THE CITY.
6. TYPE D METHYL METHACRYLATE (MMA) PER WSDOT STANDARD SPECIFICATIONS.
7. ALL PAINT AND RPMs SHALL BE PER WSDOT STANDARD SPECIFICATIONS.

Y: Yellow on one side
facing traffic flow
YY: Yellow on both sides
W: White on one side
facing traffic flow



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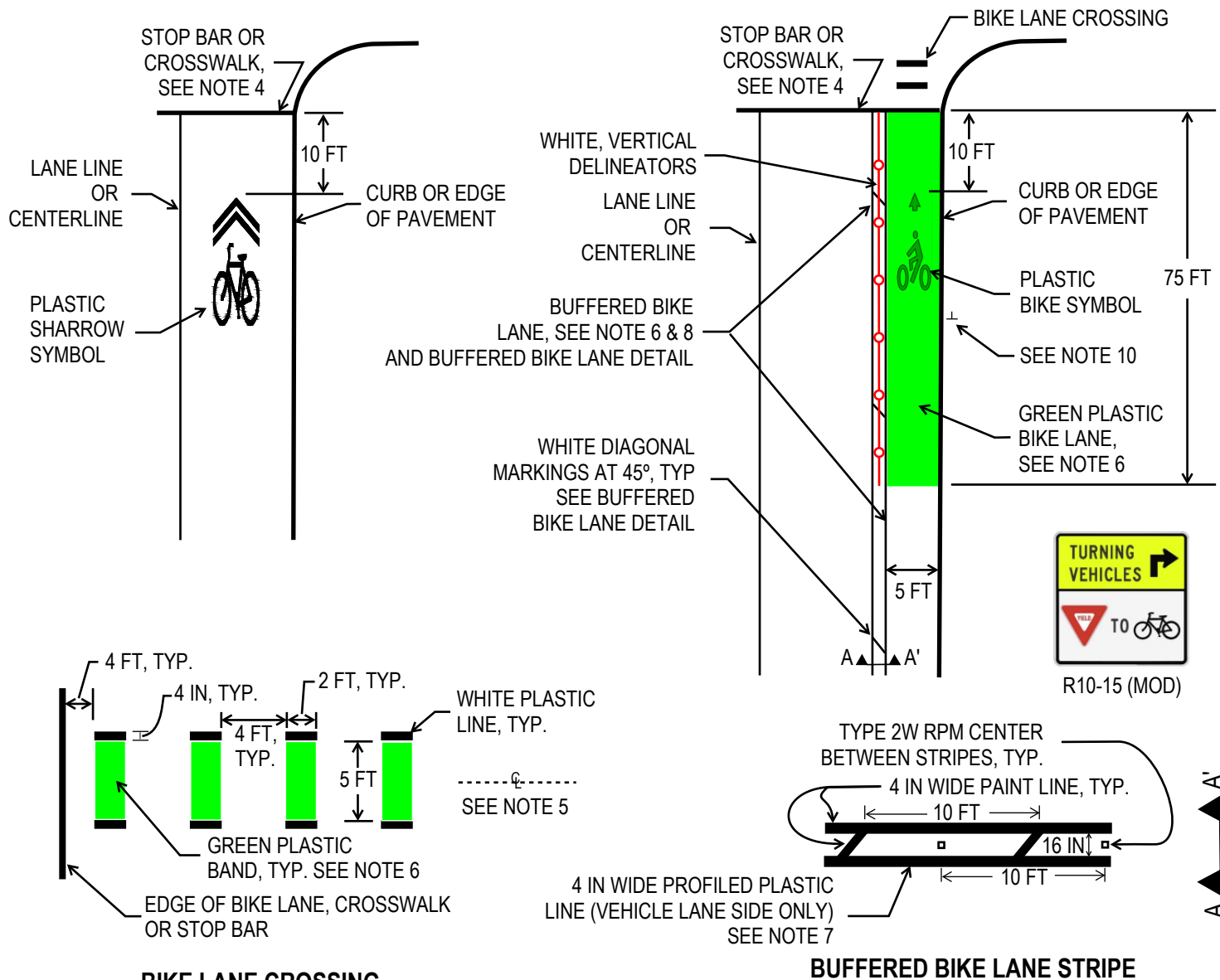
**Roadway
Channelization**

FIGURE 4-002

NOT TO SCALE

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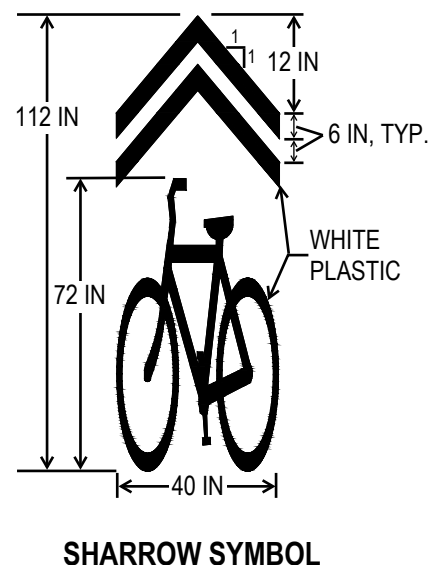


BIKE LANE CROSSING

BUFFERED BIKE LANE STRIPE

NOTES:

1. BIKE LANE SYMBOL PER WSDOT STANDARD DETAIL M-9.50-02
2. SPACE BIKE LANE AND SHARROW SYMBOLS EVERY 300± FEET, CENTER ON LANE.
3. SEE KSD 4-002 FOR LANE LINE REQUIREMENTS
4. FOR LOCATIONS WITH NO STOP BAR OR CROSSWALK, MEASURE FROM START OF CURB RADIUS OR PAVEMENT RADIUS. WHERE CROSSWALK EXISTS, PLACE BIKE LANE CROSSING BETWEEN CROSSWALK MARKINGS ONLY.
5. ALIGN CENTER OF BIKE LANE CROSSING WITH BIKE LANE
6. GREEN COLOR SHALL MEET THE REQUIREMENTS OF THE WSDOT STANDARD SPECIFICATIONS AND MUTCD. PLASTIC PER WSDOT STANDARD SPECIFICATIONS. SEE THE ROAD STANDARDS FOR ADDITIONAL REQUIREMENTS.
7. PROFILED PLASTIC LINE PER WSDOT STANDARD DETAIL M-20.20-02.
8. PROVIDE 2-FOOT LONG SKIP STRIPE IN FRONT OF DRIVEWAYS. 2-FOOT SPACING BETWEEN STRIPES.
9. ALL PLASTIC SHALL BE TYPE D PER WSDOT 9-34.3(4).
10. INSTALL R10-15 (MOD) SIGN APPROXIMATELY MIDDLE OF GREEN BIKE LANE PER KSD 6-002.
11. VERTICAL DELINEATORS SHALL BE CENTERED WITHIN THE BUFFER. IF NO BUFFER, ALONG THE PAINTED LINE. DELINEATORS SHALL BE 36 INCH WHITE, CAPPED OMEGA POSTS WITH WHITE TUFF CURB XLP ALL BY IMPACT RECOVERY SYSTEMS.



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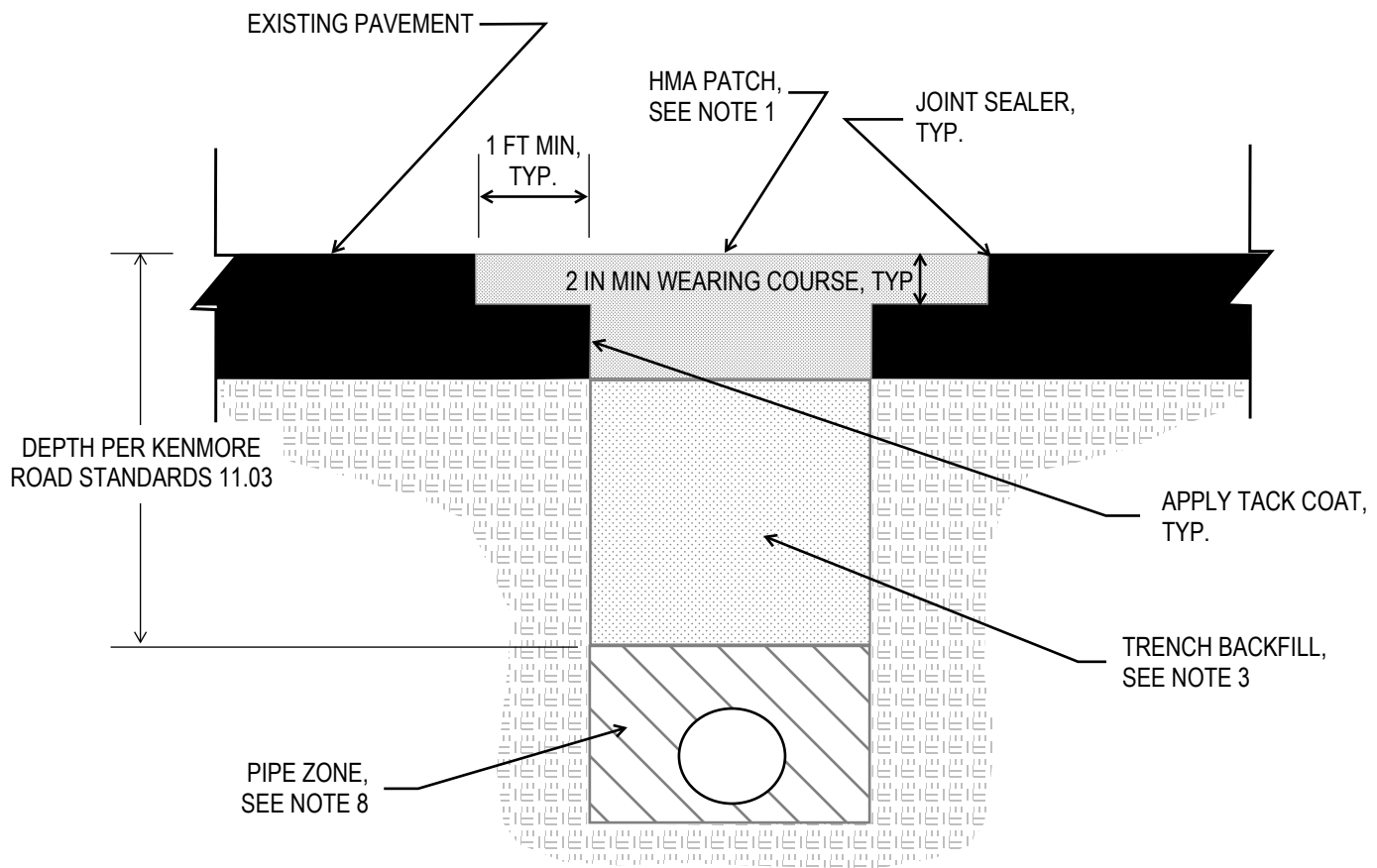
**BIKE LANES
IN ROADWAY**

FIGURE 4-004

NOT TO SCALE

Date: 06/20/2025

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NOTES:

1. HOT MIX ASPHALT (HMA) PER WSDOT STANDARD SPECIFICATIONS. HMA SHALL BE CLASS ½ INCH. CLASS ¾ INCH MAY BE USED IN LIFTS BELOW THE WEARING COURSE. HMA THICKNESS TO MATCH EXISTING ADJACENT PAVEMENT THICKNESS BUT MUST HAVE A MINIMUM THICKNESS OF 6 INCHES
2. SAWCUT LINES SHALL BE NEAT AND CLEAN PRIOR TO PAVING. OVER CUTTING MAY BE REQUIRED TO PROVIDE A NEAT SAWCUT LINE AFTER TRENCH WORK IS COMPLETED.
3. ALL BACKFILL SHALL BE PER THE KENMORE ROAD STANDARDS 11.04C.
4. ADDITIONAL WIDTH MAYBE REQUIRED FOR TRENCH EXCAVATIONS GREATER THAN 10 FEET OR WHERE PAVEMENT CONDITION INDEX IS LESS THAN 60 AS DETERMINED BY THE CITY.
5. ALL MATERIALS TO BE PLACED PER THE KENMORE ROAD STANDARDS
6. ADDITIONAL PAVEMENT RESTORATION WILL BE REQUIRED FOR PAVEMENT LESS THAN 5 YEARS OLD.
7. SEE KENMORE ROAD STANDARDS FOR PIPE COVER REQUIREMENTS
8. PIPE ZONE MATERIAL SHALL BE PER KENMORE ROAD STANDARDS 11.04C AND DIMENSIONS SHALL BE PER THE RESPECTIVE UTILITY. FOR STORM DRAINAGE, SEE KSD 7-002.



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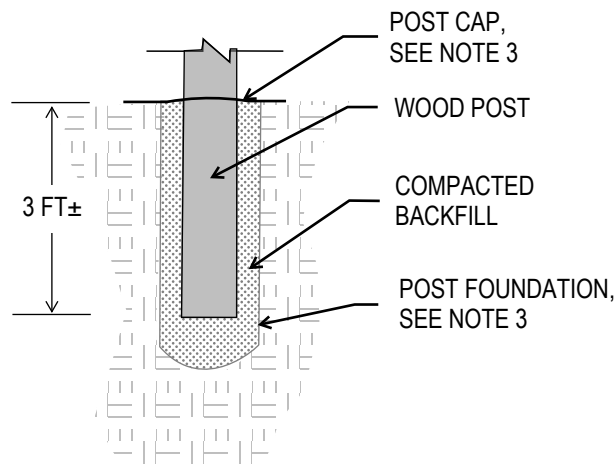
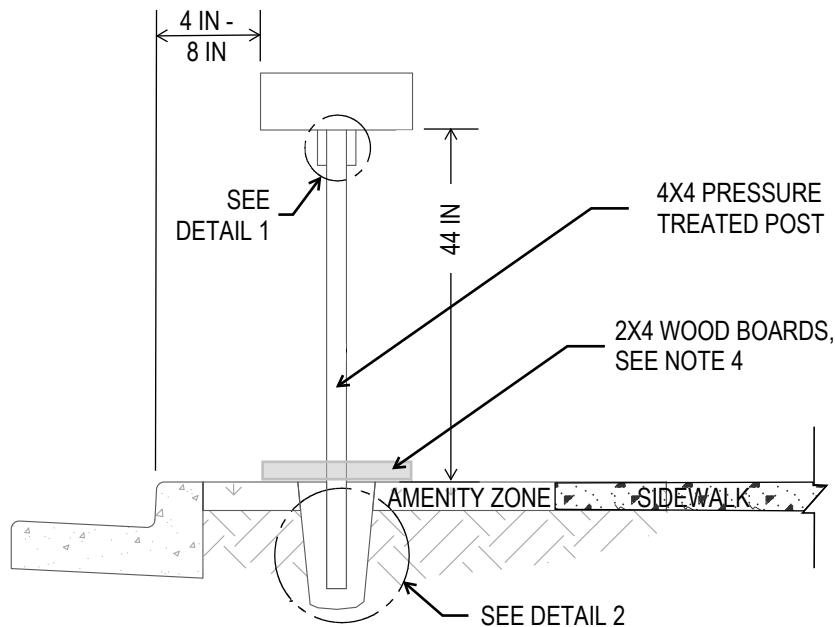
TRENCH CUT

FIGURE 5-002

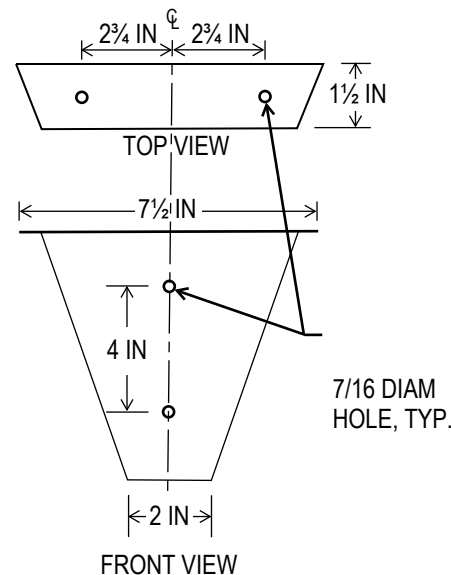
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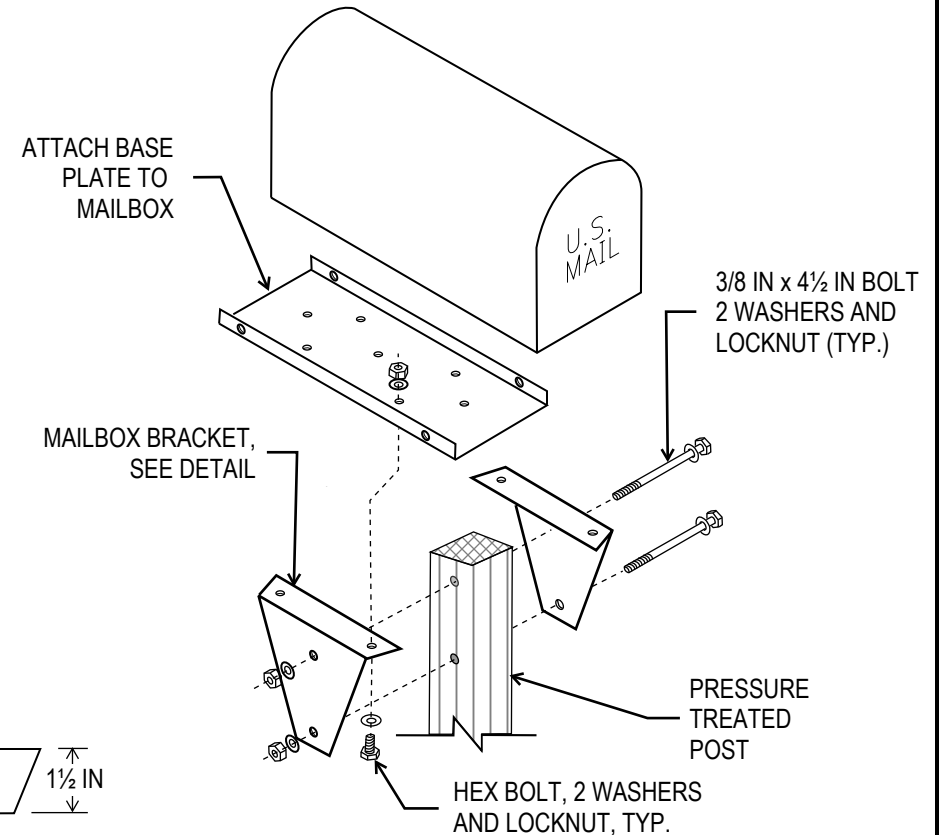
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DETAIL 2



MAILBOX BRACKET DETAIL



DETAIL 1

NOTES:

1. OBTAIN LOCATION APPROVAL BY POST MASTER PRIOR TO INSTALLATION
2. FOR MAILBOX RELOCATIONS, NEW WOOD POSTS SHALL BE USED
3. SEE KSD 6-003 (POST FOUNDATION)
4. FOR MAILBOX LOCATED IN AREAS WITHOUT AMENITY ZONES, ADD 2 PRESSURE TREATED WOOD BOARDS TO THE BASE OF THE POST. BOARDS SHALL BOLTED TO THE POST AND SHALL BE THE SAME DEPTH OF THE MAILBOX.



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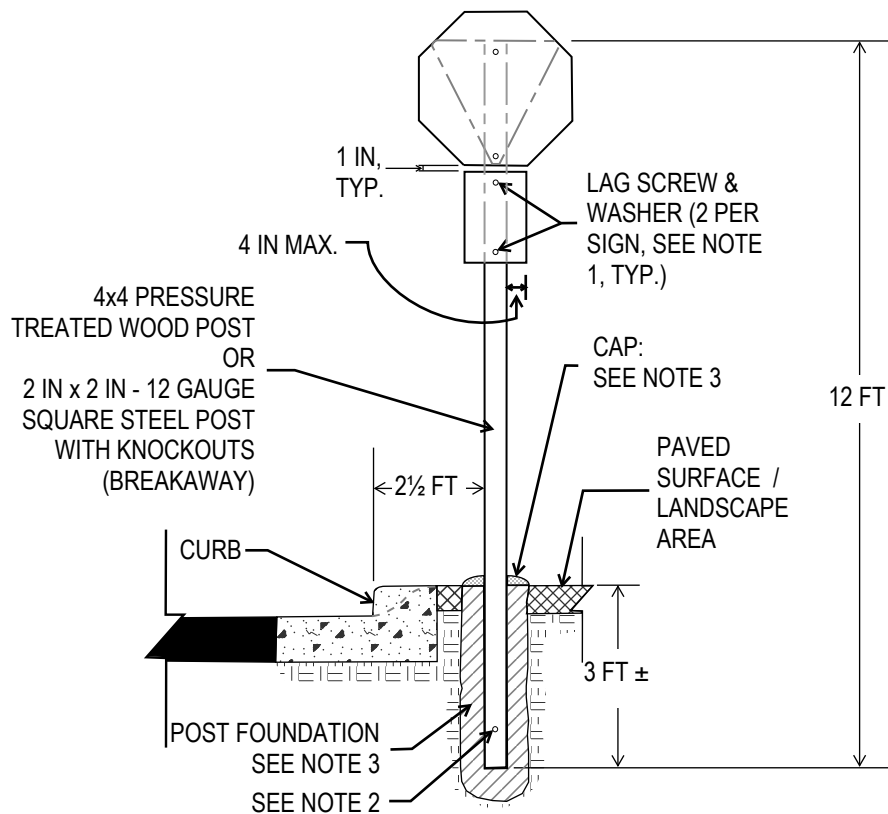
**MAILBOX
WOOD POST**

FIGURE 6-001

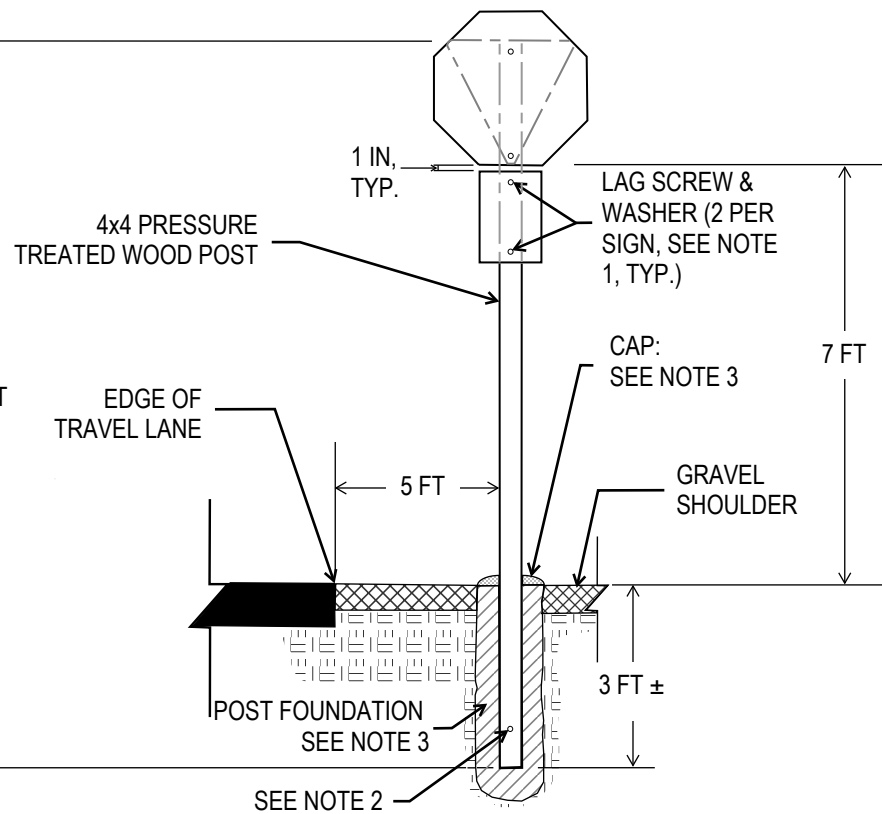
NOT TO SCALE

Date: 07/09/2025

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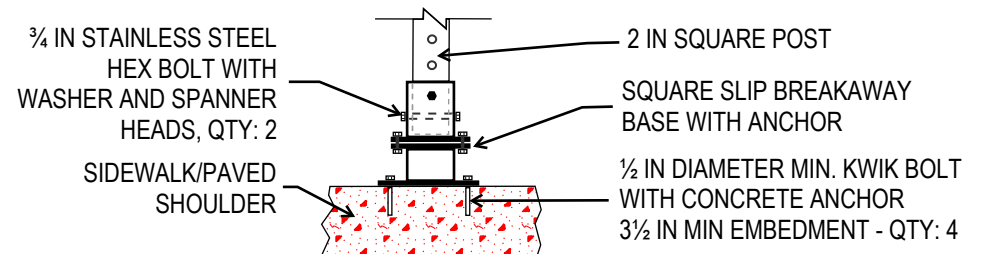
SIGN PLACEMENT ADJACENT TO CURB



SIGN PLACEMENT IN SHOULDER

NOTES:

1. 5/16" X 3/4" GALVANIZED OR PLATED LAG SCREW & 3/8" ID X1" OD NYLON WASHER
2. INSTALL 1/2 IN DIAMETER GALVANIZED COMMON SPIKE FOR WOOD POSTS ONLY. PLACE ON THE FACE SIDE OF THE POST FOR SIGNS PLACED WITHIN LANDSCAPE OR GRAVEL AREAS. SPIKE SHALL BE 8 IN ABOVE BOTTOM OF POST AND PROTRUDE 2 IN FROM POST
3. SEE KSD 6-003 (POST FOUNDATION)
4. STEEL POST SHALL BE USED FOR SURFACE MOUNT POSTS AND FOR POSTS INSTALLED IN ADJACENT PAVED SURFACES. STEEL POSTS SHALL COME WITH KNOCKOUTS AND NOT BE "PRE-PUNCHED".
5. TOP SIGN SHALL BE MOUNTED FLUSH WITH THE TOP OF THE POST
6. ANCHOR PLATE SHALL BE FLUSH WITH SIDEWALK. ANY GAPS BETWEEN ANCHOR PLATE AND SIDEWALK SHALL BE FILLED WITH NON-SHRINK GROUT.



SURFACE MOUNT DETAIL



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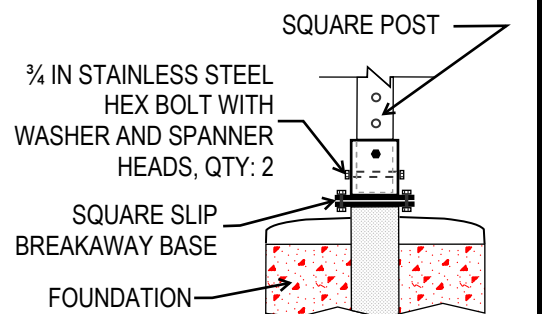
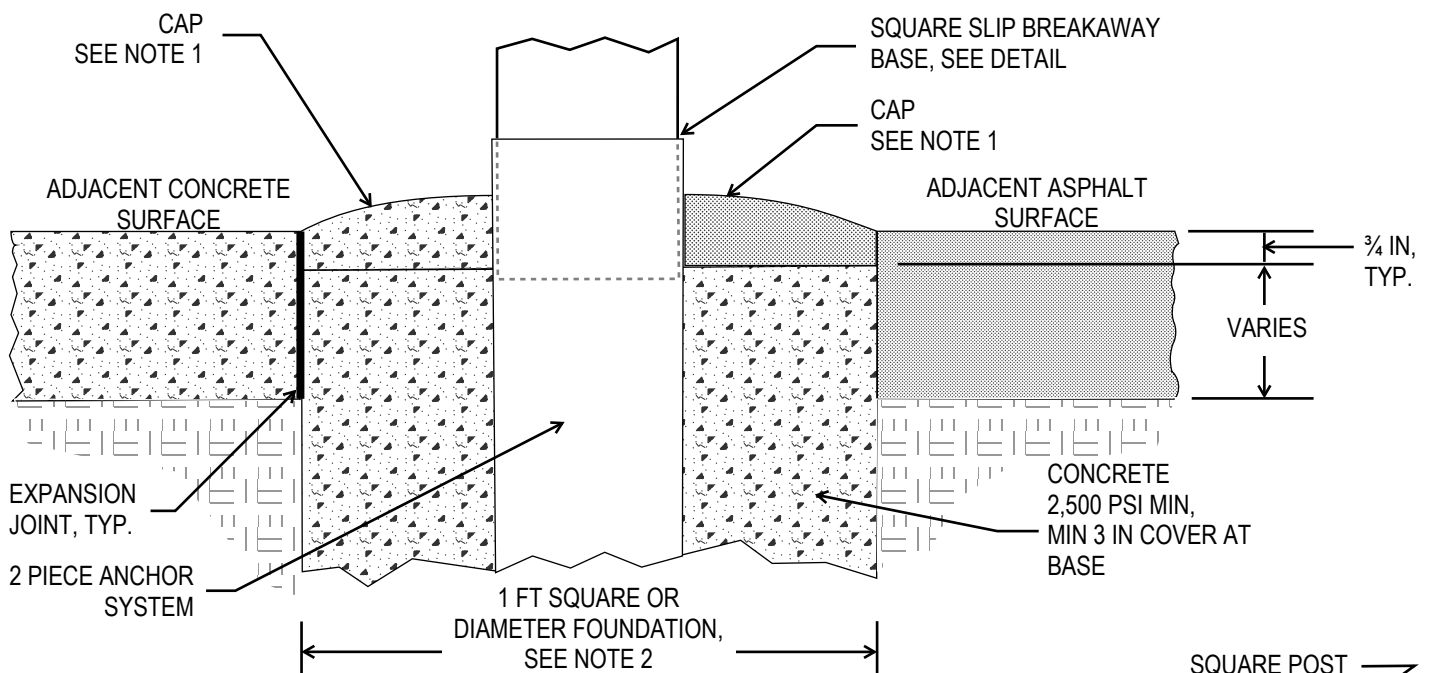
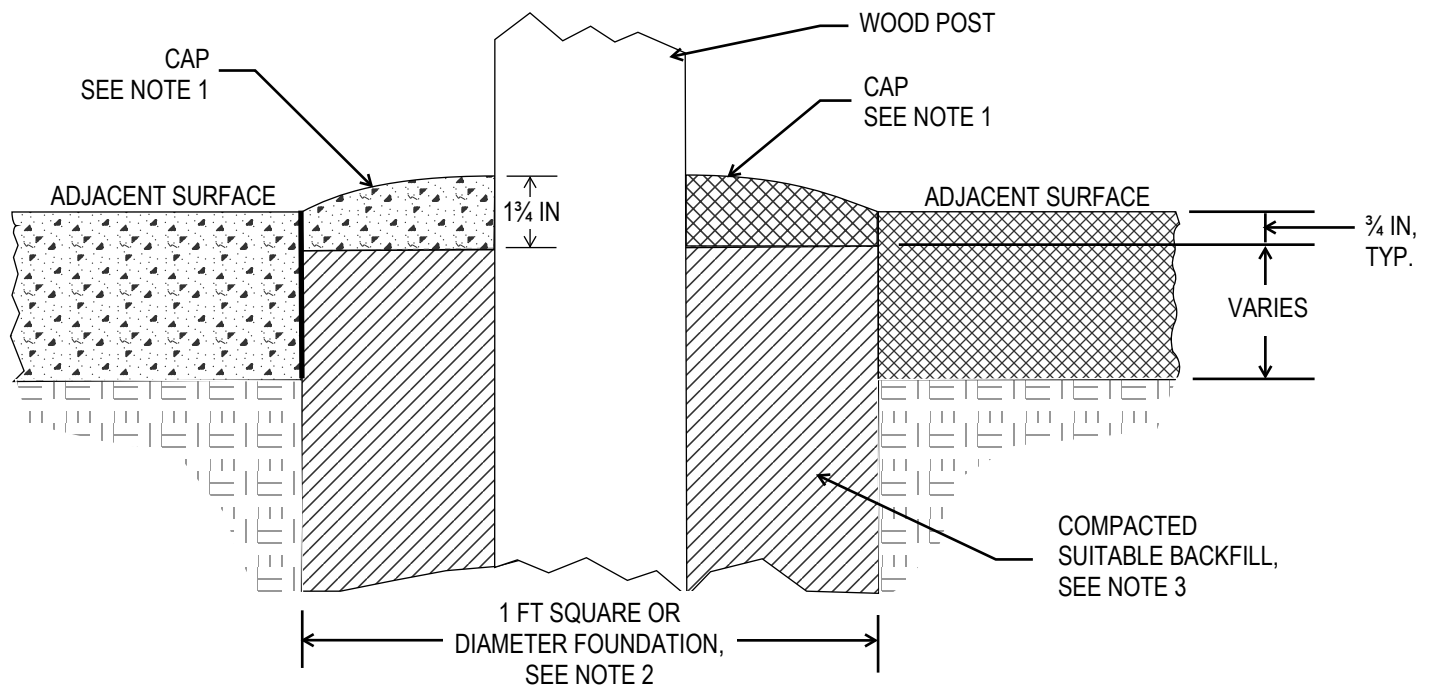
TRAFFIC SIGNS

FIGURE 6-002

NOT TO SCALE

Date: 08/21/2025

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NOTES:

1. CAP SHALL BE MADE OF THE SAME MATERIAL AS THE SURROUNDING SURFACE AND SHALL BE MOUNDED TO DRAIN AWAY FROM POST.
2. BLOCKOUTS SHALL BE PROVIDED FOR POST LOCATIONS WHERE NEW CONCRETE PAVEMENT SURROUNDS POST
3. BACKFILL MATERIAL SHALL BE SELECT BORROW OR GRAVEL BORROW PER WSDOT STANDARD SPECIFICATIONS 9-03.14 OR 2,500 PSI CONCRETE.



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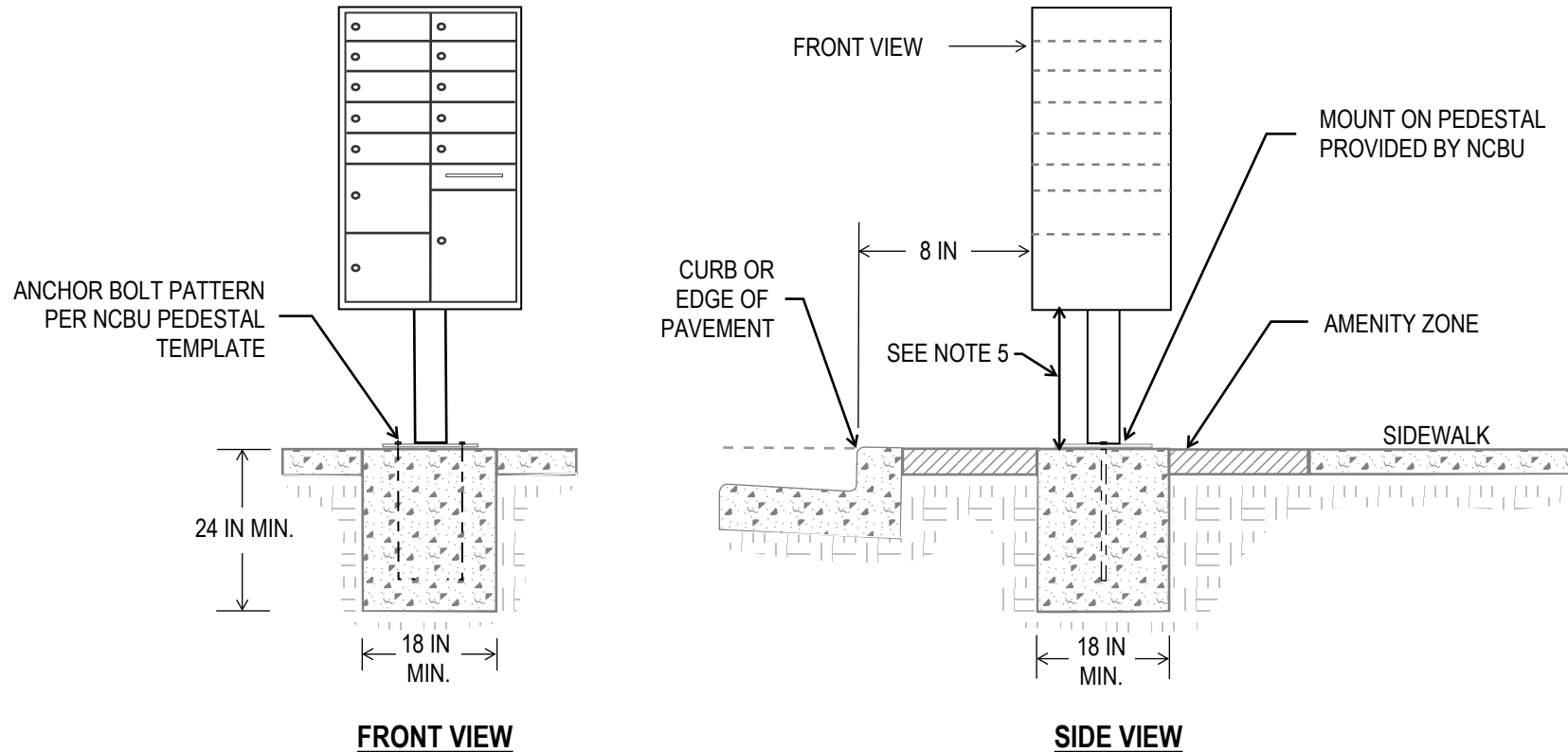
POST FOUNDATION

FIGURE 6-003

NOT TO SCALE

Date: 3/15/2024

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NOTES:

1. INSTALL NCBU PER MANUFACTURER'S INSTRUCTION.
2. FOUNDATION SHALL BE MINIMUM 3000 PSI CONCRETE
3. NCBU SHALL HAVE A MINIMUM OF 1 PARCEL LOCKER AND OUTGOING MAIL SLOT
4. FOUNDATION DIMENSIONS ARE A MINIMUM. ACTUAL DIMENSIONS OF FOUNDATION WILL BE PER MANUFACTURER'S INSTRUCTION.
5. NCBUs LOCATED IN AREAS WITHOUT AMENITY ZONES, MAXIMUM IS 27 IN.
6. NCBUs SHALL BE UNITED STATES POSTAL SERVICE APPROVED

* NCBU -- NEIGHBORHOOD COLLECTION BOX UNIT



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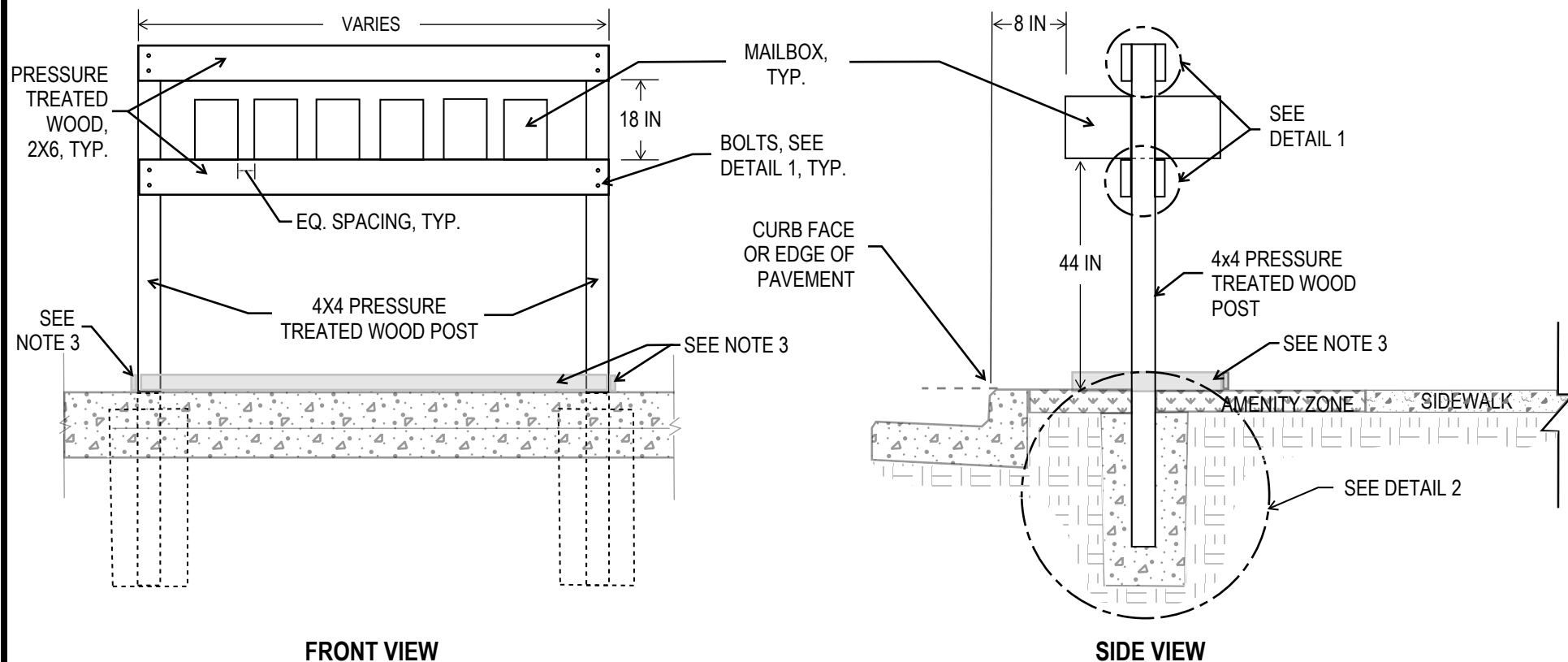
**MAILBOX
COLLECTION BOX UNIT**

FIGURE 6-004

NOT TO SCALE

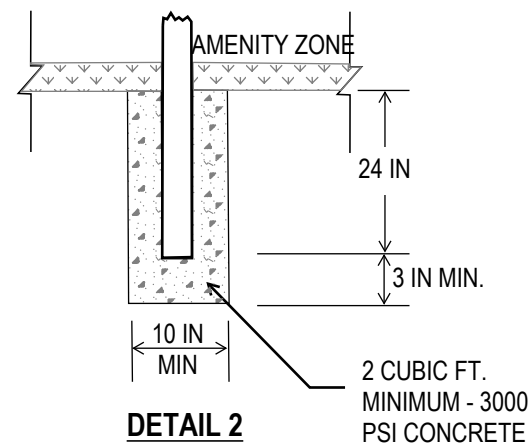
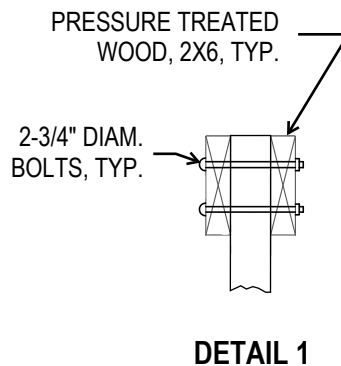
Date: 07/21/2025

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NOTES:

1. OBTAIN LOCATION APPROVAL BY USPS POST MASTER PRIOR TO INSTALLATION
2. FOR MAILBOX RELOCATIONS, NEW WOOD POSTS SHALL BE USED
3. FOR MAILBOX LOCATED IN AREAS WITHOUT LANDSCAPED AMENITY ZONES, ADD 1 - 2X4 PRESSURE TREATED WOOD BOARD TO THE BASE OF EACH POST AND 1 BOARD ALONG THE SIDEWALK SIDE. BOARDS SHALL BE ATTACHED TO THE POST AND SHALL BE THE SAME DEPTH OF THE DEEPEST MAILBOX.



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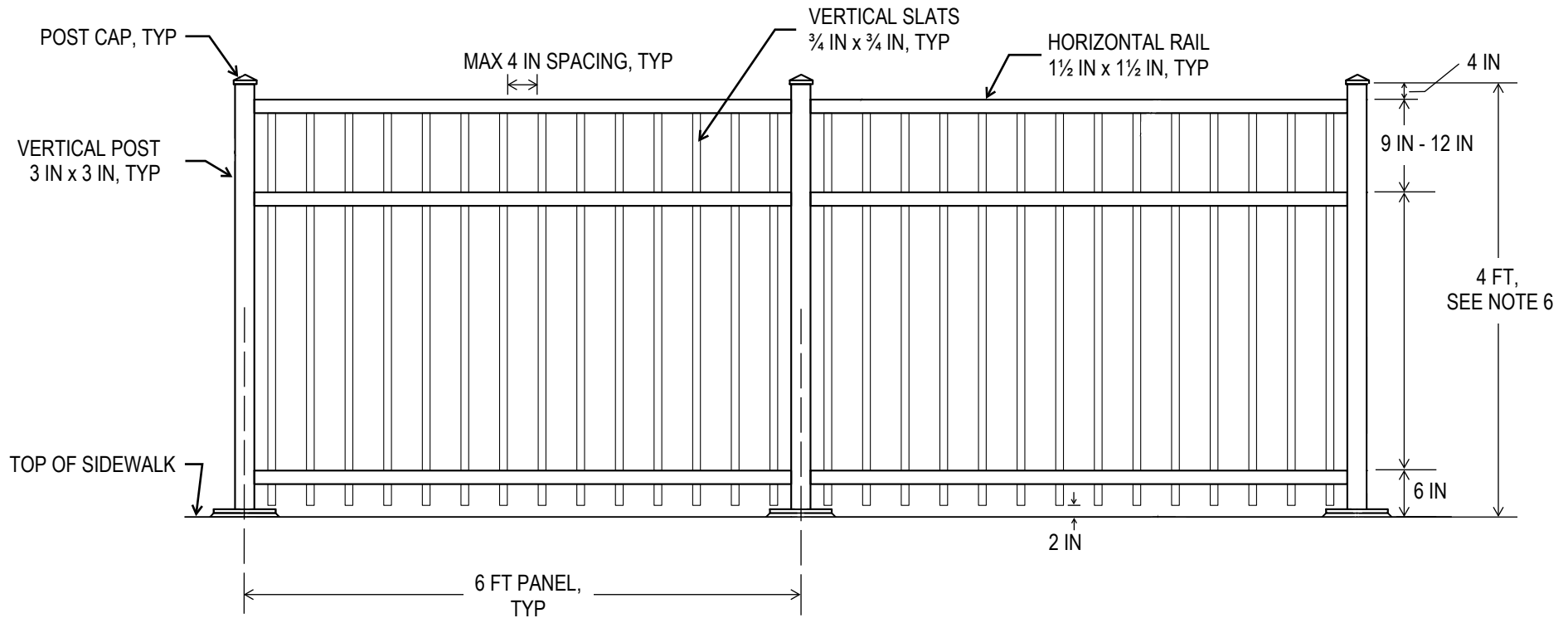
**MAILBOX
CLUSTER**

FIGURE 6-005

NOT TO SCALE

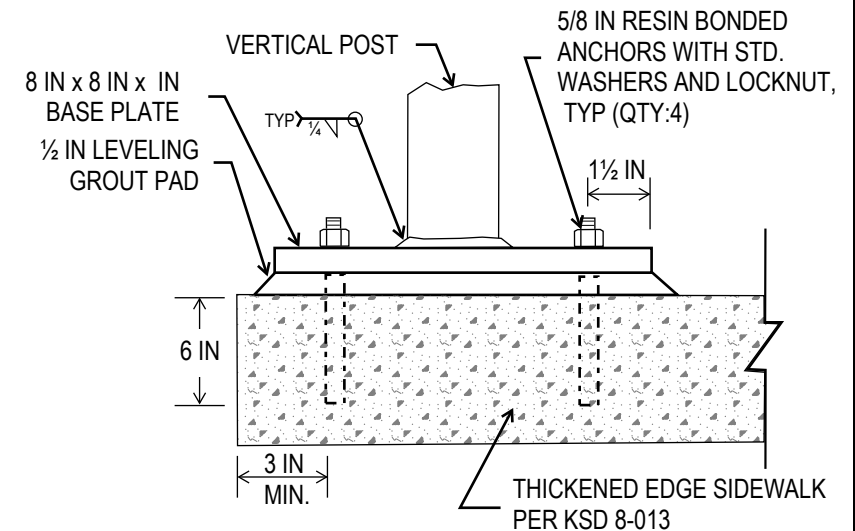
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NOTES:

1. FENCE MATERIAL SHALL BE 12 GAUGE HOT DIPPED GALVANIZED STEEL IN ACCORDANCE WITH ASTM A653-A653M WITH A MINIMUM YIELD STRENGTH OF 45,000 PSI.
2. ALL ALUMINIUM 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. WELDING OF ALUMINUM SHALL BE IN ACCORDANCE WITH THE LATEST AASHTO STANDARDS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS.
5. ALLOW FOR EXPANSION AT APPROXIMATELY EVERY FOURTH POST.
6. 5 FEET FOR RAILING PLACED ADJACENT TO BIKE LANES WITH NO CURB SEPARATION.
7. PANELS SHALL BE A SOLID UNIT DETACHABLE FROM THE ADJACENT POSTS USING BOLTS AS RECOMMENDED BY THE FABRICATOR.
8. RAIL LOADING 50 LB OR PER CURRENT EDITION OF INTERNATIONAL BUILDING CODE, WHICHEVER IS MORE STRINGENT.
9. ALL CONCEALED FASTENERS THROUGHOUT.
10. BLACK POWDER COATED PER CURRENT ASTM STANDARDS. WELDS TO BE PAINTED TO MATCH COLOR OF POST



SURFACE MOUNT DETAIL



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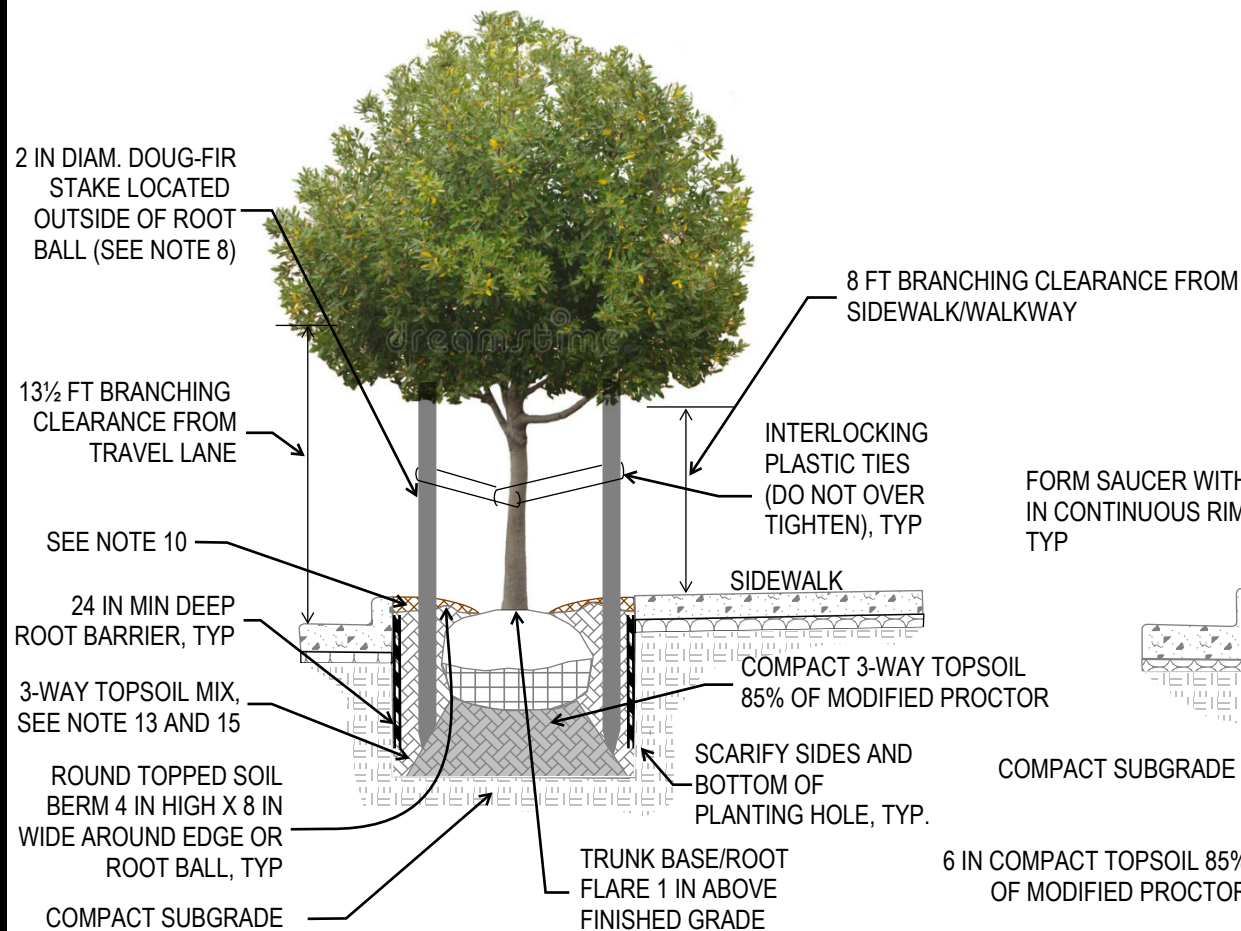
PEDESTRIAN RAILING

FIGURE 6-006

NOT TO SCALE

Date: 02/10/2025

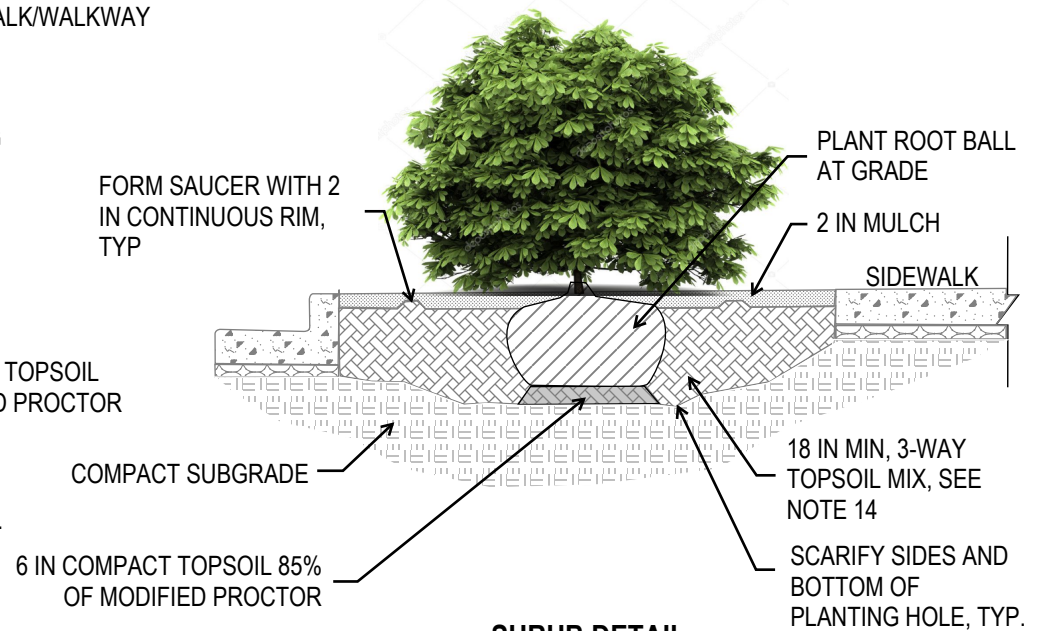
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TREE DETAIL

NOTES:

1. TREE PIT SHALL BE UNIFORM IN SIZE AND FULL WIDTH OF AMENITY STRIP.
2. CUT ALL TIES AND FOLD BACK BURLAP FROM UPPER 1/2 OF ROOT BALL.
3. REMOVE TREATED BURLAP OR WIRE BASKETS COMPLETELY.
4. USE GROWTH HORMONE AT INITIAL PLANTING AND FERTILIZE AFTER 1 YEAR OF PLANTING.
5. TREES AND SHRUBS SHALL RECEIVE APPROXIMATELY 2 IN OF WATER PER WEEK FROM JUNE 1ST THROUGH SEPTEMBER 30TH DURING THE 2 YR MAINTENANCE PERIOD. WATER SUPPLY IS THE RESPONSIBILITY OF THE CONTRACTOR.
6. TREE LOCATION AND ORIENTATION TO BE APPROVED BY CITY.
7. ROOT BARRIER SHALL BE MINIMUM OF 10 FEET LONG CENTERED ON TREE.
8. USE GROUND ANCHORS WHERE TREES GRATES ARE INSTALLED.
9. TREE TYPE SHALL BE PER THE CITY APPROVED TREE LIST.



SHRUB DETAIL

10. 4 IN LAYER OF BARK MULCH, ≤1 IN ON TOP OF ROOT BALL.
11. TREE GRATE AND FRAME PER KSD 6-008 FOR PAVED AMENITY ZONES.
12. TREE CALIPER (DIAMETER) MEASUREMENTS SHALL BE TAKEN AT BREAST HEIGHT, APPROXIMATELY 4 FEET ABOVE THE SOIL HEIGHT.
13. TOPSOIL PIT WIDTH SHALL BE 3X THE WIDTH OF THE ROOT BALL. PIT MEASUREMENT WIDTH MEASUREMENT SHALL BE TAKEN ALONG THE LENGTH OF THE SIDEWALK. DEPTH SHALL BE 2X ROOT BALL DIAMETER.
14. TOPSOIL PIT DIAMETER SHALL BE 3X THE WIDTH OF THE ROOT BALL.
15. PRIOR TO MULCHING, LIGHTLY TAMP SOIL AROUND ROOT BALL IN 6 IN LIFTS TO BRACE TREE. DO NOT OVER COMPACT. WHEN PIT HAS BEEN BACKFILLED, POUR WATER AROUND ROOT BALL TO SETTLE SOIL.
16. IF INSTALLING A TREE GRATE, PROVIDE A MINIMUM OF 1 IN SPACE BETWEEN TREE BALL AND BOTTOM OF GRATE.



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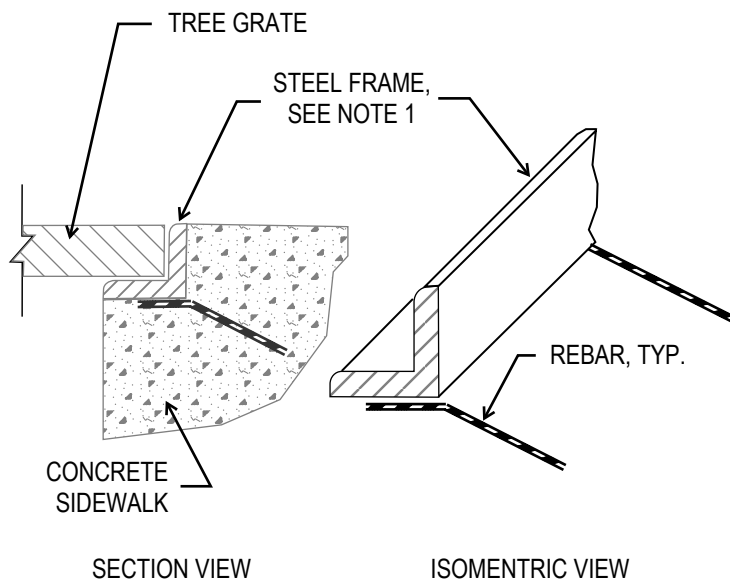
PLANTING

FIGURE 6-007

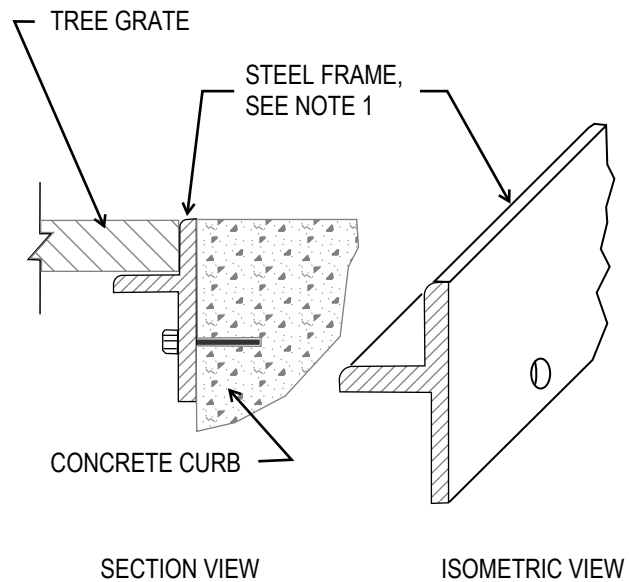
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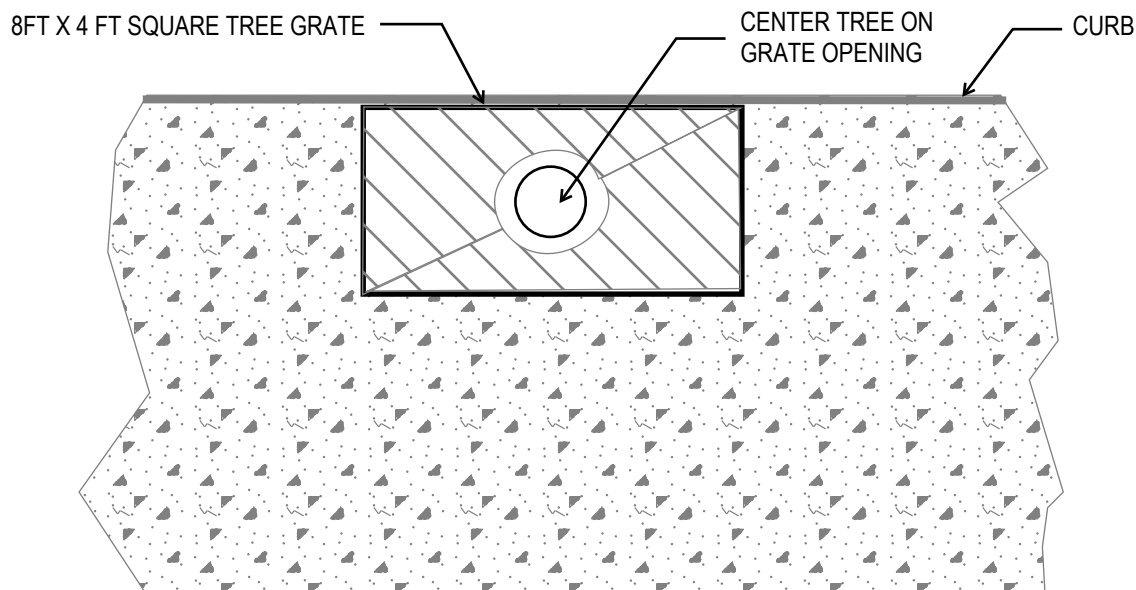
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TREE GRATE FRAME AT CONCRETE SIDEWALK



TREE GRATE FRAME AT CONCRETE CURB



TREE GRATE TOP VIEW

NOTES:

1. ASSEMBLE AND INSTALL TREE GRATE PER MANUFACTURER'S RECOMMENDATION
2. TREE GRATE STYLE TO BE APPROVED BY CITY PRIOR TO INSTALLATION
3. TREE GRATES SHALL BE ADA COMPLIANT AND INSTALLED FLUSH WITH ADJACENT CONCRETE PER ADA GUIDELINES
- 4.. TREE GRATE MATERIAL SHALL BE CAST IRON
5. TREE GRATE OPENING SHALL BE 16 INCHES



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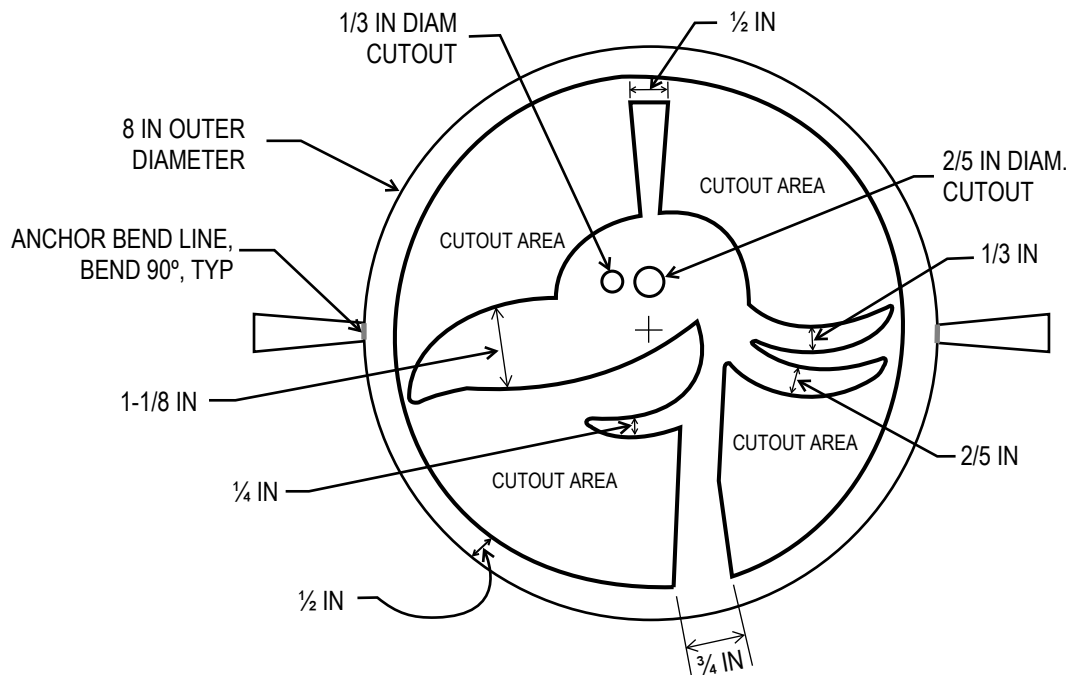
TREE GRATE

FIGURE 6-008

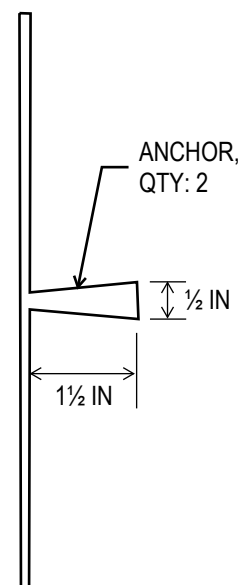
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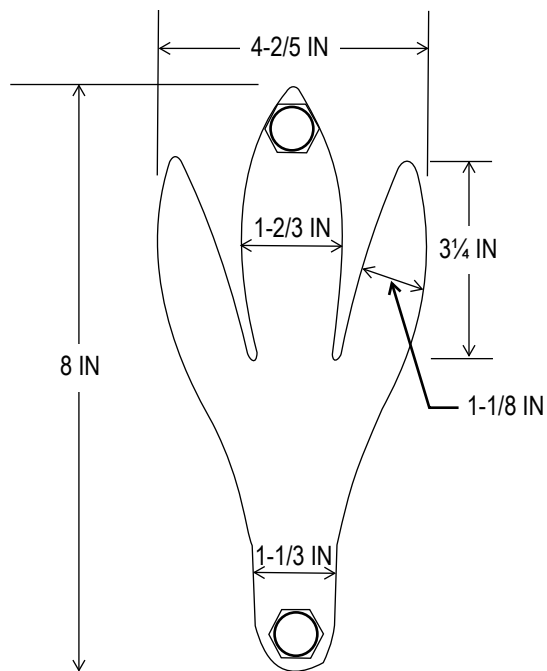
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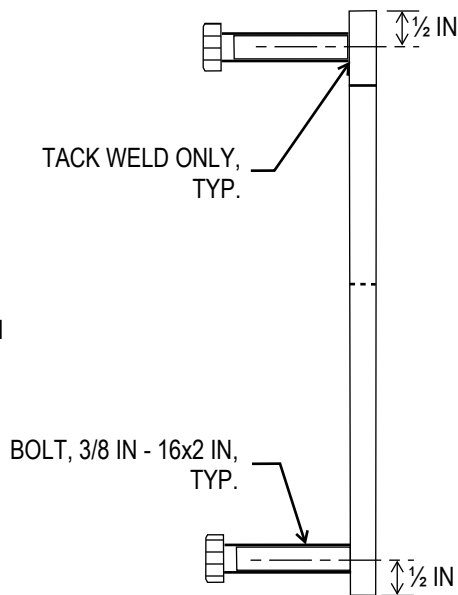
HANK PROFILE - TOP VIEW



HANK PROFILE - SIDE VIEW



HANK FOOT - TOP VIEW



HANK FOOT - SIDE VIEW

NOTES:

1. MATERIALS SHALL BE 10 GAUGE STAINLESS STEEL
2. EDGES SHALL BE FILED TO REMOVE ALL SHARP EDGES AND ANY SPURS



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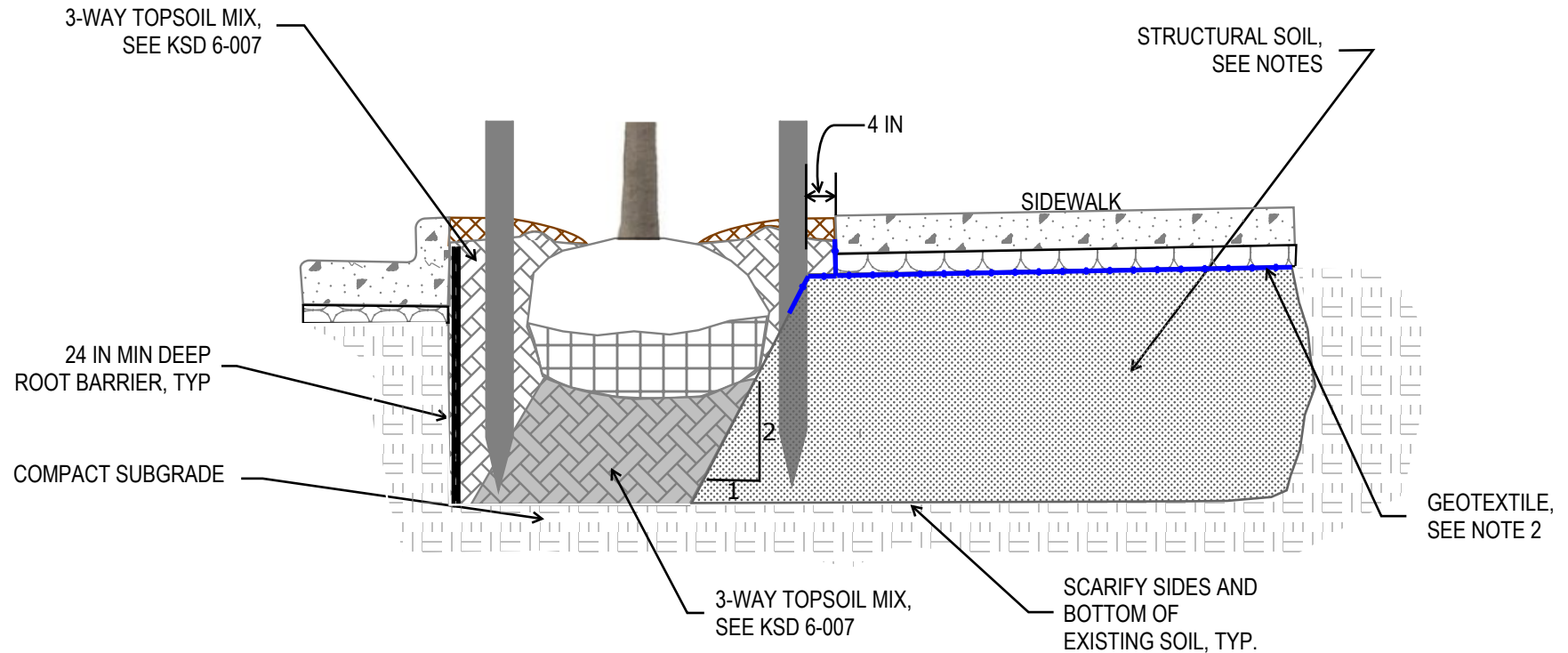
HANK HERON

FIGURE 6-009

NOT TO SCALE

Date: 12/31/2020

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TREE DETAIL

GENERAL NOTES:

1. SEE KSD 6-007 FOR ADDITIONAL TREE PLANTING REQUIREMENTS.
2. GEOTEXTILE SHALL BE INSTALLED AS SOIL STABILIZATION AND COMPLY WITH WSDOT STANDARD SPECIFICATION 2-12 . GEOTEXTILE SHALL BE WOVEN OR NONWOVEN MEETING THE REQUIREMENTS OF SOIL STABILIZATION PER WSDOT STANDARD SPECIFICATION 9-33.
3. DURING INSTALLATION, COVER EXPOSED STRUCTURAL SOIL WITH TEMPORARY WATERPROOFING SHEETING

STRUCTURAL SOIL NOTES:

1. STRUCTURAL SOILS SHALL BE A MINIMUM OF 24 IN DEEP, THE FULL WIDTH OF THE SIDEWALK, AND A MINIMUM OF 10 FEET LONG ON CENTER WITH THE TREE TRUNK.
2. STRUCTURAL SOIL SHALL BE 80% STONE AND 20% SOIL BY DRY WEIGHT.
3. SOIL SHALL BE LOAM OR CLAY LOAM, FREE OF DEBRIS AND TOXIC SUBSTANCES WITH CLAY CONTENT BETWEEN 20-40%.
4. STONE SHALL BE BASE COURSE CRUSHED SURFACING PER WSDOT STANDARD SPECIFICATION 9-03.9(3).
5. HYDROGEL AT 0.03% BY WEIGHT SHALL BE USED TO PREVENT STONE/SOIL SEPARATION.
6. COMPACT TO 95% OF MODIFIED PROCTOR DENSITY.
7. PLACE IN LIFTS NO GREATER THAN 12 IN DEEP.



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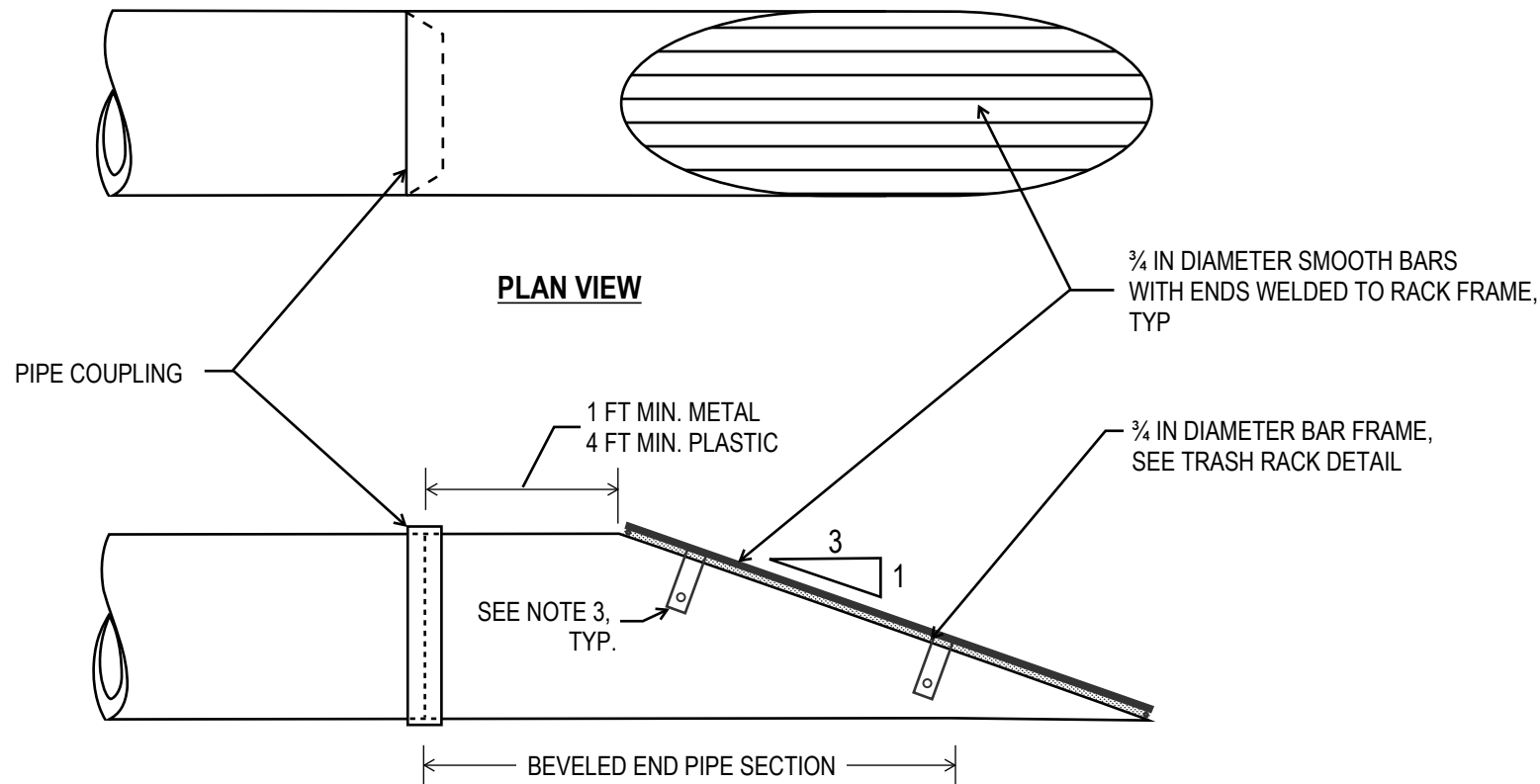
**TREE PLANTING
STRUCTURAL SOIL**

FIGURE 6-010

NOT TO SCALE

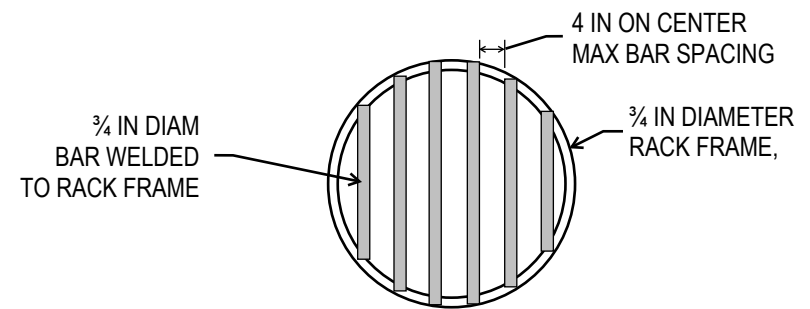
Date: 07/25/2025

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NOTES:

1. SIDE SLOPE SHALL BE WARPED TO MATCH THE BEVELED PIPE END.
2. TRASH RACK REQUIRED ON ALL PIPES ENTERING A PIPED SYSTEM.
3. 2 IN x 5 IN ANCHOR STRIPS WELDED TO $\frac{3}{4}$ IN. DIAMETER BAR FRAME 4 LOCATIONS SPACED UNIFORMLY. FASTEN WITH $\frac{1}{2}$ IN BOLTS AND NUTS.
4. ALL TRASH RACK PARTS SHALL BE ALUMINUM OR GALVANIZED STEEL.
5. BEVELED END PIPE SECTION SHALL BE SAME MATERIAL AS CONNECTING PIPE.
6. FOR EXISTING CONCRETE PIPE, REPLACE ADJACENT CONCRETE PIPE WITH A CONCRETE PIPE WITH TONGUE END ON INLET SIDE AND INSTALL BEVELED END PIPE SECTION PER KCRS 7-001. SEAL JOINT WITH GROUT.



TRASH RACK DETAIL



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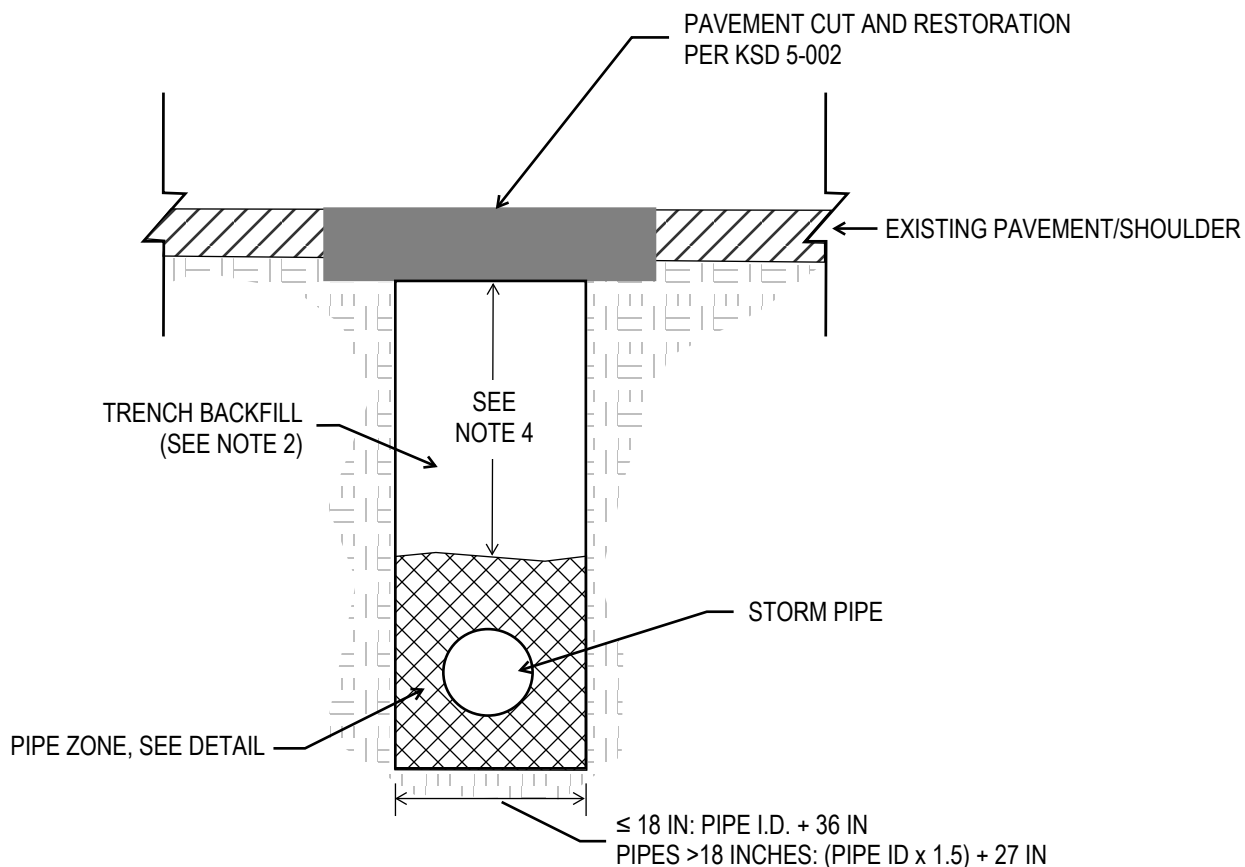
BEVELED END PIPE SECTION

FIGURE 7-001

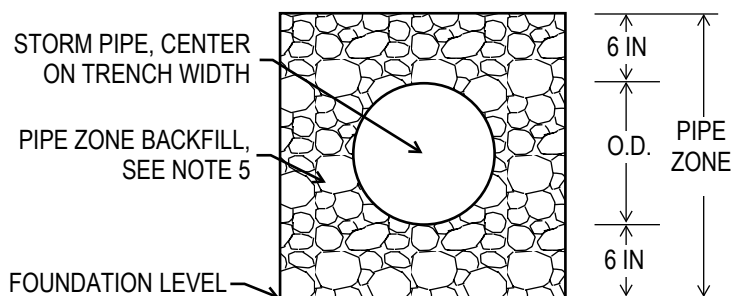
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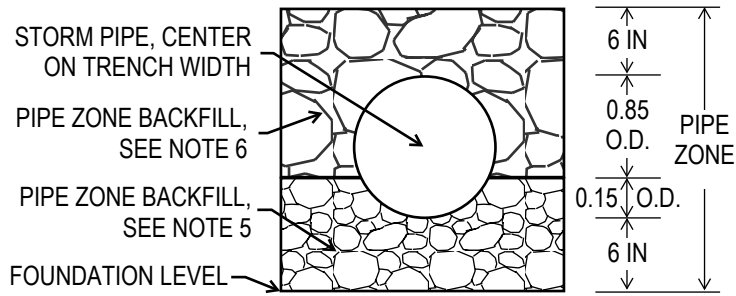
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SECTION VIEW



PIPE ZONE, PLASTIC PIPE



PIPE ZONE, METAL PIPE

NOTES:

1. TRENCH AND PIPE ZONE SHALL BE CONSTRUCTED PER WSDOT STANDARD SPECIFICATIONS 7-08.
2. TRENCH BACKFILL SHALL BE CRUSHED SURFACING PER WSDOT STANDARD SPECIFICATIONS 9-03.9(3). SEE KENMORE ROAD STANDARDS 11.04C FOR ADDITIONAL INFORMATION.
3. SEE KSD 5-002 FOR PAVEMENT RESTORATION AND OTHER TRENCH CUT RESTORATION REQUIREMENTS.
4. SEE KENMORE ROAD STANDARDS 10.03 FOR TRENCH DEPTH REQUIREMENTS
5. GRAVEL BACKFILL FOR PIPE ZONE BEDDING PER WSDOT STANDARD SPECIFICATION 9-03.12(3)
6. GRAVEL BACKFILL PER WSDOT STANDARD SPECIFICATION 9-03.12(4).
7. MINIMUM OF 25 INCH CLEARANCE (EDGE OF PIPE TO EDGE OF PIPE) BETWEEN ANY ADJACENT PIPE.
8. LOCATOR TAPE SHALL BE PLACED AS REQUIRED UNDER KENMORE ROAD STANDARDS 11-04.

* I.D. = INNER DIAMETER
O.D.= OUTER DIAMETER



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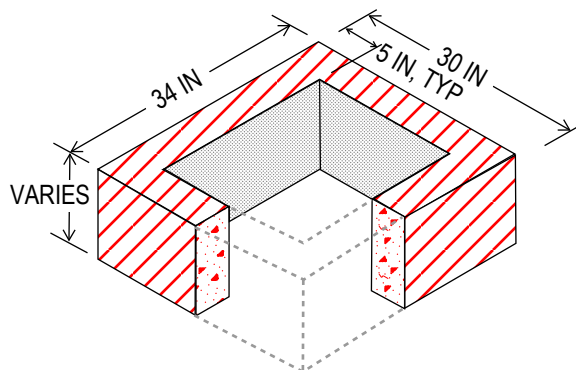
**TRENCH CUT
STORM DRAINAGE**

FIGURE 7-002

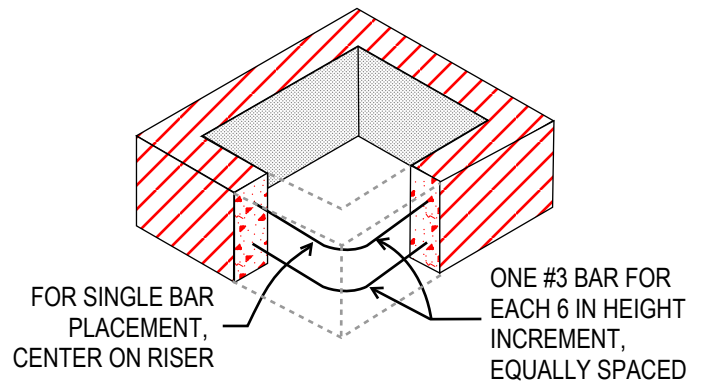
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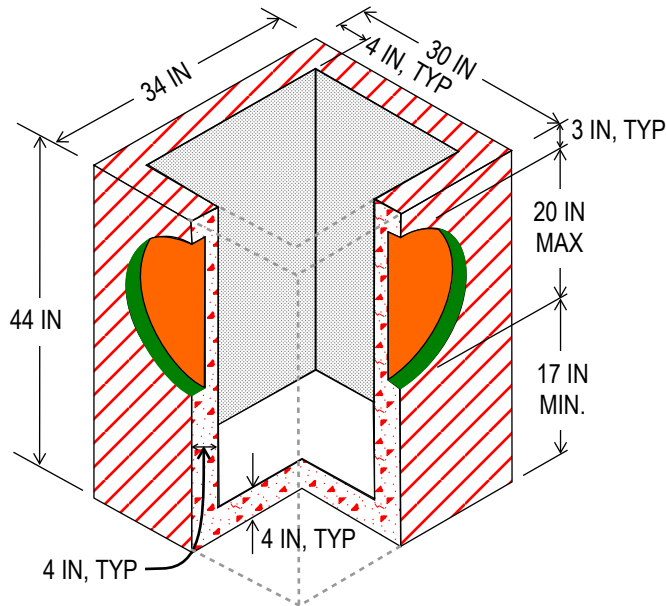
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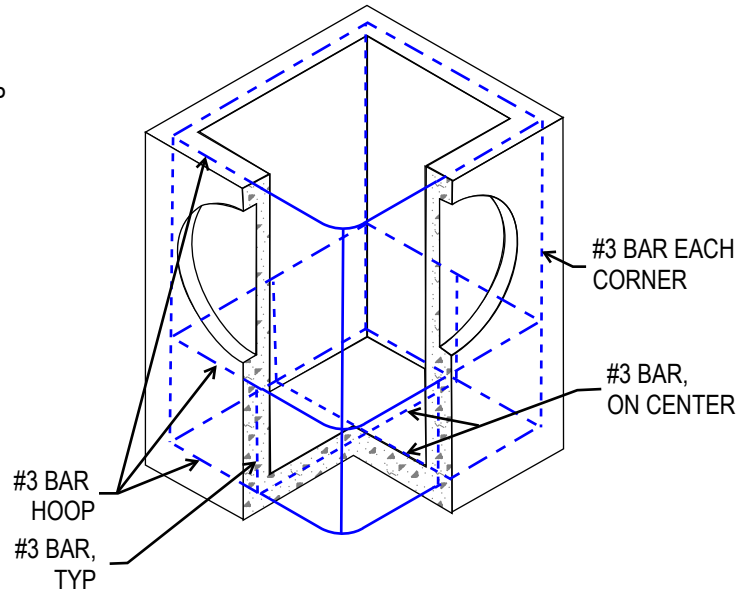
RISER ADJUSTMENT



RISER REINFORCEMENT



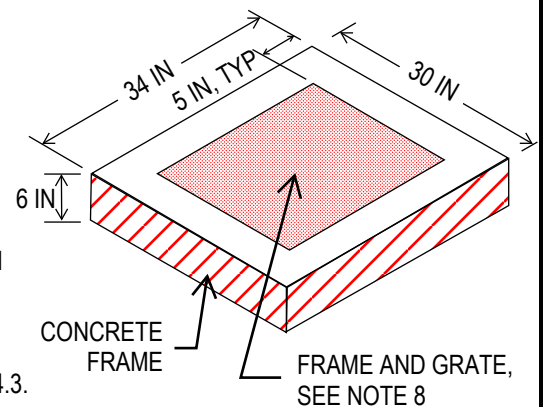
PRECAST BASE SECTION



PRECAST BASE REINFORCEMENT

NOTES:

1. CATCH BASINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH AASHTO M199 UNLESS OTHERWISE SHOWN ON THE PLANS OR NOTED IN THE WSDOT STANDARD SPECIFICATIONS.
2. AN ACCEPTABLE ALTERNATIVE TO REBAR WOULD BE WELDED WIRE FABRIC HAVING A MINIMUM AREA OF 0.12 SQ. IN. PER FT. WELDED WIRE FABRIC SHALL COMPLY TO ASTM A497 (AASHTO M221). WIRE FABRIC SHALL NOT BE PLACED IN KNOCKOUTS.
3. ALL CATCH BASIN (RISER, FRAME, AND BASE SECTIONS) SHALL BE A MINIMUM OF 4000 PSI CONCRETE.
4. CATCH BASINS SHALL BE PROVIDED WITH FACTORY INSTALLED KNOCKOUTS ON EACH SIDE. KNOCKOUTS SHALL HAVE A WALL THICKNESS OF 2 IN MINIMUM TO 2½ IN MAXIMUM.
5. PIPES SHALL PASS THROUGH KNOCKOUT AREA ONLY.
6. GROUT FILL PICKUP HOLES, AROUND PIPE AND CATCH BASIN KNOCKOUTS, AND BETWEEN RISER SECTIONS AND FRAME PER WSDOT STANDARD SPECIFICATION 9-04.3.
7. THE TAPER ON THE SIDES OF THE BASE SECTION AND THE RISER SECTION SHALL NOT EXCEED ½ IN PER FT. EDGE OF RISERS SHALL NOT BE MORE THAN 2 IN FROM VERTICAL EDGE OF THE CATCH BASIN WALL.
8. METAL FRAME AND GRATE SHALL BE PER KSD 7-007 THROUGH 7-010.
9. BRICK RISERS MAY NOT BE USED UNLESS APPROVED BY THE CITY.
10. SHIMS MAY BE USED FOR MINOR ADJUSTMENTS. SHIMS SHALL BE HIGH IMPACT POLYSTYRENE WITH A MINIMUM COMPRESSIVE STRENGTH OF 8,000 PSI PER ASTM D695. RIMRISER® PRODUCTS MAY ALSO BE USED PER MANUFACTURER'S RECOMMENDATION FOR MINOR ADJUSTMENTS.



FRAME AND GRATE



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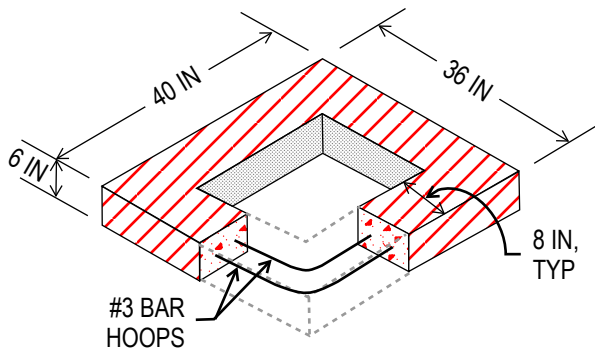
**CATCH BASIN
TYPE 1**

FIGURE 7-003

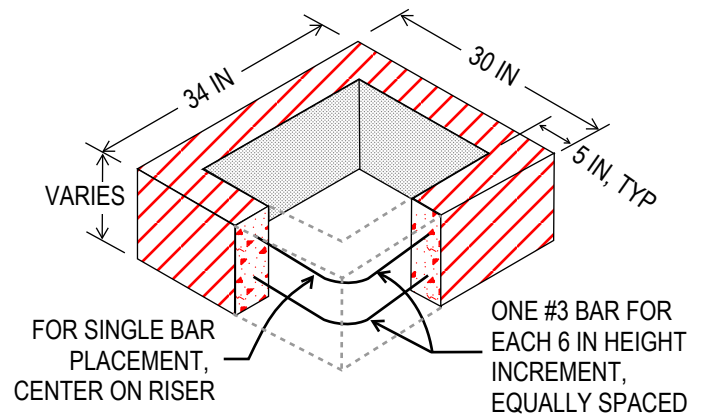
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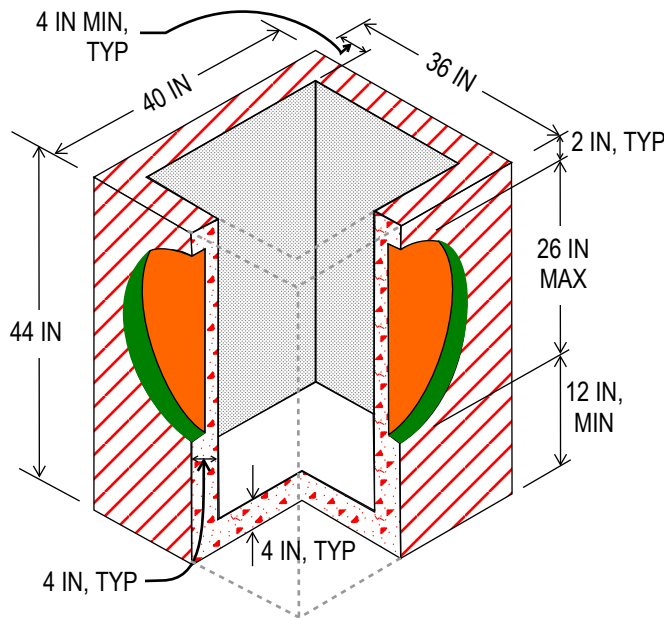
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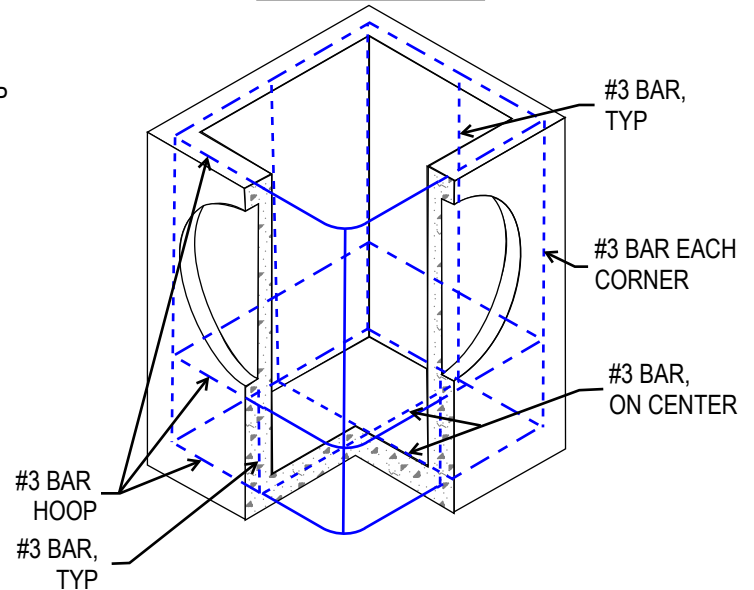
REDUCING SECTION AND REINFORCEMENT



RISER ADJUSTMENT AND REINFORCEMENT



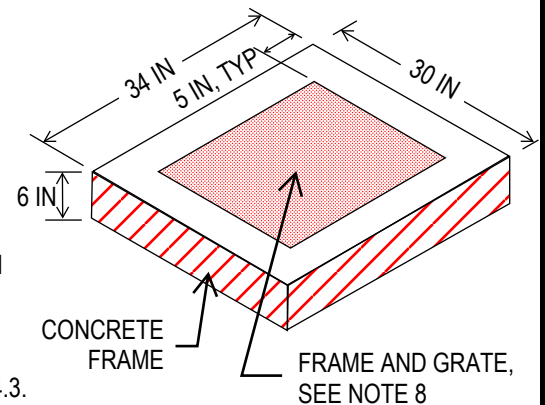
PRECAST BASE SECTION



PRECAST BASE REINFORCEMENT

NOTES:

1. CATCH BASINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH AASHTO M199 UNLESS OTHERWISE SHOWN ON THE PLANS OR NOTED IN THE WSDOT STANDARD SPECIFICATIONS.
 2. AN ACCEPTABLE ALTERNATIVE TO REBAR WOULD BE WELDED WIRE FABRIC HAVING A MINIMUM AREA OF 0.12 SQ. IN. PER FT WELDED WIRE FABRIC SHALL COMPLY TO ASTM A497 (AASHTO M221). WIRE FABRIC SHALL NOT BE PLACED IN KNOCKOUTS.
 3. ALL CATCH BASIN (RISER, FRAME, AND BASE SECTIONS) SHALL BE A MINIMUM OF 4000 PSI CONCRETE.
 4. CATCH BASINS SHALL BE PROVIDED WITH FACTORY INSTALLED KNOCKOUTS ON EACH SIDE. KNOCKOUTS SHALL HAVE A WALL THICKNESS OF 2 IN MINIMUM TO 2½ IN MAXIMUM.
 5. PIPES SHALL PASS THROUGH KNOCKOUT AREA ONLY.
 6. GROUT FILL PICKUP HOLES, AROUND PIPE AND CATCH BASIN KNOCKOUTS, AND BETWEEN RISER SECTIONS AND FRAME PER WSDOT STANDARD SPECIFICATION 9-04.3.
 7. THE TAPER ON THE SIDES OF THE BASE SECTION AND THE RISER SECTION SHALL NOT EXCEED ½ IN PER FT. EDGE OF RISERS SHALL NOT BE MORE THAN 2 IN FROM VERTICAL EDGE OF THE CATCH BASIN WALL.
 8. METAL FRAME AND GRATE SHALL BE PER KSD 7-007 THROUGH 7-010.
 9. BRICK RISERS MAY NOT BE USED UNLESS APPROVED BY THE CITY.
 10. SHIMS MAY BE USED FOR MINOR ADJUSTMENTS. SHIMS SHALL BE HIGH IMPACT POLYSTYRENE WITH A MINIMUM COMPRESSIVE STRENGTH OF 8,000 PSI PER ASTM D695.
- RIMRISER® PRODUCTS MAY ALSO BE USED PER MANUFACTURER'S RECOMMENDATION FOR MINOR ADJUSTMENTS.



FRAME AND GRATE



CITY OF KENMORE

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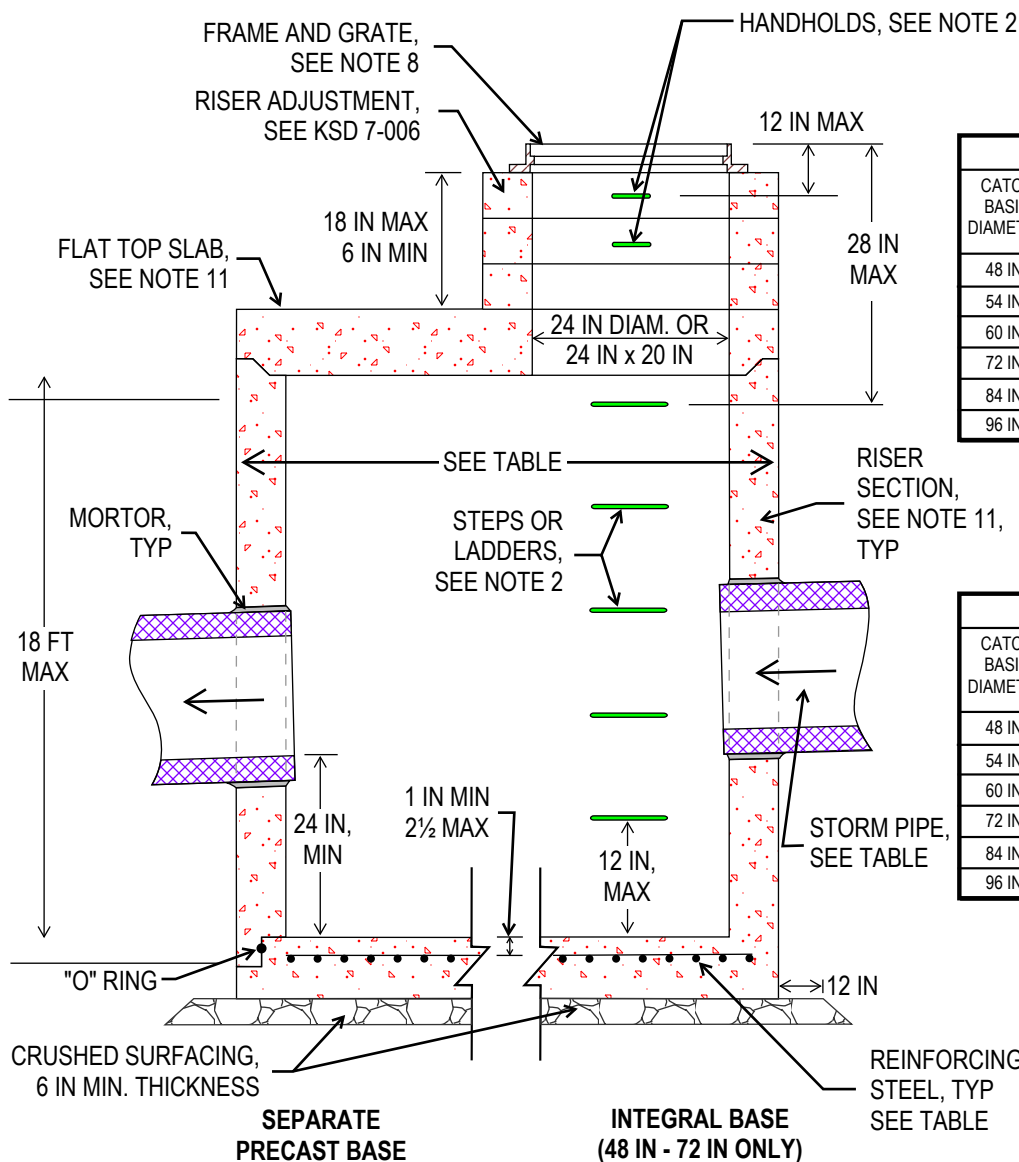
**CATCH BASIN
TYPE 1L**

FIGURE 7-004

NOT TO SCALE

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CATCH BASIN DIMENSIONS				
CATCH BASIN DIAMETER	MIN. WALL THICKNESS	MIN. BASE THICKNESS	MAX. SIZE KNOCKOUT	MIN. DISTANCE BETWEEN KNOCKOUTS
48 IN	4 IN	6 IN	36 IN	8 IN
54 IN	4½ IN	8 IN	42 IN	8 IN
60 IN	5 IN	8 IN	48 IN	8 IN
72 IN	6 IN	8 IN	60 IN	12 IN
84 IN	8 IN	12 IN	72 IN	12 IN
96 IN	8 IN	12 IN	84 IN	12 IN

CATCH BASIN DIMENSIONS				
CATCH BASIN DIAMETER	PIPE MATERIAL WITH MAX. INSIDE DIAMETER			
	CONCRETE PIPE	DUCTILE IRON PIPE	CPSS PIPE	SOLID WALL PVC PIPE
48 IN	24 IN	30 IN	24 IN	30 IN
54 IN	30 IN	36 IN	30 IN	36 IN
60 IN	36 IN	42 IN	36 IN	42 IN
72 IN	42 IN	54 IN	42 IN	54 IN
84 IN	54 IN	60 IN	54 IN	60 IN
96 IN	60 IN	72 IN	60 IN	72 IN

CPSS = CORRUGATED POLYETHYLENE STORM SEWER

MIN. BASE REINFORCEMENT		
CATCH BASIN DIAMETER	SEPARATE PRECAST BASE	INTEGRAL PRECAST BASE
48 IN	0.23 SQ IN/FT E.D.	0.15 SQ IN/FT E.D.
54 IN	0.19 SQ IN/FT E.D.	0.19 SQ IN/FT E.D.
60 IN	0.25 SQ IN/FT E.D.	0.25 SQ IN/FT E.D.
72 IN	0.35 SQ IN/FT E.D.	0.24 SQ IN/FT E.D.
84 IN	0.37 SQ IN/FT E.D.	0.27 SQ IN/FT E.D.
96 IN	0.39 SQ IN/FT E.D.	0.29 SQ IN/FT E.D.

E.D. = EACH DIRECTION

NOTES:

- CATCH BASINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH AASHTO M199 UNLESS OTHERWISE SHOWN ON THE PLANS OR NOTED IN THE WSDOT STANDARD SPECIFICATIONS.
- STEPS/LADDERS AND HANDHOLDS PER KSD 7-006. ORIENTATE STEPS/LADDERS TO PROVIDE A MINIMUM OF 12 INCHES OF CLEARANCE FROM STORM PIPES.
- PIPES SHALL PASS THROUGH KNOCKOUT AREA ONLY.
- CATCH BASINS SHALL BE PROVIDED WITH A MINIMUM OF FOUR FACTORY INSTALLED KNOCKOUTS. KNOCKOUTS SHALL HAVE A WALL THICKNESS OF 2 IN MINIMUM TO 2½ IN MAXIMUM.
- ALL CATCH BASINS (RISER, RISER ADJUSTMENT, AND BASE SECTIONS) SHALL BE A MINIMUM OF 4000 PSI CONCRETE.
- GROUT FILL PICKUP HOLES AROUND PIPE AND CATCH BASIN KNOCKOUTS AND BETWEEN RISER SECTIONS AND FRAME PER WSDOT STANDARD SPECIFICATION 9-04.3.
- THE TAPER ON THE SIDES OF THE RISER/BASE SECTION AND THE RISER ADJUSTMENT SECTION SHALL NOT EXCEED ½ IN PER FT. EDGE OF NECK RISERS SHALL NOT BE MORE THAN 2 IN FROM VERTICAL EDGE OF THE CATCH BASIN WALL.
- METAL FRAME AND GRATE SHALL BE PER KSD 7-007 THROUGH 7-010.
- BRICK RISERS MAY NOT BE USED UNLESS APPROVED BY THE CITY.
- SHIMS MAY BE USED FOR MINOR ADJUSTMENTS. SHIMS SHALL BE HIGH IMPACT POLYSTYRENE WITH A MINIMUM COMPRESSIVE STRENGTH OF 8,000 PSI PER ASTM D695. RIMRISER® PRODUCTS MAY ALSO BE USED PER MANUFACTURER'S RECOMMENDATION FOR MINOR ADJUSTMENTS.
- RISER SECTION REINFORCEMENT SHALL BE PER MANUFACTURER'S RECOMMENDATION. SEE KSD 7-006 FOR REINFORCEMENT OF TOP SLAB AND RISER ADJUSTMENTS.
- RUBBER GASKETS SHALL BE USED AT JOINTS BETWEEN SECTIONS.



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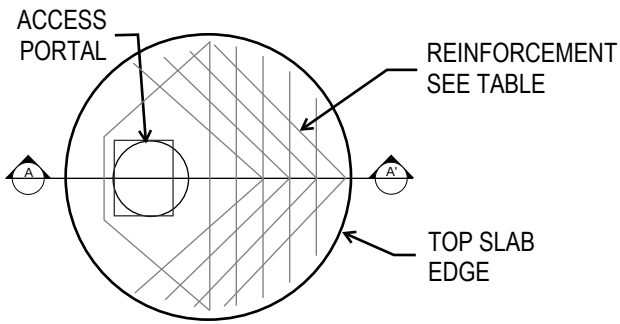


**CATCH BASIN
TYPE 2**

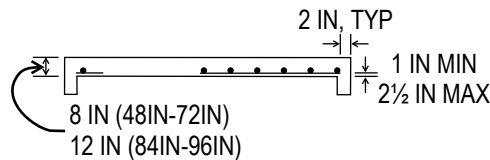
**FIGURE 7-005
NOT TO SCALE**

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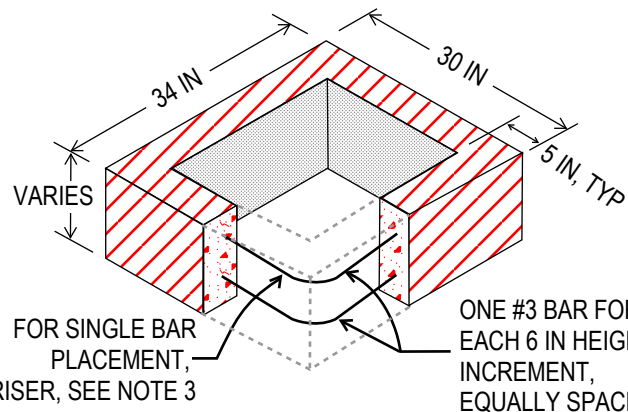


TOP SLAB PLAN VIEW

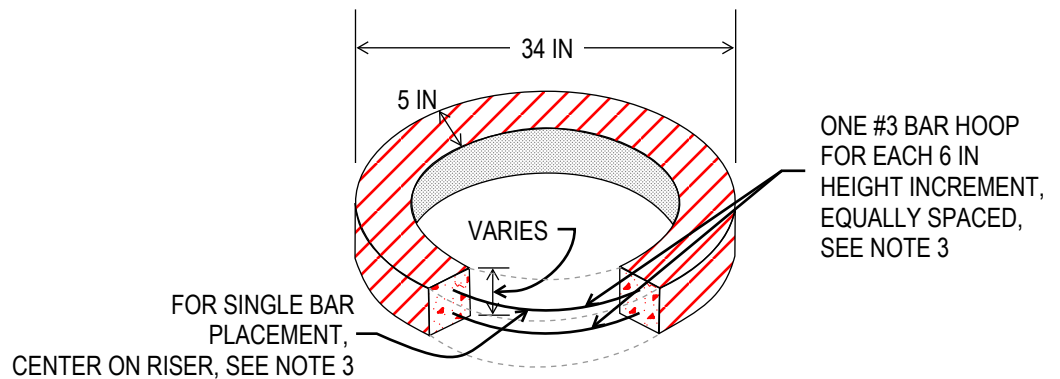


SECTION A-A'

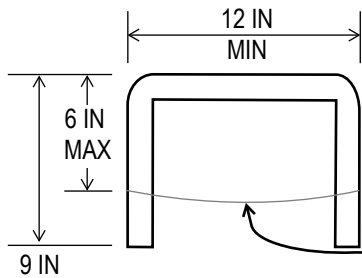
TOP SLAB REINFORCEMENT		
CATCH BASIN DIAMETER	BAR SIZE	SPACING ON CENTER
48 IN	#4	6 IN
54 IN	#4	6 IN
60 IN	#4	6 IN
72 IN	#5	6 IN
84 IN	#6	7 IN
96 IN	#6	7 IN



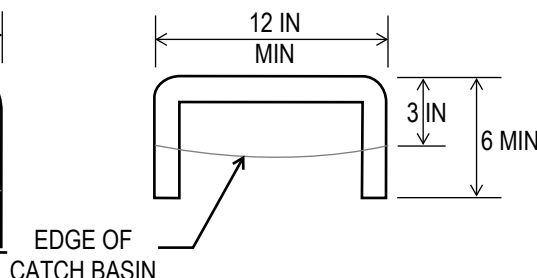
RISER ADJUSTMENT AND REINFORCEMENT



RISER ADJUSTMENT AND REINFORCEMENT



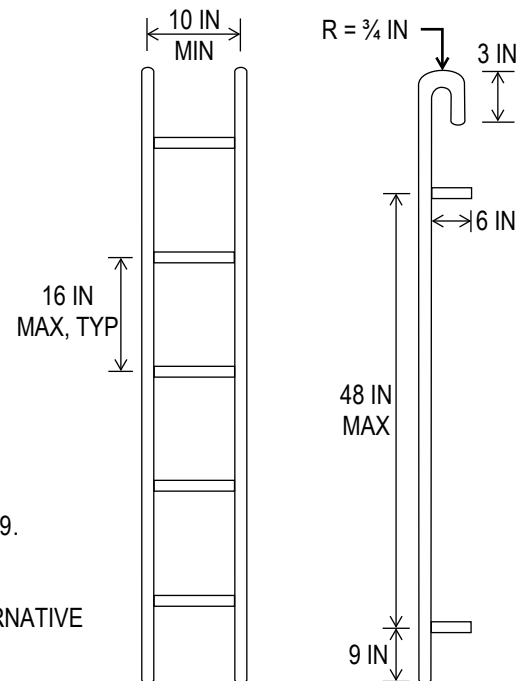
STEP



HANDHOLD

NOTES:

1. STEPS, LADDERS, AND HANDHOLDS SHALL BE RELATIVELY PARALLEL TO THE CATCH BASIN WALL.
2. STEPS/LADDERS AND HANDHOLDS SHALL MEET THE REQUIREMENTS OF AASHTO M199.
3. AS AN ALTERNATIVE TO REBAR, WIRE MESH HAVING A MINIMUM AREA OF 0.12 SQ IN PER FOOT MAY BE USED FOR ADJUSTMENT RISERS. SYNTHETIC STRUCTURAL FIBERS MEETING PER WSDOT STANDARD 9-05.50(10) MAY ALSO BE USED AS AN ALTERNATIVE
4. HANGING LADDERS SHALL BE PERMANENTLY FASTENED AT TOP BY HANGING ON STEP OR BY BOLTING TO OR EMBEDDING IN CONCRETE WALL.
5. ALL STEPS AND HANDHOLDS SHALL BE #8 GALVANIZED DEFORMED REBAR OR COPOLYMER PROPYLENE.



PREFABRICATED LADDER



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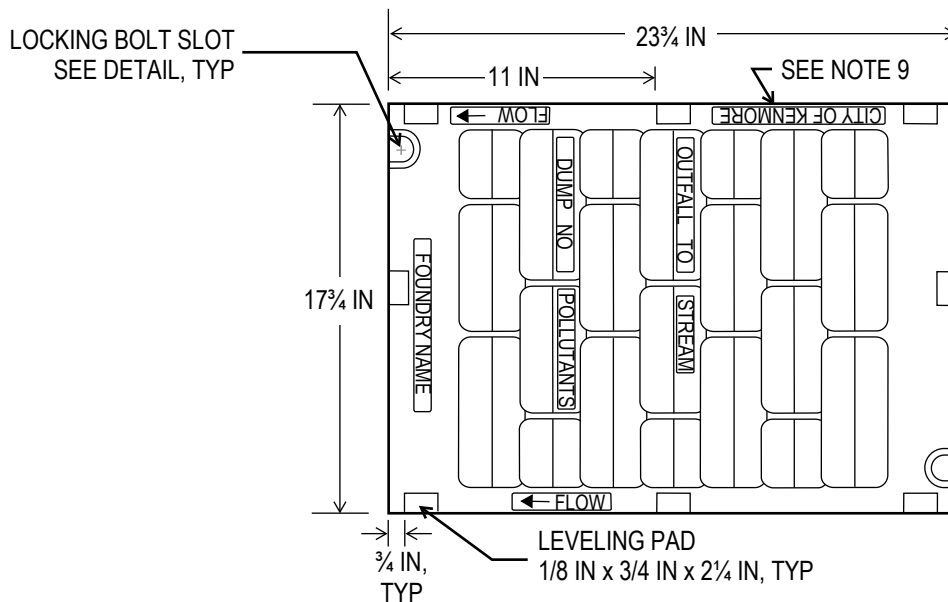
**CATCH BASIN TYPE 2
MISC. DETAILS**

FIGURE 7-006

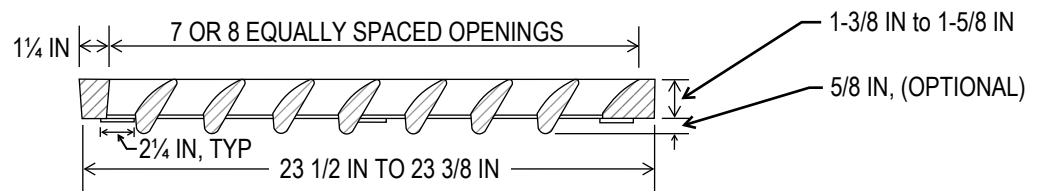
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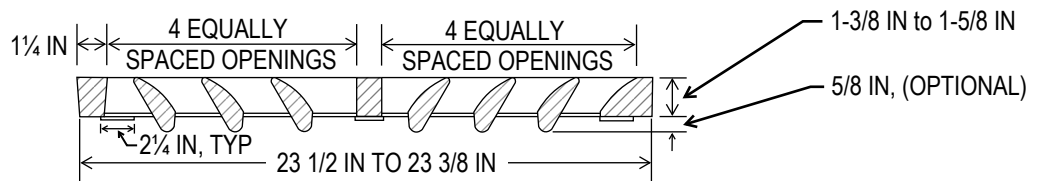
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PLAN VIEW



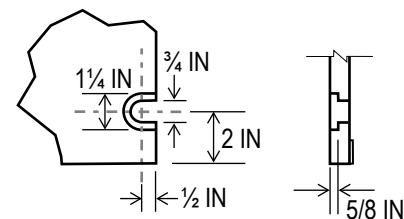
PROFILE VIEW



BI-DIRECTIONAL

NOTES:

1. USE MINIMUM OF (2) 5/8 IN - 11 NC STAINLESS STEEL TYPE 304 SOCKET HEAD (ALLEN HEAD) CAP SCREWS, 2 IN LONG.
2. GRATE SHALL BE GRADE 80-55-06 DUCTILE IRON MEETING THE REQUIREMENTS OF ASTM A536.
3. LOCATION OF LETTERING STAMPS ARE SHOWN FOR QUANTITY AND EXAMPLE. ACTUAL LOCATION OF EACH MAY VARY.
5. INSTALL A BI-DIRECTIONAL VANED GRATE AT LOCATIONS WHERE FLOW ENTERS THE BASIN FROM BOTH SIDES.
6. BOLT SLOT FORMED AND RECESSED FOR LOCKING BOLTS.
7. LETTERS ARE TO BE RECESSED SO FLUSH WITH SURROUNDING GRATE.
8. SEE WSDOT STANDARD SPECIFICATIONS SECTION 9-05.15 FOR METAL CASTING REQUIREMENTS.
9. FOR CATCH BASINS ON PRIVATE PROPERTY, OWNED AND OPERATED, REPLACE "CITY OF KENMORE" WITH "PRIVATE".



LOCKING BOLT DETAIL



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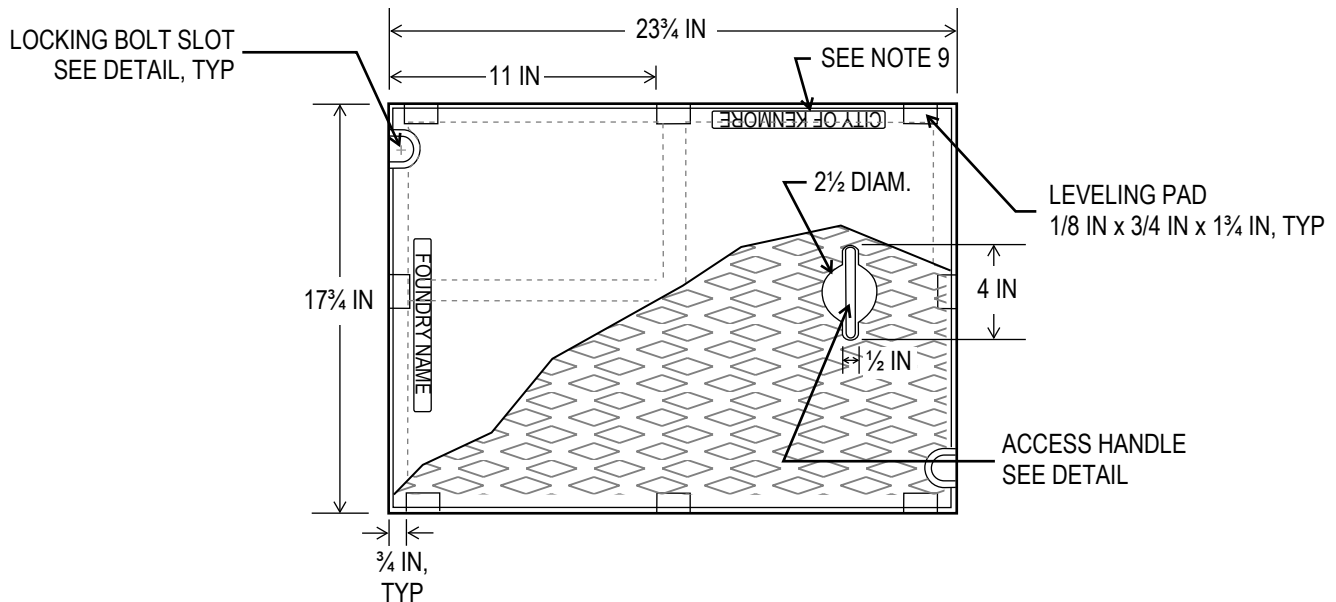
VANED GRATE

FIGURE 7-007

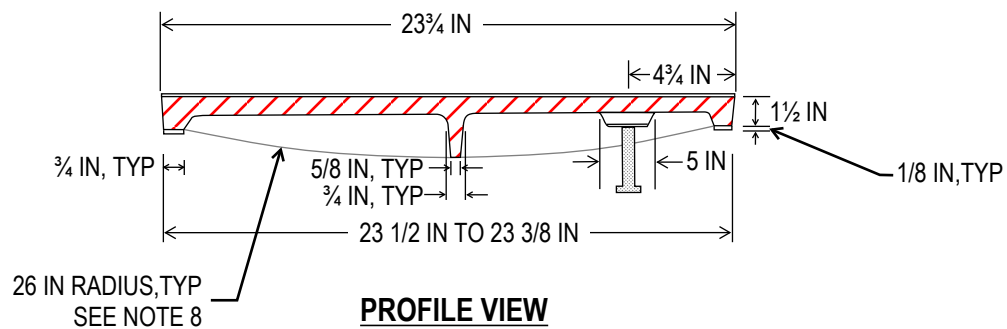
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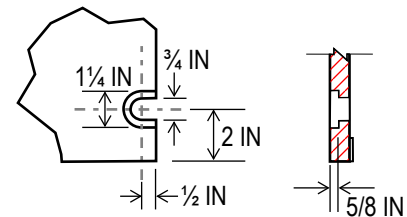
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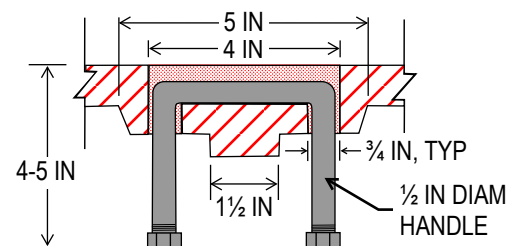
PLAN VIEW



PROFILE VIEW



LOCKING BOLT DETAIL



ACCESS HANDLE DETAIL

NOTES:

1. USE MINIMUM OF (2) 5/8 IN - 11 NC STAINLESS STEEL TYPE 304 SOCKET HEAD (ALLEN HEAD) CAP SCREWS, 2 IN LONG.
2. GRATE SHALL BE GRADE 80-55-06 DUCTILE IRON MEETING THE REQUIREMENTS OF ASTM A536.
3. LOCATION OF LETTERING STAMPS ARE SHOWN FOR QUANTITY AND EXAMPLE. ACTUAL LOCATION OF EACH MAY VARY.
4. SEE KSD 7-010 FOR FRAME REQUIREMENTS AND INSTALLATION
5. BOLT SLOT FORMED AND RECESSED FOR LOCKING BOLTS.
6. LETTERS ARE TO BE RECESSED SO FLUSH WITH SURROUNDING GRATE.
7. SEE WSDOT STANDARD SPECIFICATIONS SECTION 9-05.15 FOR METAL CASTING REQUIREMENTS.
8. ALTERNATIVE REINFORCING DESIGNS ARE ACCEPTABLE IN LIEU OF THE RIB DESIGN SHOWN.
9. FOR CATCH BASINS ON PRIVATE PROPERTY, OWNED AND OPERATED, REPLACE "CITY OF KENMORE" WITH "PRIVATE".



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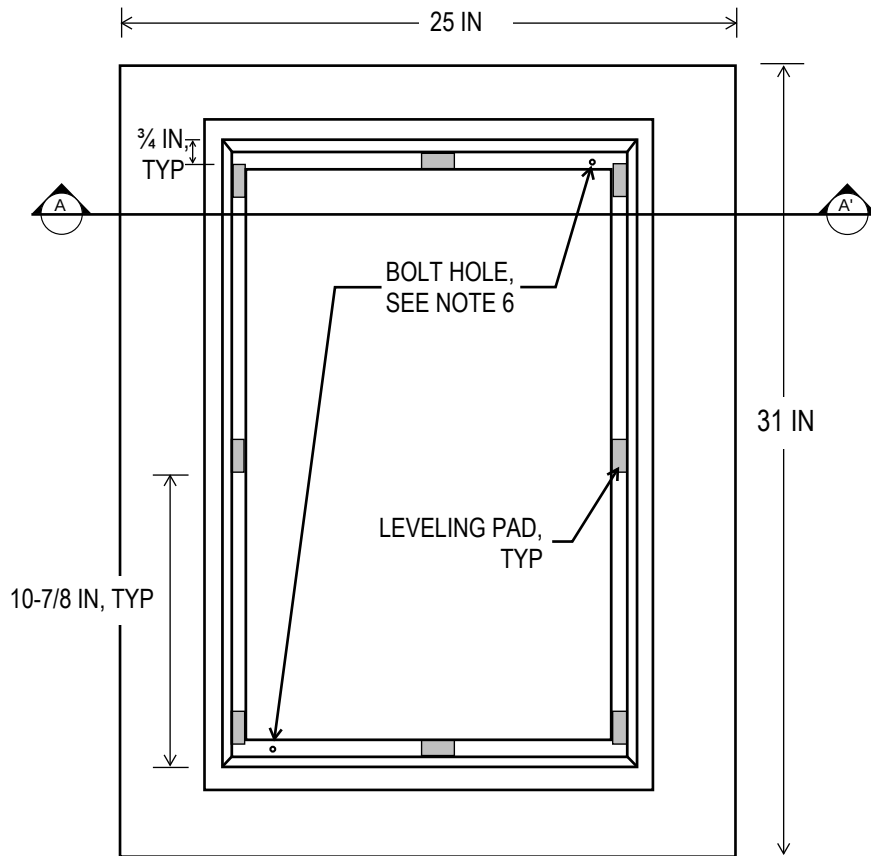
SOLID COVER

FIGURE 7-009

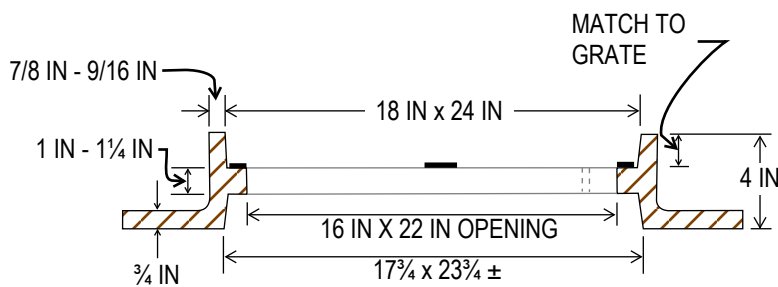
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Date: 01/25/2021

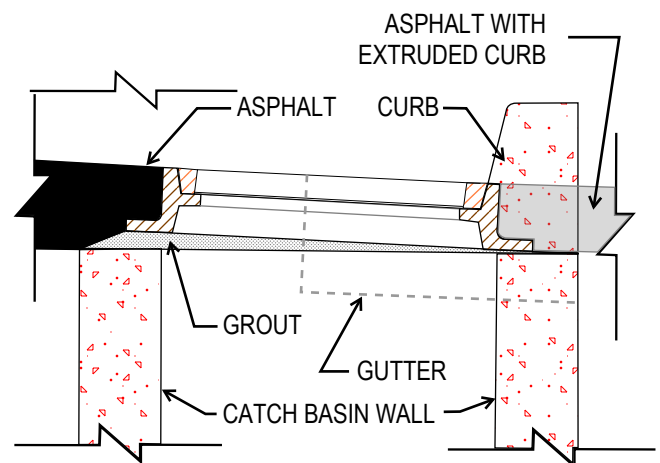
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FRAME PLAN VIEW



SECTION A-A'



INSTALLATION

NOTES:

1. SEE KSD 7-007, 7-008, AND 7-009 FOR GRATE REQUIREMENTS.
2. FRAME SHALL BE CLASS 30 DUCTILE IRON MEETING THE REQUIREMENTS OF ASTM A48.
3. SET FRAME FLUSH WITH ADJACENT ASPHALT PAVEMENT.
4. GRATE TO BE FLUSH WITH FRAME.
5. SEE WSDOT STANDARD SPECIFICATIONS SECTION 9-05.15 FOR METAL CASTING REQUIREMENTS.
6. DRILL AND TAP LOCKING BOLT.
7. FRAMES TO BE INSTALLED UPSTREAM AND OUT OF CURB RAMP.



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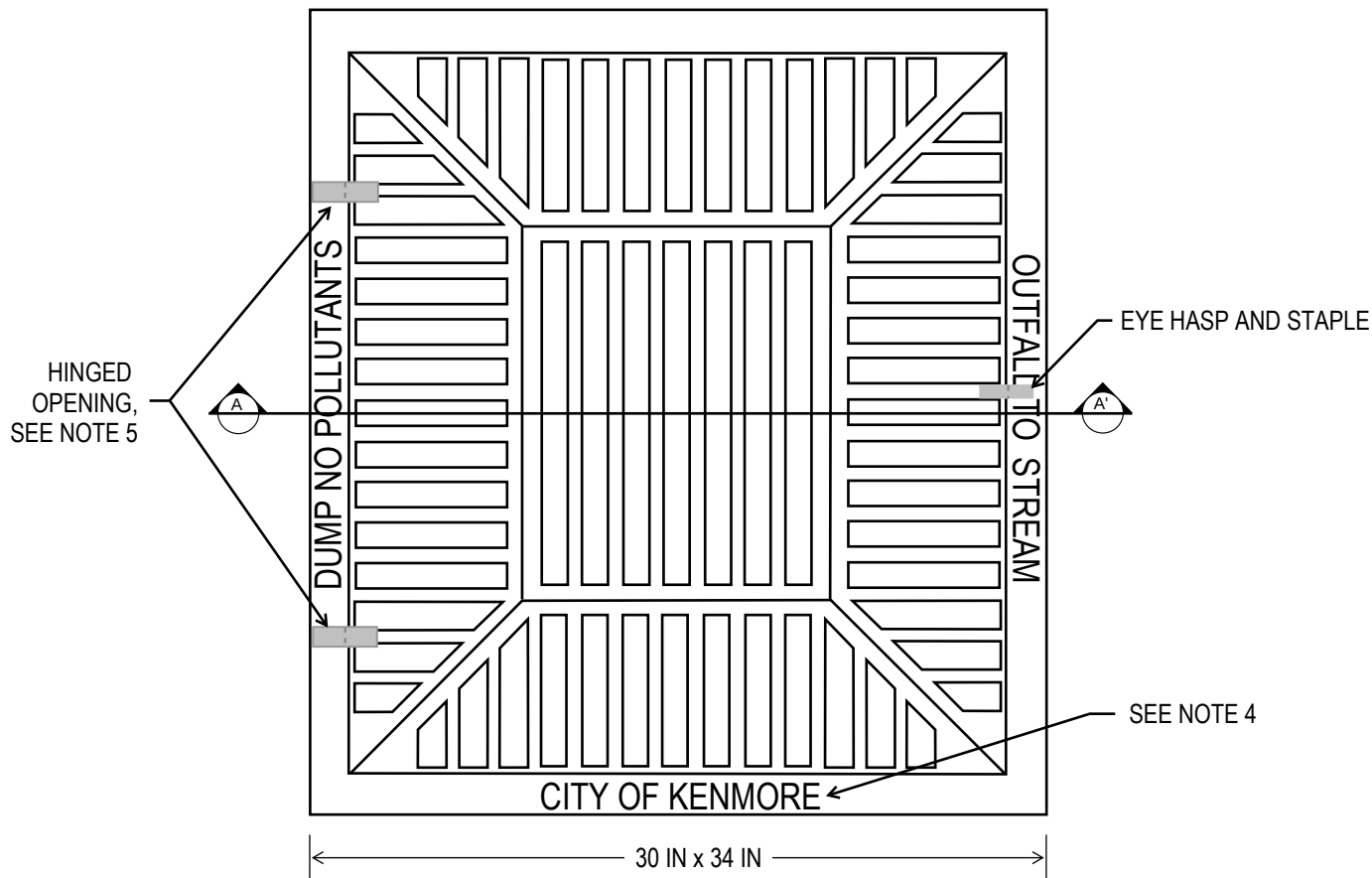
SQUARE FRAME

FIGURE 7-010

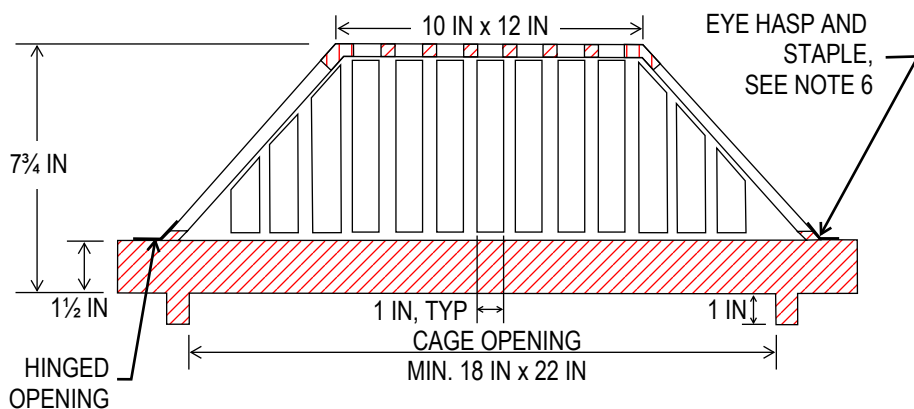
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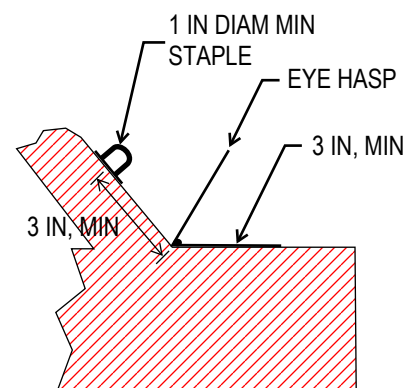
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TOP VIEW



CROSS SECTION A-A'



STAPLE AND HASP

NOTES:

1. ALL STEEL IN PLATES, BARS AND BANDS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A38
2. DEBRIS CAGE AND FRAME SHALL BE HOT-DIP GALVANIZED IN ACCORDANCE WITH ASTM A123 (AASHTO M111)
3. DIMENSIONS FOR FRAME SHALL PROVIDE A SNUG FIT WITHIN PROPOSED CATCH BASIN
4. FOR CATCH BASINS ON PRIVATE PROPERTY, OWNED AND OPERATED, REPLACE "CITY OF KENMORE" WITH "PRIVATE".
5. 2 IN x 5 IN ANCHOR HINGED STRIPS WELDED TO LONG SIDE OF CAGE AND FRAME LOCATIONS SPACED UNIFORMLY.
6. 1 1/2 IN WIDE EYE HASP WITH STAPLE WELDED TO FRAME AND CAGE.



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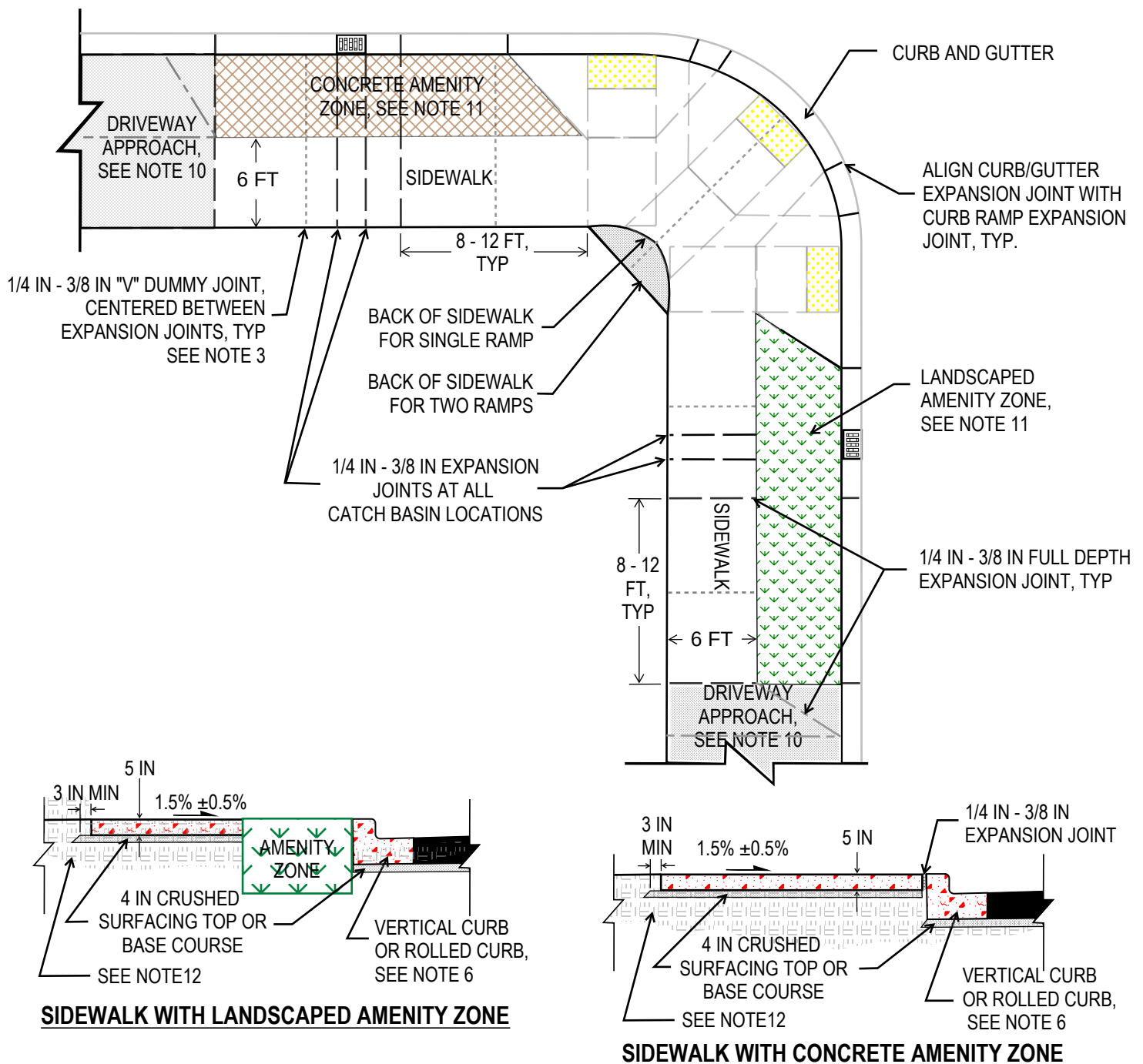
**DEBRIS CAGE FOR
CATCH BASIN**

FIGURE 7-011

NOT TO SCALE

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NOTES:

1. SPACE DUMMY AND EXPANSION JOINTS AS NOTED, FULL WIDTH OF SIDEWALK.
2. EXPANSION JOINTS SHALL BE EQUALLY SPACED AND FLUSH WITH ADJACENT SIDEWALK PANELS.
3. SEE KSD 8-008 FOR ADDITIONAL CONCRETE PLACEMENT AND FINISHING REQUIREMENTS.
4. EXPANSION JOINTS IN CURB/GUTTER TO ALIGN WITH EXPANSION JOINTS IN SIDEWALK.
5. BACKFILL MATERIAL PER WSDOT STANDARD SPECIFICATION SECTION 9-03.
6. SEE KSD 8-009 FOR CURB REQUIREMENTS.
7. JOINTING AROUND DRIVEWAY APPROACH AND CURB RAMPS FOR REFERENCE ONLY, SEE RESPECTIVE KSD FOR SPECIFIC REQUIREMENTS FOR EACH TYPE.
8. CURB RAMPS SHOWN FOR REFERENCE ONLY. ACTUAL LOCATION, TYPE AND QUANTITY TO BE APPROVED BY THE CITY AND WILL VARY DEPENDING UPON SITE CONDITIONS.
9. FOR REPLACEMENT SIDEWALK, EXISTING SIDEWALK SHALL BE REMOVED FROM JOINT TO JOINT, NO SAWCUTTING PERMITTED.
10. MAINTAIN SIGHT DISTANCE AT DRIVEWAY APPROACHES AND AT INTERSECTIONS PER ROAD STANDARDS SECTIONS 6.06 AND 6.07.
11. AMENITY ZONE SHALL BE A MINIMUM OF 4 FT WIDE. WIDTH SHALL BE UP TO 6 FT IF AVAILABLE RIGHT OF WAY EXISTS.
12. FOR DOWNTOWN AREAS, PLACE STRUCTURAL SOIL PER KSD 6-010.



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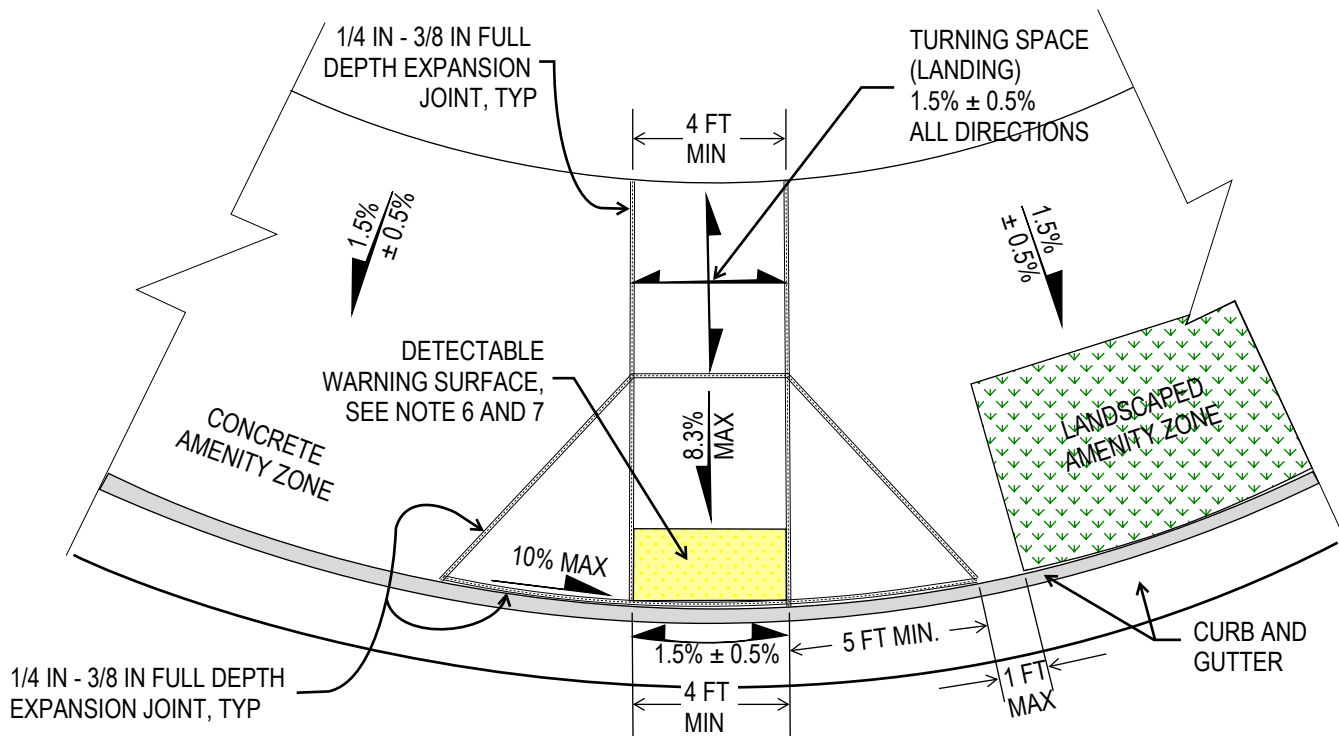
SIDEWALK

FIGURE 8-001

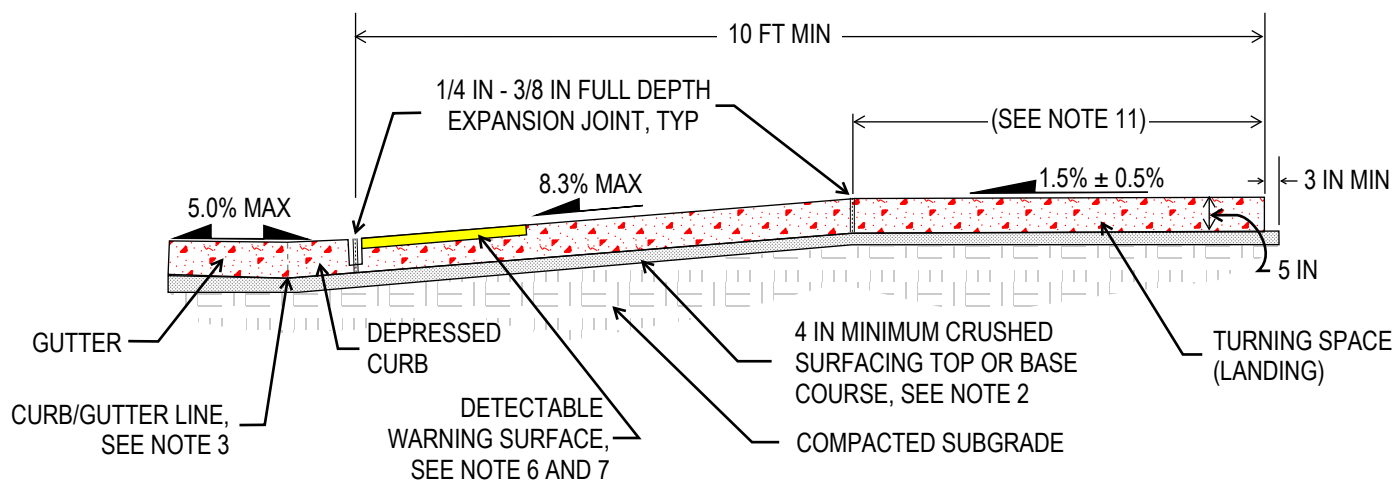
NOT TO SCALE

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PLAN VIEW



TURNING SPACE/RAMP CROSS SECTION

NOTES:

1. ALLOWABLE SLOPES AND WIDTHS ARE SHOWN. VARIATIONS FROM THE ABOVE STANDARDS MAY BE PERMITTED AT THE DISCRETION OF THE CITY ENGINEER.
2. BACKFILL MATERIAL PER WSDOT STANDARD SPECIFICATION SECTION 9-03.
3. DEPRESSED CURB MUST BE FLUSH WITH ADJACENT GUTTER AND CURB RAMP $\pm 1/8$ IN.
4. ALL CONCRETE PANELS SHALL BE FLUSH WITH ADJACENT CONCRETE PANELS WITH NO GREATER THAN $1/8$ IN VERTICAL DIFFERENCE.
5. SEE KSD 4-001 FOR ADDITIONAL CURB RAMP PLACEMENT REQUIREMENTS.
6. DETECTABLE WARNING SURFACE (DWS) SHALL BE FLUSH WITH SURROUNDING RAMP AND DEPRESSED CURB $\pm 1/8$ IN. DWS AND GRADE BREAKS SHALL BE PERPENDICULAR TO DIRECTION OF PEDESTRIAN TRAVEL. DWS SHALL BE WITHIN 5 FEET OF CURB.
7. DWS SHALL BE COMPLIANT WITH ADA GUIDELINES AND BE COMPOSED OF POLYMER MATERIAL ONLY. COLOR SHALL BE YELLOW MATCHING FEDERAL STANDARD 595 COLOR NUMBER 33538. COLOR SHALL BE THROUGHOUT (SURFACE COATINGS ONLY NOT ALLOWED). DWS SHALL BE CAST IN PLACE, SURFACE MOUNT DWS ARE NOT ALLOWED.
8. CATCH BASINS AND INLETS SHALL BE INSTALLED A MINIMUM OF 1 FOOT UPSTREAM FROM THE BASE OF ANY CURB RAMP.
9. RAMP AND TURNING SPACE SHALL NOT HAVE ANY EXPANSION JOINTS EXCEPT ALONG BORDERS.
10. FOR EXISTING SIDEWALK/RAMP LOCATIONS, CONCRETE SHALL BE REMOVED FROM JOINT TO JOINT; NO SAWCUTTING IS PERMITTED.
11. TURNING SPACE WIDTH SHALL MATCH WIDTH OF ADJACENT SIDEWALK; 5 FT MINIMUM IF THE BACK OF RAMP IS CONSTRAINED.



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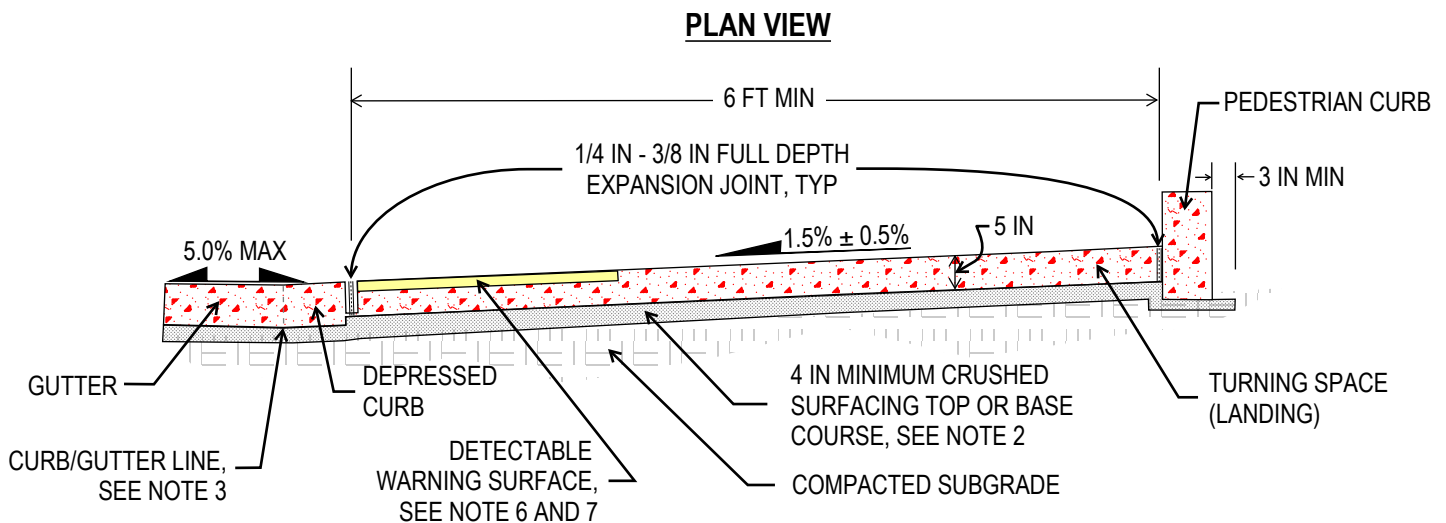
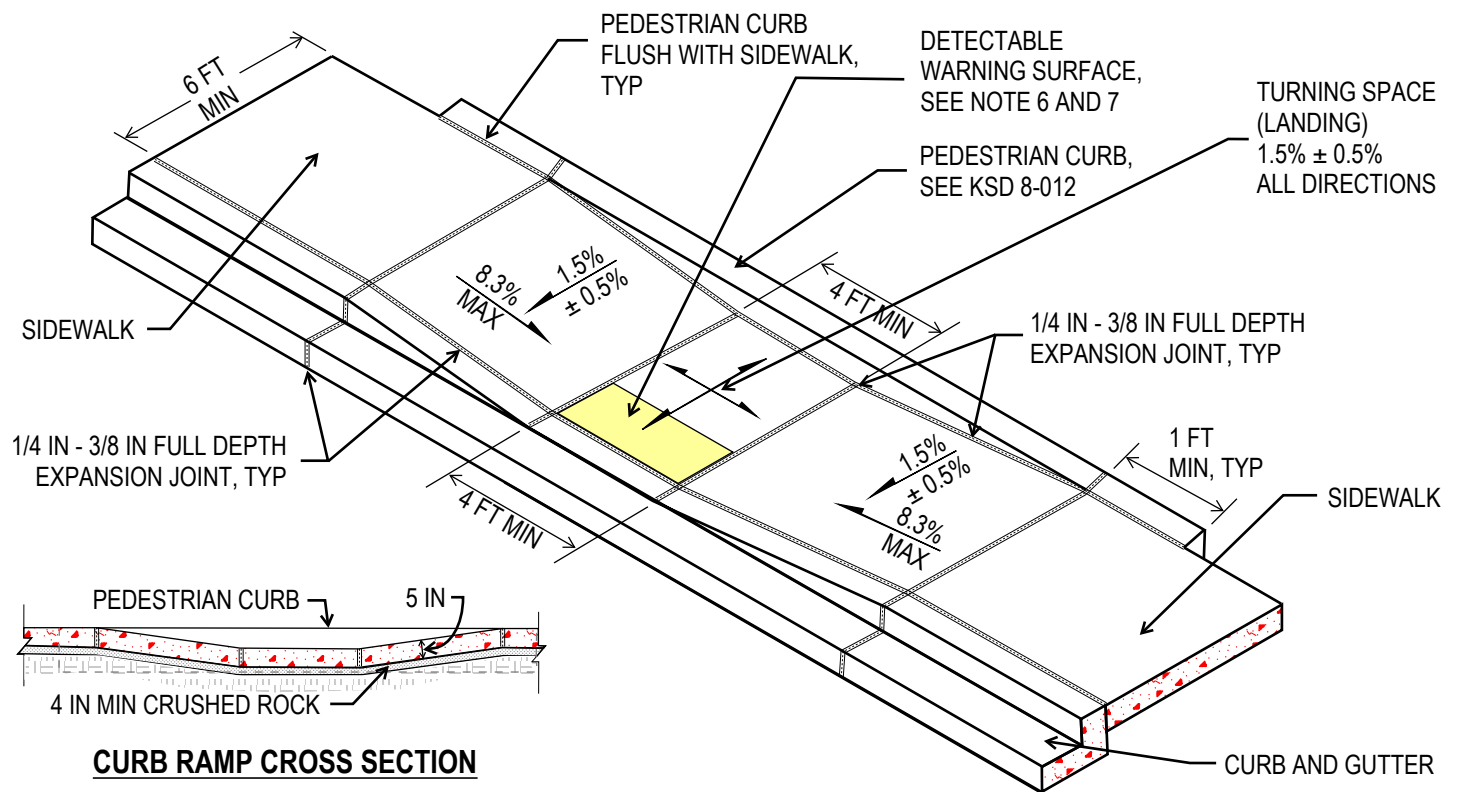
**PERPENDICULAR
CURB RAMP**

FIGURE 8-002

NOT TO SCALE

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NOTES:

1. ALLOWABLE SLOPES AND WIDTHS ARE SHOWN. VARIATIONS FROM THE ABOVE STANDARDS MAY BE APPROVED AT THE DISCRETION OF THE CITY ENGINEER. RAMP MAY EXCEED 8.3% IF THE LENGTH IS A MINIMUM OF 15 FT MEASURED AT CENTER.
2. BACKFILL MATERIAL PER WSDOT STANDARD SPECIFICATION SECTION 9-03.
3. DEPRESSED CURB MUST BE FLUSH WITH ADJACENT GUTTER AND CURB RAMP $\pm 1/8$ IN.
4. ALL CONCRETE PANELS SHALL BE FLUSH WITH ADJACENT CONCRETE PANELS WITH NO GREATER THAN $1/8$ IN VERTICAL DIFFERENCE.
5. SEE KSD 4-001 FOR ADDITIONAL CURB RAMP PLACEMENT REQUIREMENTS.
6. DETECTABLE WARNING SURFACE (DWS) SHALL BE FLUSH WITH SURROUNDING RAMP AND DEPRESSED CURB $\pm 1/8$ IN. DWS AND GRADE BREAKS SHALL BE PERPENDICULAR TO DIRECTION OF PEDESTRIAN TRAVEL. DWS SHALL BE WITHIN 5 FEET OF CURB.
7. DWS SHALL BE COMPLIANT WITH ADA GUIDELINES AND BE COMPOSED OF POLYMER MATERIAL ONLY. COLOR SHALL BE YELLOW MATCHING FEDERAL STANDARD 595 COLOR NUMBER 33538. COLOR SHALL BE THROUGHOUT (SURFACE COATINGS ONLY NOT ALLOWED). DWS SHALL BE CAST IN PLACE, SURFACE MOUNT DWS ARE NOT ALLOWED.
8. CATCH BASINS AND INLETS SHALL BE INSTALLED A MINIMUM OF 1 FOOT UPSTREAM FROM THE BASE OF ANY CURB RAMP.
9. RAMP AND TURNING SPACE SHALL NOT HAVE ANY EXPANSION JOINTS EXCEPT ALONG BORDERS.
10. FOR EXISTING SIDEWALK/RAMP LOCATIONS, CONCRETE SHALL BE REMOVED FROM JOINT TO JOINT; NO SAWCUTTING IS PERMITTED.



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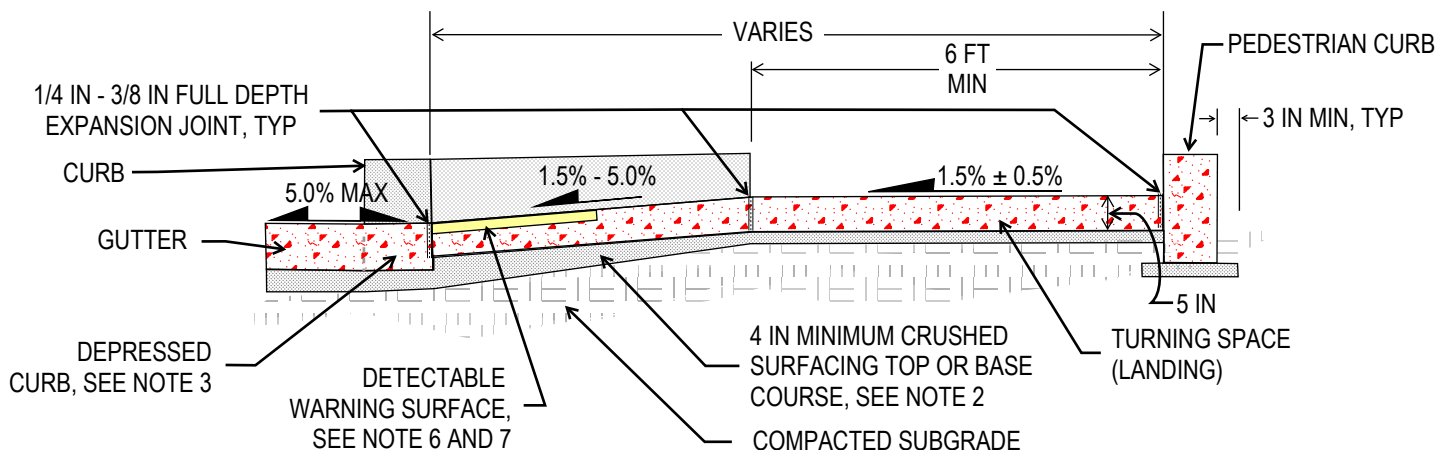
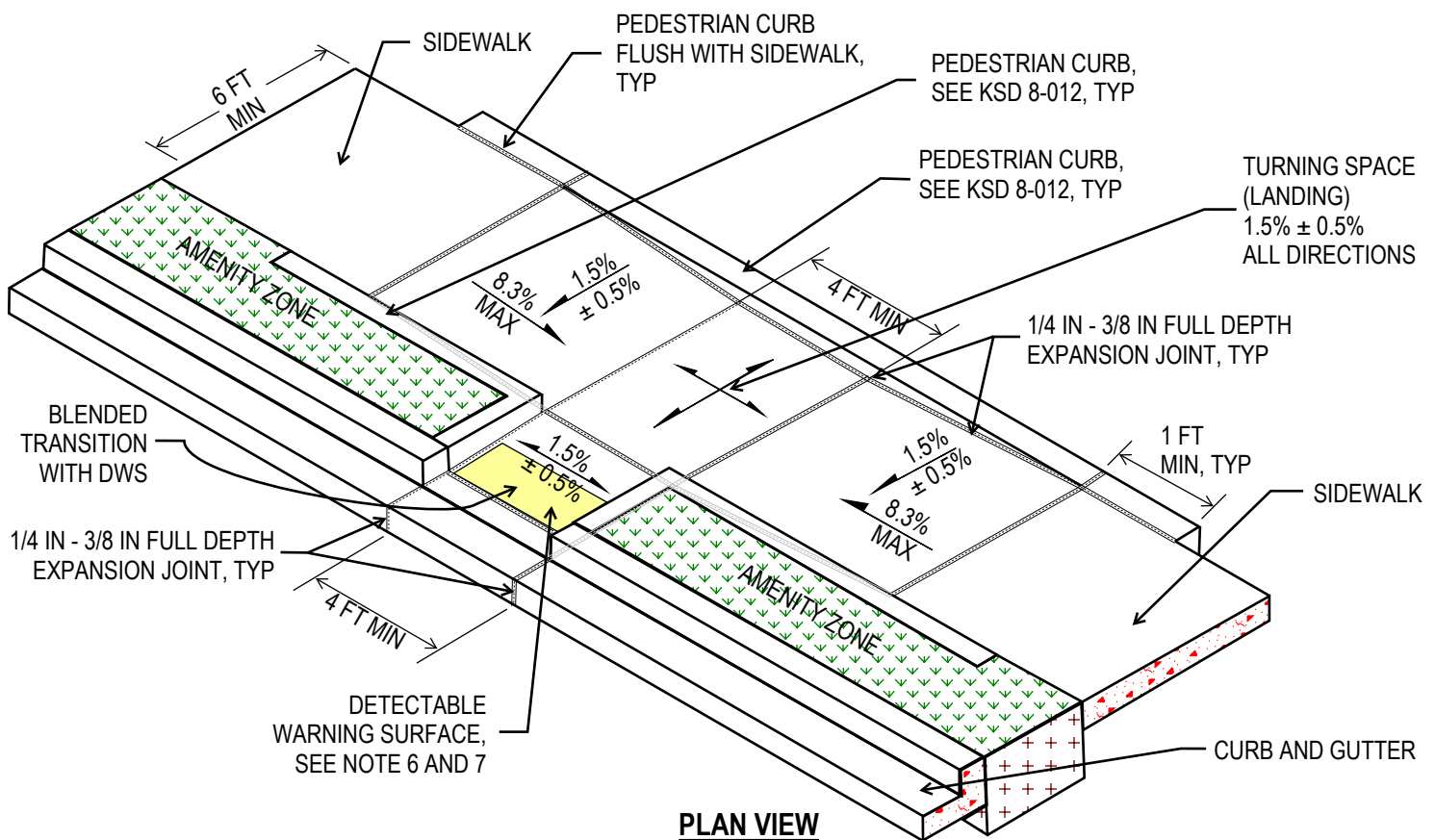
PARALLEL CURB RAMP

FIGURE 8-003

NOT TO SCALE

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NOTES:

1. ALLOWABLE SLOPES AND WIDTHS ARE SHOWN. VARIATIONS FROM THE ABOVE STANDARDS MAY BE APPROVED AT THE DISCRETION OF THE CITY ENGINEER. RAMP MAY EXCEED 8.3% IF THE LENGTH IS A MINIMUM OF 15 FT MEASURED ON CENTER.
2. BACKFILL MATERIAL PER WSDOT STANDARD SPECIFICATION SECTION 9-03.
3. DEPRESSED CURB MUST BE FLUSH WITH ADJACENT GUTTER AND CURB RAMP $\pm 1/8$ IN.
4. ALL CONCRETE PANELS SHALL BE FLUSH WITH ADJACENT CONCRETE PANELS WITH NO GREATER THAN $1/8$ IN VERTICAL DIFFERENCE.
5. SEE KSD 4-001 FOR ADDITIONAL CURB RAMP PLACEMENT REQUIREMENTS.
6. DETECTABLE WARNING SURFACE (DWS) SHALL BE FLUSH WITH SURROUNDING RAMP AND DEPRESSED CURB $\pm 1/8$ IN. DWS AND GRADE BREAKS SHALL BE PERPENDICULAR TO DIRECTION OF PEDESTRIAN TRAVEL. DWS SHALL BE WITHIN 5 FEET OF CURB.
7. DWS SHALL BE COMPLIANT WITH ADA GUIDELINES AND BE COMPOSED OF POLYMER MATERIAL ONLY. COLOR SHALL BE YELLOW MATCHING FEDERAL STANDARD 595 COLOR NUMBER 33538. COLOR SHALL BE THROUGHOUT (SURFACE COATINGS ONLY NOT ALLOWED). DWS SHALL BE CAST IN PLACE, SURFACE MOUNT DWS ARE NOT ALLOWED.
8. CATCH BASINS AND INLETS SHALL BE INSTALLED A MINIMUM OF 1 FOOT UPSTREAM FROM THE BASE OF ANY CURB RAMP.
9. RAMP AND TURNING SPACE SHALL NOT HAVE ANY EXPANSION JOINTS EXCEPT ALONG BORDERS.
10. FOR EXISTING SIDEWALK/RAMP LOCATIONS, CONCRETE SHALL BE REMOVED FROM JOINT TO JOINT; NO SAWCUTTING IS PERMITTED.



CITY OF KENMORE

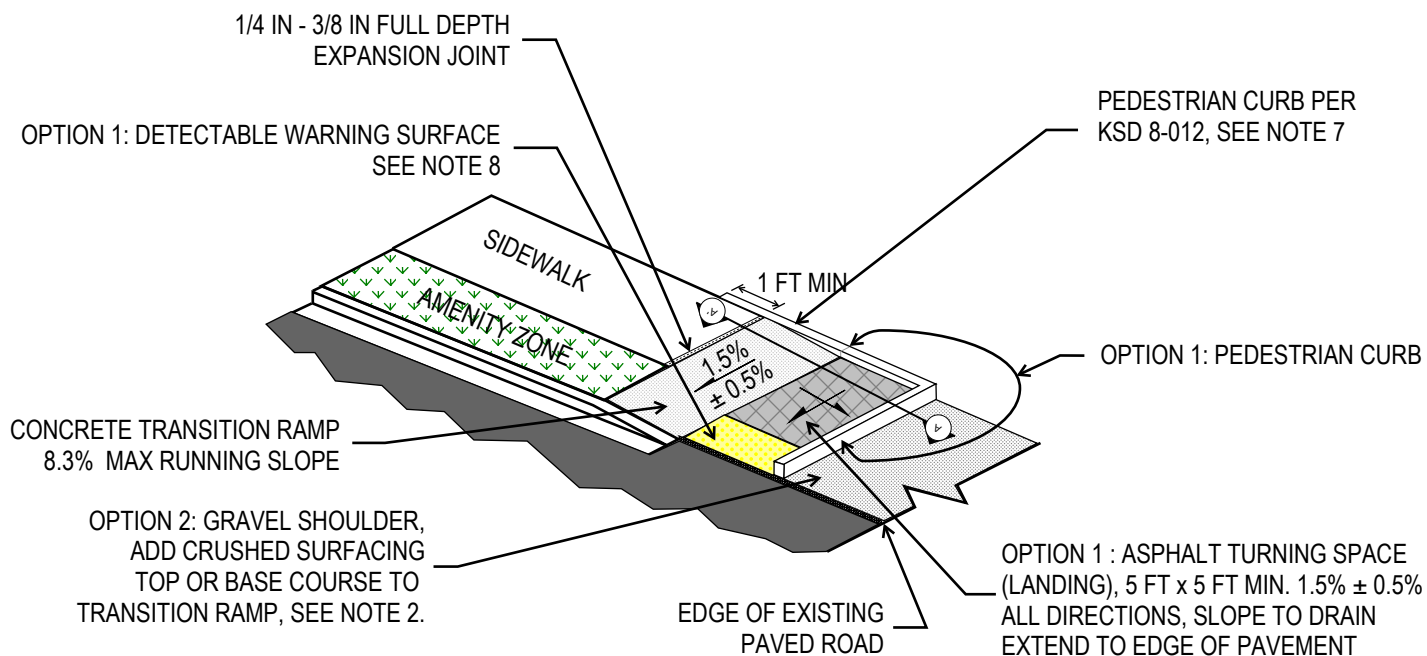
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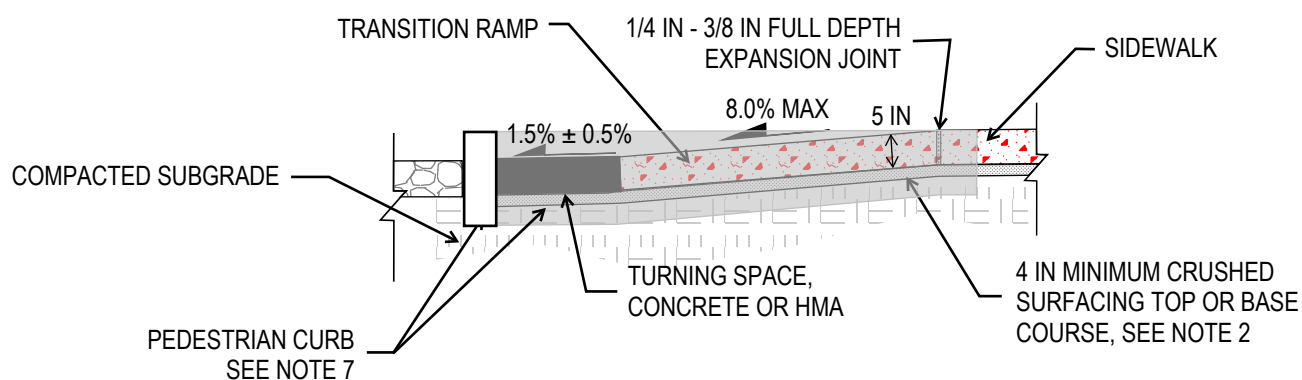
**COMBINATION
CURB RAMP**

**FIGURE 8-004
NOT TO SCALE**

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PLAN VIEW



RAMP CROSS SECTION A-A'

OPTION 1: SHOULDER IS OBSTRUCTED PROVIDING LESS THAN 4 FEET OF WIDTH
 OPTION 2: SHOULDER PROVIDES A MINIMUM OF 4 FEET OF UNOBSTRUCTED WIDTH

NOTES:

1. ALLOWABLE SLOPES AND WIDTHS ARE SHOWN. VARIATIONS FROM THE ABOVE STANDARDS MAY BE APPROVED AT THE DISCRETION OF THE CITY ENGINEER. RAMP MAY EXCEED 8.3% IF THE LENGTH IS A MINIMUM OF 15 FT.
2. BACKFILL MATERIAL PER WSDOT STANDARD SPECIFICATION SECTION 9-03.
3. DEPRESSED CURB MUST BE FLUSH WITH ADJACENT GUTTER AND CURB RAMP $\pm 1/8$ IN.
4. ALL CONCRETE PANELS SHALL BE FLUSH WITH ADJACENT CONCRETE PANELS WITH NO GREATER THAN $1/8$ IN VERTICAL DIFFERENCE.
5. CATCH BASINS AND INLETS SHALL BE INSTALLED A MINIMUM OF 1 FOOT UPSTREAM FROM THE CURB TRANSITION.
6. RAMP AND TURNING SPACE SHALL NOT HAVE ANY EXPANSION JOINTS EXCEPT ALONG BORDERS.
7. PEDESTRIAN CURB REQUIRED FOR ALL RAMPS ADJACENT TO SLOPES STEEPER THAN 4H:1V THAT ARE WITHIN 2 FEET OF THE EDGE OF TURNING SPACE.
8. SEE KSD 8-002 FOR DETECTABLE WARNING SURFACE REQUIREMENTS.
9. GRADE BREAKS SHALL BE PERPENDICULAR TO DIRECTION OF TRAVEL.



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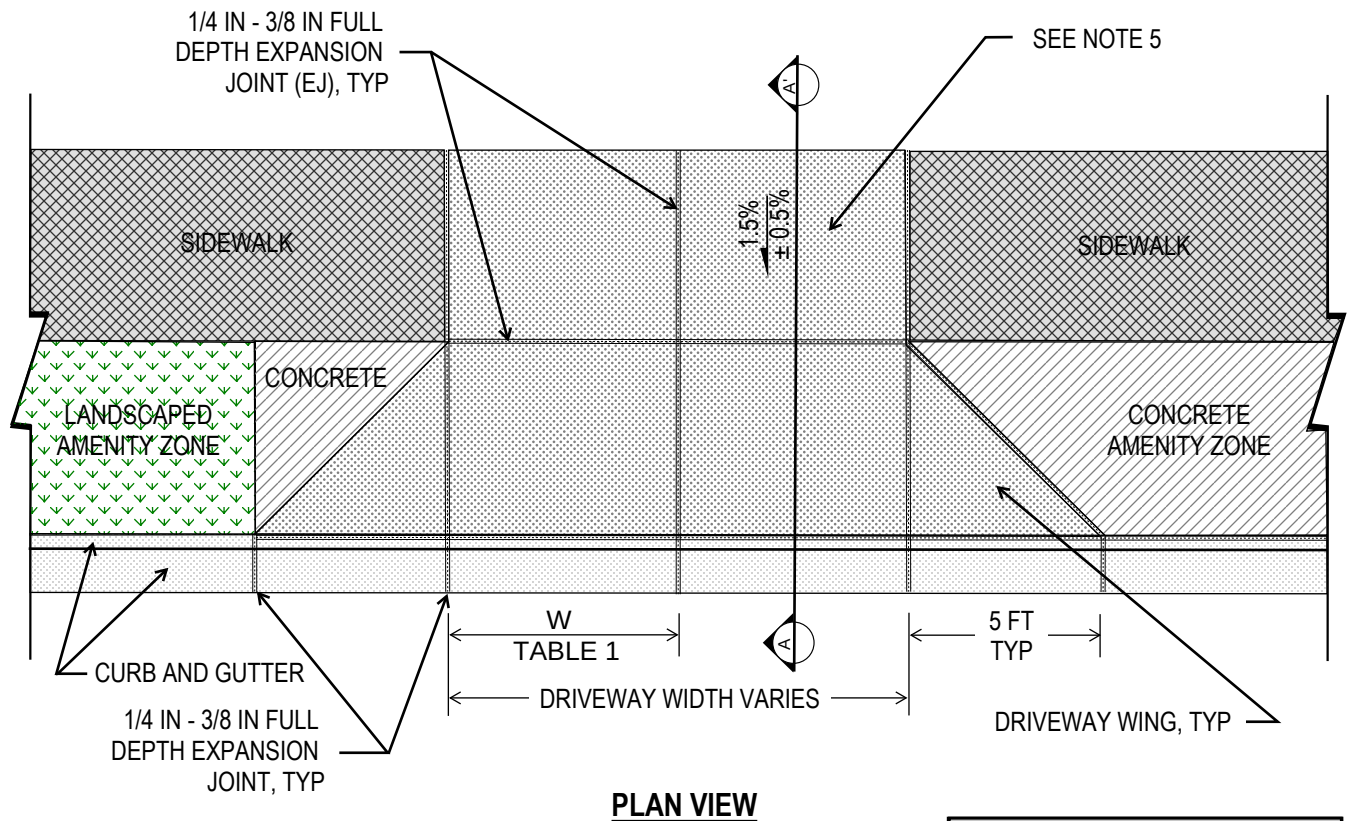
**TRANSITION RAMP
 TO SHOULDER**

FIGURE 8-005

NOT TO SCALE

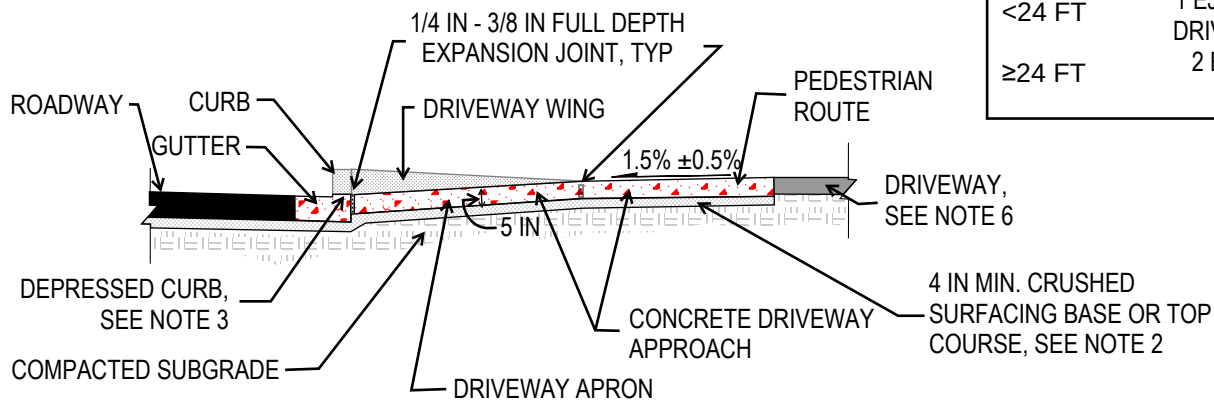
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PLAN VIEW

TABLE 1	
DRIVEWAY WIDTH	W
<24 FT	1 EJ, CENTER ON DRIVEWAY WIDTH
≥24 FT	2 EJ, EQUALLY SPACED



SECTION A-A'

- NOTES:**
1. ALLOWABLE SLOPES AND WIDTHS ARE SHOWN. VARIATIONS FROM THE ABOVE STANDARDS MAY BE APPROVED AT THE DISCRETION OF THE CITY ENGINEER.
 2. BACKFILL MATERIAL PER WSDOT STANDARD SPECIFICATION SECTION 9-03.
 3. DEPRESSED CURB TO BE BETWEEN 1/2 IN AND 1 IN HIGH.
 4. ALL CONCRETE PANELS SHALL BE FLUSH WITH ADJACENT CONCRETE PANELS WITH NO GREATER THAN 1/8 IN VERTICAL DIFFERENCE.
 5. SEE KSD 8-001 (SIDEWALKS) FOR LOCATIONS OF DUMMY JOINTS AND ADDITIONAL EXPANSION JOINTS IN SIDEWALK IN DRIVEWAY APPROACH. JOINTS IN DRIVEWAY APRON TO MATCH THAT OF ADJACENT PEDESTRIAN ROUTE
 6. FOR CONCRETE DRIVEWAYS, INSTALL 1/4 IN TO 3/8 IN FULL DEPTH EXPANSION JOINTS BETWEEN DRIVEWAY AND BACK OF DRIVEWAY APPROACH AND AT THE RIGHT OF WAY LINE.
 7. SEE KSD 8-009 (CURBS) FOR CURB AND GUTTER REQUIREMENTS
 8. FOR EXISTING SIDEWALK/DRIVEWAY LOCATIONS, CONCRETE SHALL BE REMOVED FROM JOINT TO JOINT; NO SAWCUTTING IS PERMITTED.



CITY OF KENMORE

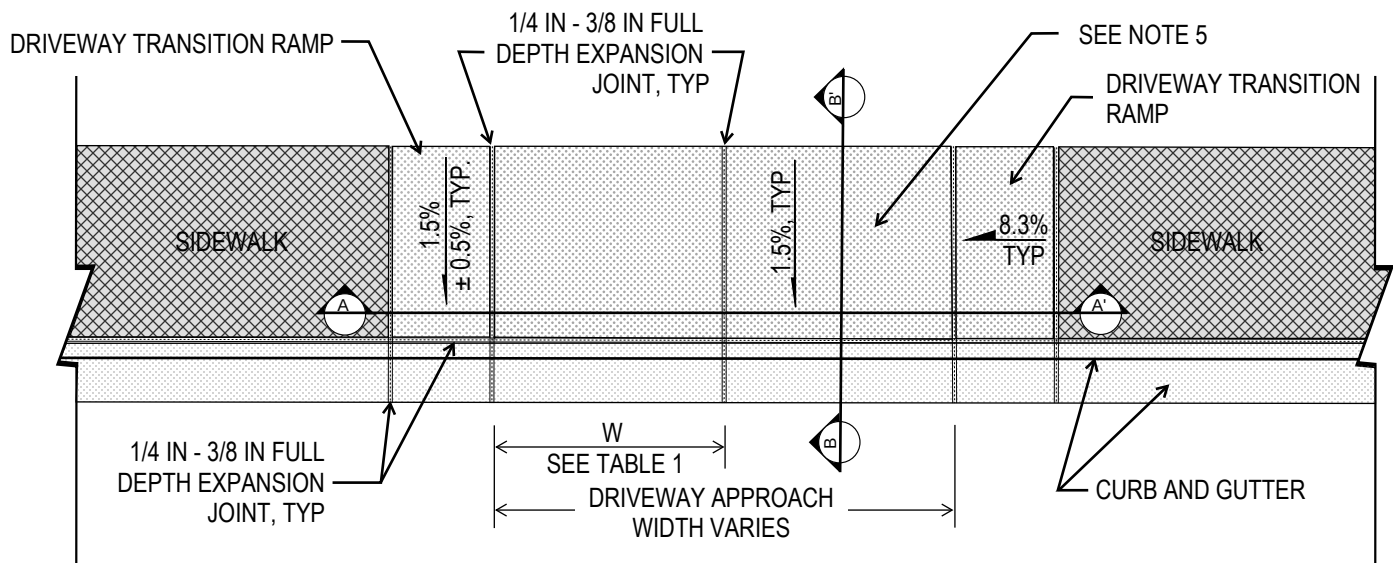
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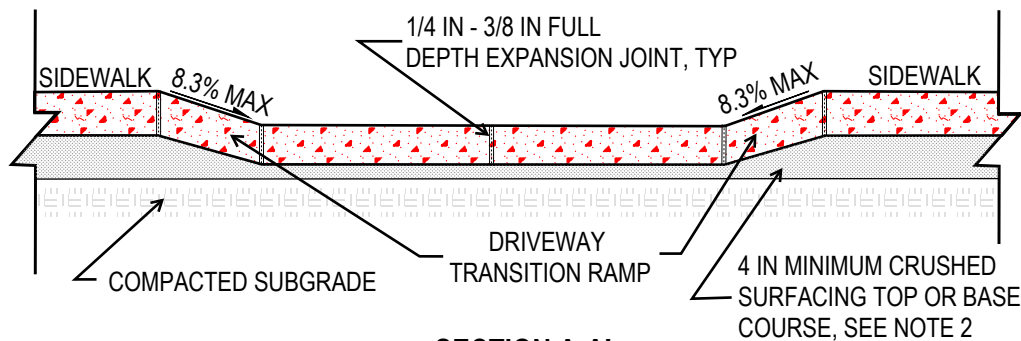
**DRIVEWAY APPROACH
TYPE 1**

**FIGURE 8-006
NOT TO SCALE**

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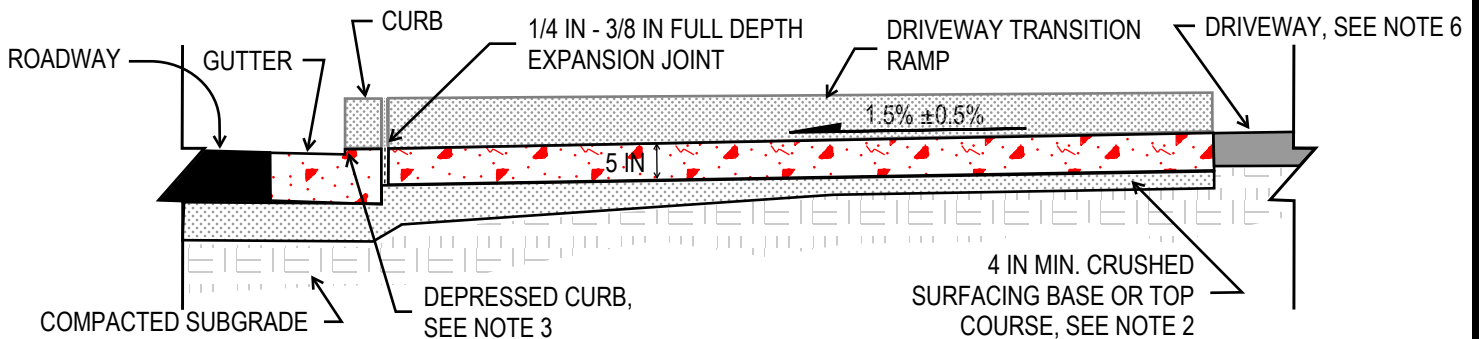


PLAN VIEW



SECTION A-A'

TABLE 1	
DRIVEWAY WIDTH	W
<24 FT	1 EJ, CENTER ON DRIVEWAY WIDTH
≥24 FT	2 EJ, EQUALLY SPACED



SECTION B-B'

NOTES:

1. ALLOWABLE SLOPES AND WIDTHS ARE SHOWN. VARIATIONS FROM THE ABOVE STANDARDS MAY BE APPROVED AT THE DISCRETION OF THE CITY ENGINEER. RAMP MAY EXCEED 8.3% IF THE LENGTH IS A MINIMUM OF 15 FT MEASURED ON CENTER.
2. BACKFILL MATERIAL PER WSDOT STANDARD SPECIFICATION SECTION 9-03.
3. DEPRESSED CURB TO BE BETWEEN 1/2 IN AND 1 IN HIGH.
4. ALL CONCRETE PANELS SHALL BE FLUSH WITH ADJACENT CONCRETE PANELS WITH NO GREATER THAN 1/8 IN VERTICAL DIFFERENCE.
5. SEE KSD 8-001 (SIDEWALKS) FOR LOCATIONS OF DUMMY JOINTS AND ADDITIONAL EXPANSION JOINTS IN DRIVEWAY APPROACH.
6. FOR CONCRETE DRIVEWAYS, INSTALL 1/4 IN TO 3/8 IN FULL DEPTH EXPANSION JOINTS BETWEEN DRIVEWAY AND BACK OF DRIVEWAY APPROACH AND AT THE RIGHT OF WAY LINE.
7. SEE KSD 8-009 (CURBS) FOR CURB AND GUTTER REQUIREMENTS.
8. FOR EXISTING SIDEWALK/DRIVEWAY LOCATIONS, CONCRETE SHALL BE REMOVED FROM JOINT TO JOINT; NO SAWCUTTING IS PERMITTED.



CITY OF KENMORE

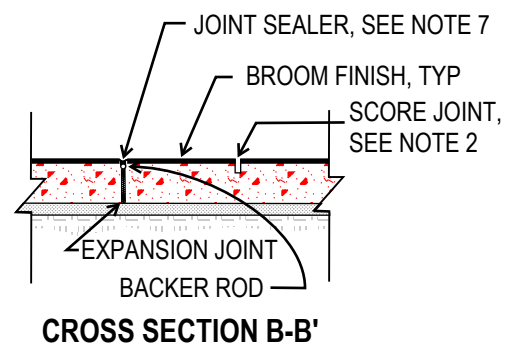
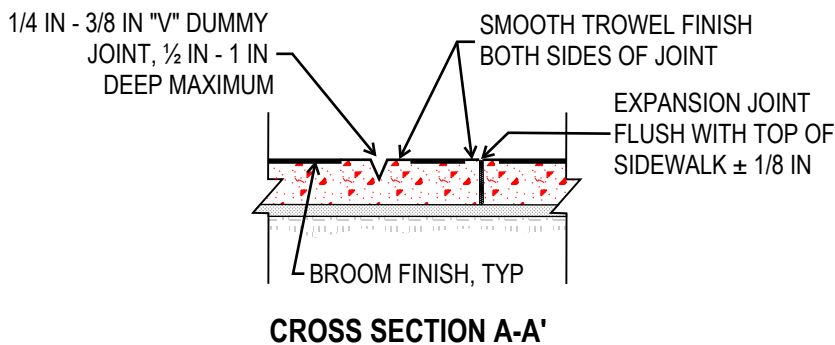
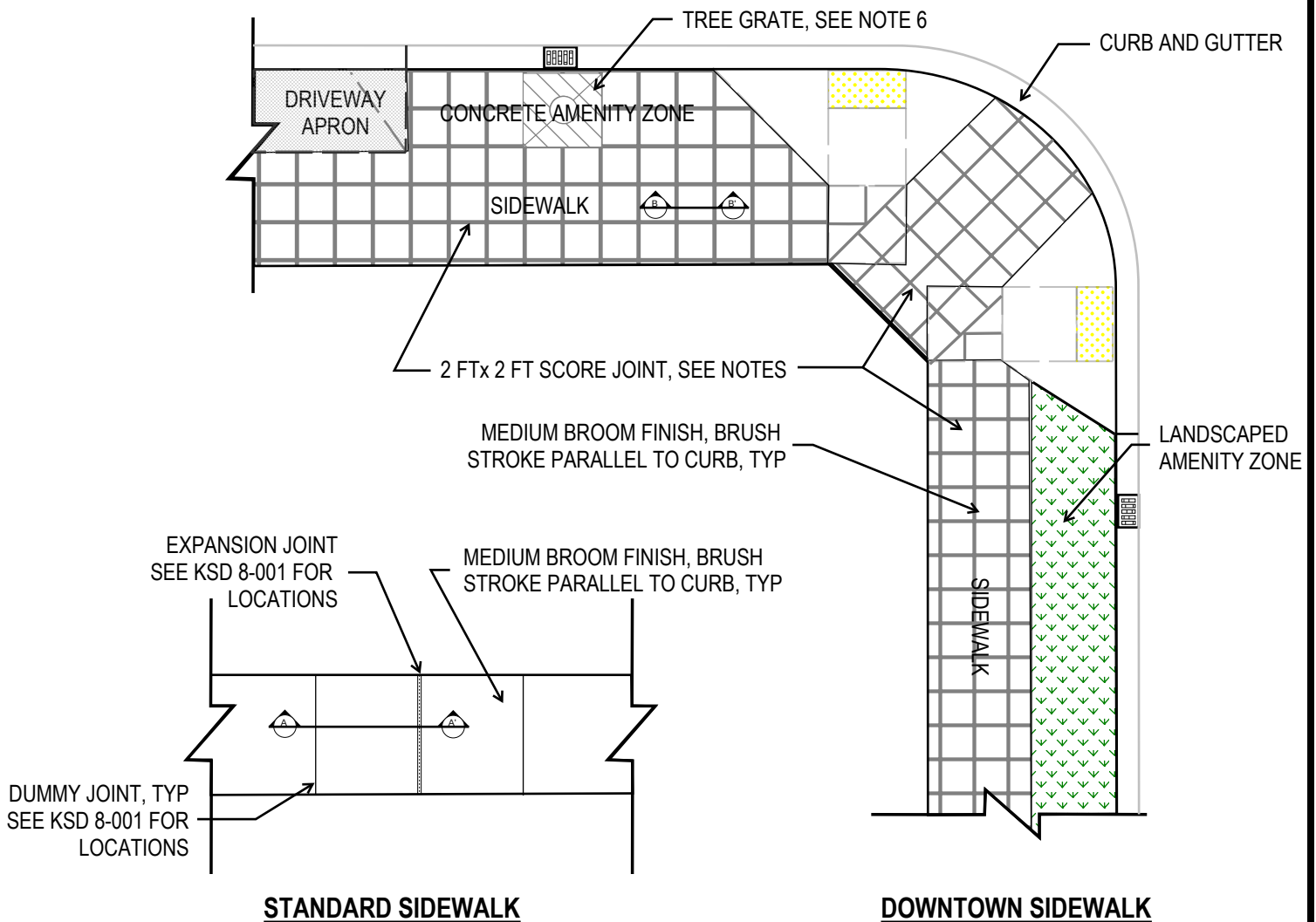
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**DRIVEWAY APPROACH
TYPE 2**

**FIGURE 8-007
NOT TO SCALE**

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NOTES:

1. SEE ROAD STANDARDS SECTION 2.08 FOR DOWNTOWN SIDEWALK LOCATIONS.
2. SCORE PATTERN SHALL BE SAW CUT AFTER CONCRETE HAS CURED SUFFICIENTLY TO PREVENT CHIPPING, CRACKING, OR OTHER DAMAGE TO THE SIDEWALK. JOINTS SHALL HAVE CLEAN EDGES. INTERSECTION POINTS SHALL BE SQUARE AND ALL EDGES SHALL BE CLEAN. JOINTS SHALL BE 1/4 IN - 3/8 IN WIDE AND BETWEEN 1/4 IN AND 3/8 IN DEEP. SCORE JOINT WIDTH SHALL MATCH EXISTING.
3. SCORE JOINTS SHALL BE PERPENDICULAR/PARALLEL TO CURB LINE.
4. INSTALL 1/4 IN - 3/8 IN FULL DEPTH EXPANSION JOINTS IN LIEU OF SCORE JOINT PER KSD 8.001.
5. ANY REMAINDER WIDTH SHALL BE PLACED AT BACK OF SIDEWALK OR AT DRIVEWAYS, CENTER OF BLOCK, OR AT FURTHEST DISTANCE FROM ANY CURB RAMP. SCORE AREA MAY BE REDUCED AT RADIUS LOCATIONS.
6. ALIGN PLACEMENT OF TREE GRATES WITH SCORE PATTERN WHERE POSSIBLE.
7. TWO COMPONENT POURED RUBBER JOINT SEALER, COLOR TO MATCH SIDEWALK. 1/2 IN DEEP, RECESS SEALER 1/4 IN BELOW FINISHED GRADE OF SIDEWALK.



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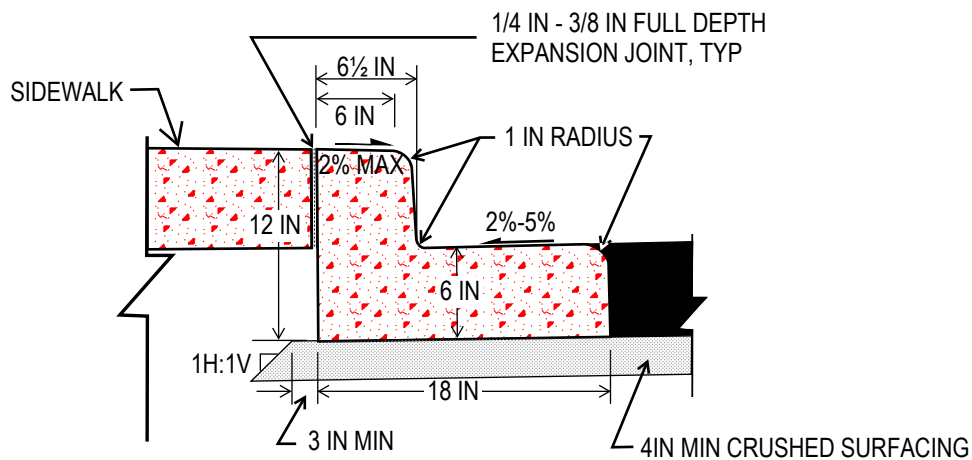
SIDEWALK FINISH

FIGURE 8-008

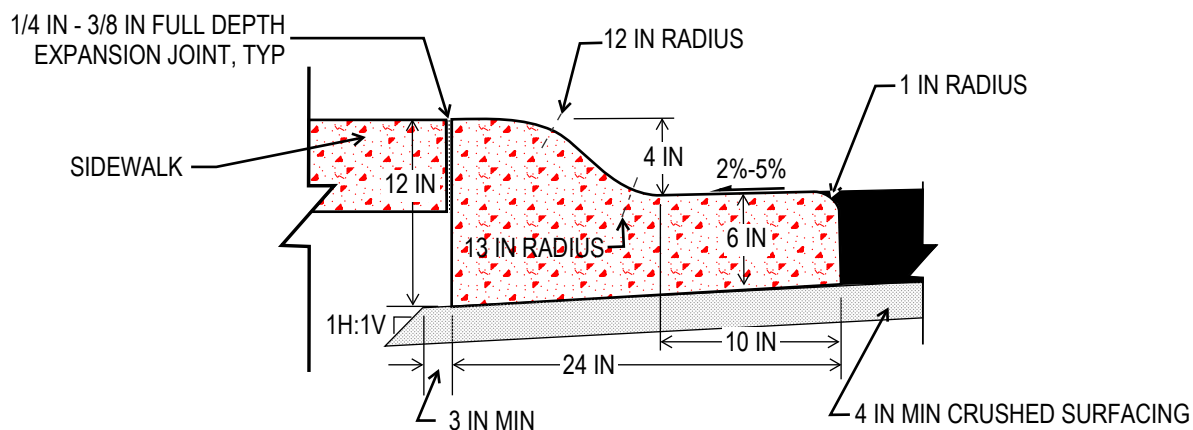
NOT TO SCALE

Date: 2/26/2021

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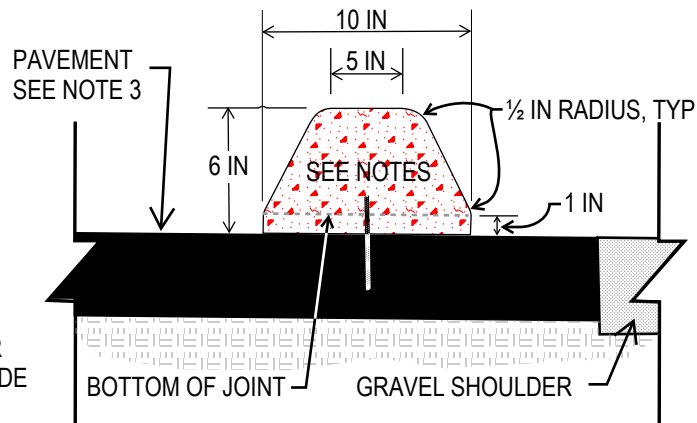
VERTICAL CURB



ROLLED CURB

NOTES:

1. FULL DEPTH EXPANSION JOINTS PERPENDICULAR TO THE CURB LINE SHALL BE SPACED AT 10 FT ON CENTER IF ADJACENT TO LANDSCAPED AMENITY STRIP. FOR CURB ADJACENT TO CONCRETE, ALIGN EXPANSION JOINTS WITH SIDEWALK
2. BACKFILL MATERIAL PER WSDOT STANDARD SPECIFICATION SECTION 9-03.
3. SLOPE PAVEMENT TO DRAIN. PROVIDE GAPS IN CURB TO ALLOW FOR DRAINAGE AS NEEDED.
4. SLOPE ENDS OF EXTRUDED CURB EQUAL TO SIDE SLOPE.
5. PIN PREFABRICATED CURB TO PAVEMENT WITH 6 IN LONG #3 REBAR EMBEDDED 4 INCHES IN PAVEMENT. LOCATE PINS 1 FOOT EITHER SIDE OF JOINTS AND AT ENDS.
6. ADD 5 IN DEEP JOINTS EVERY 10 FT OF EXTRUDED CURB.
7. FOR CURB REPLACEMENT, EXISTING CURB SHALL BE REMOVED FROM JOINT TO JOINT, NO SAWCUTTING IS PERMITTED.
8. FOR CURB PLACEMENT ADJACENT TO LANDSCAPED AREA, NO EXPANSION JOINT REQUIRED.
9. VERTICAL CURB SHALL BE USED IN ALL LOCATIONS WITHIN THE RIGHT OF WAY UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.



EXTRUDED CURB/PREFABRICATED CURB



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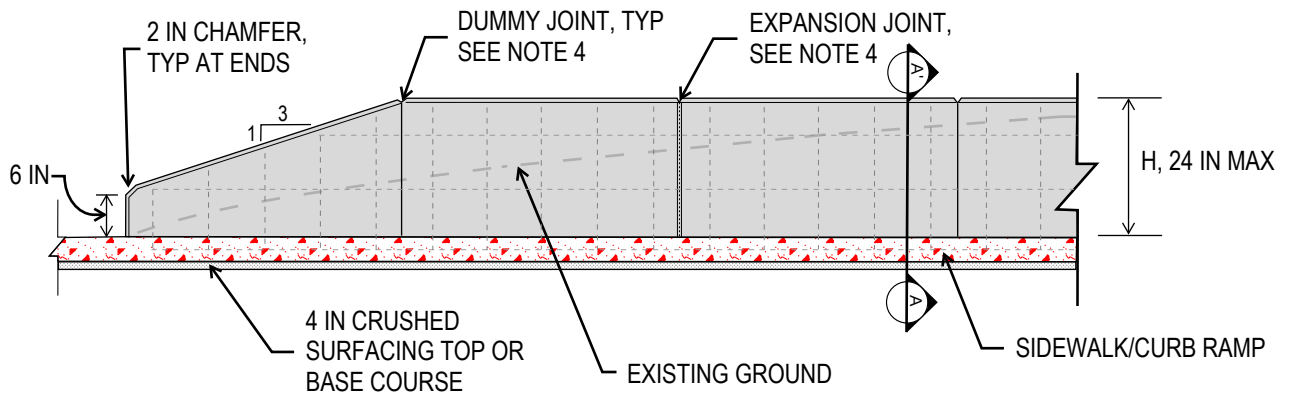
CURBS

FIGURE 8-009

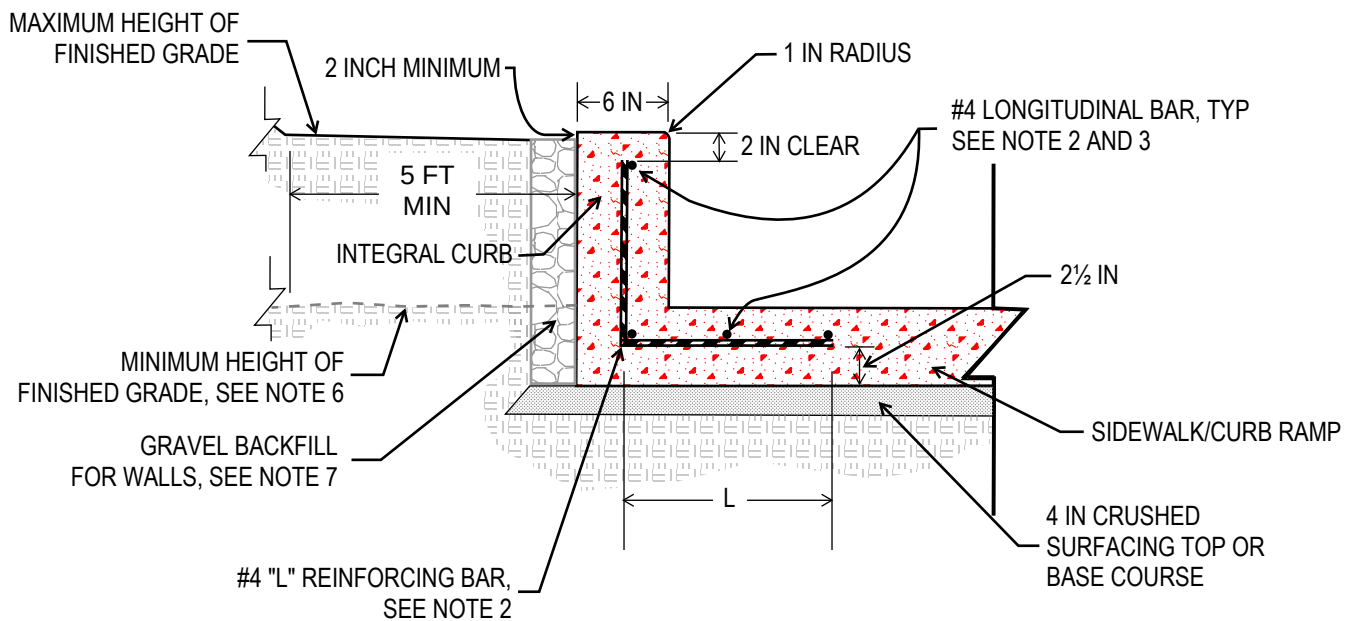
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PROFILE VIEW



CROSS SECTION A-A'

REINFORCING STEEL

INTEGRAL CURB HEIGHT (H)	L	NO. OF LONGITUDINAL BARS	
		SIDEWALK	INT. CURB
≤ 6 IN	NA	NOT REQUIRED	
> 6 IN - 12 IN	2 FT	3	1
12 IN - 24 IN	3 FT	4	2

- NOTES:**
- CURB TO BE POURED INTEGRAL WITH SIDEWALK
 - SPACE BARS A MAXIMUM OF 1 FOOT ON CENTER. BARS NOT REQUIRED FOR H ≤ 6 IN.
 - NUMBER OF BARS PER REINFORCING STEEL TABLE. PROVIDE CONTINUOUS REINFORCEMENT WITH A MINIMUM OF 2 FT OVERLAP.
 - BACKFILL MATERIAL PER WSDOT STANDARD SPECIFICATION SECTION 9-03.
 - ALIGN INTEGRAL CURB JOINTS WITH SIDEWALK JOINTS, MATCH SIZE, AND TYPE.
 - THICKENED EDGE SIDEWALK PER KSD 8-011 REQUIRED FOR FINISHED GRADE BELOW TOP OF SIDEWALK FINISH ELEVATION.
 - A WALL DRAIN AND CONNECTION TO THE STORM DRAINAGE SYSTEM REQUIRED FOR SUBGRADE SOIL INFILTRATION RATES LESS THAN 0.6 INCHES PER HOUR. SEE KSD 3-003 FOR DRAIN CONNECTION DETAIL.
 - INTEGRAL CURB SHALL BE LOCATED SO AS TO MAINTAIN THE REQUIRED SIDEWALK WIDTH.



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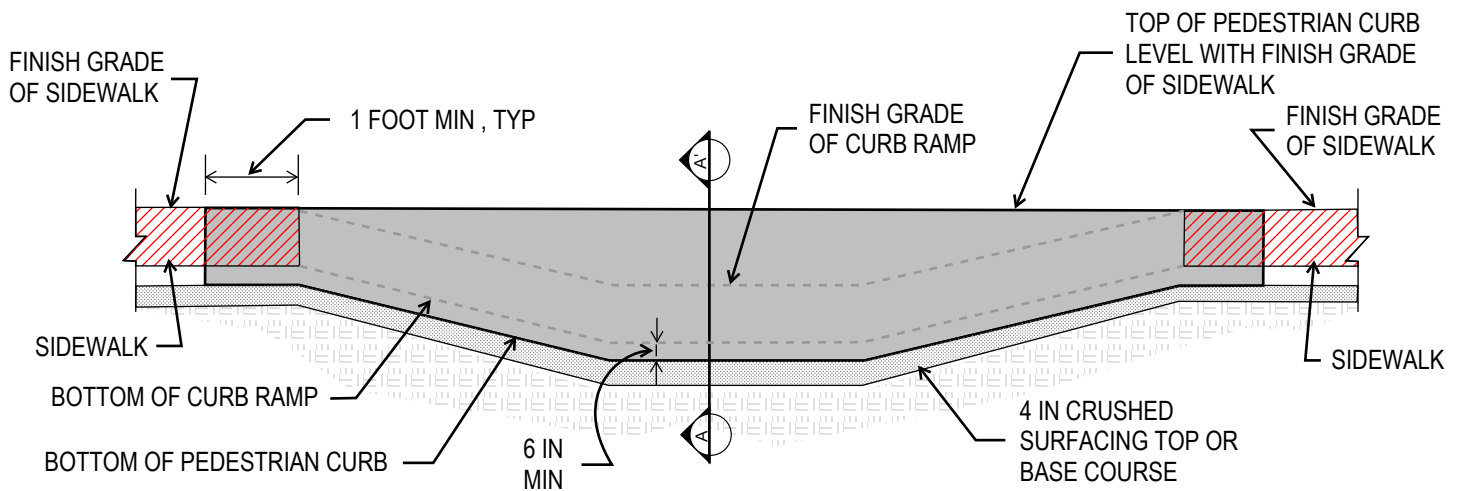


**INTEGRAL CURB
SIDEWALK**

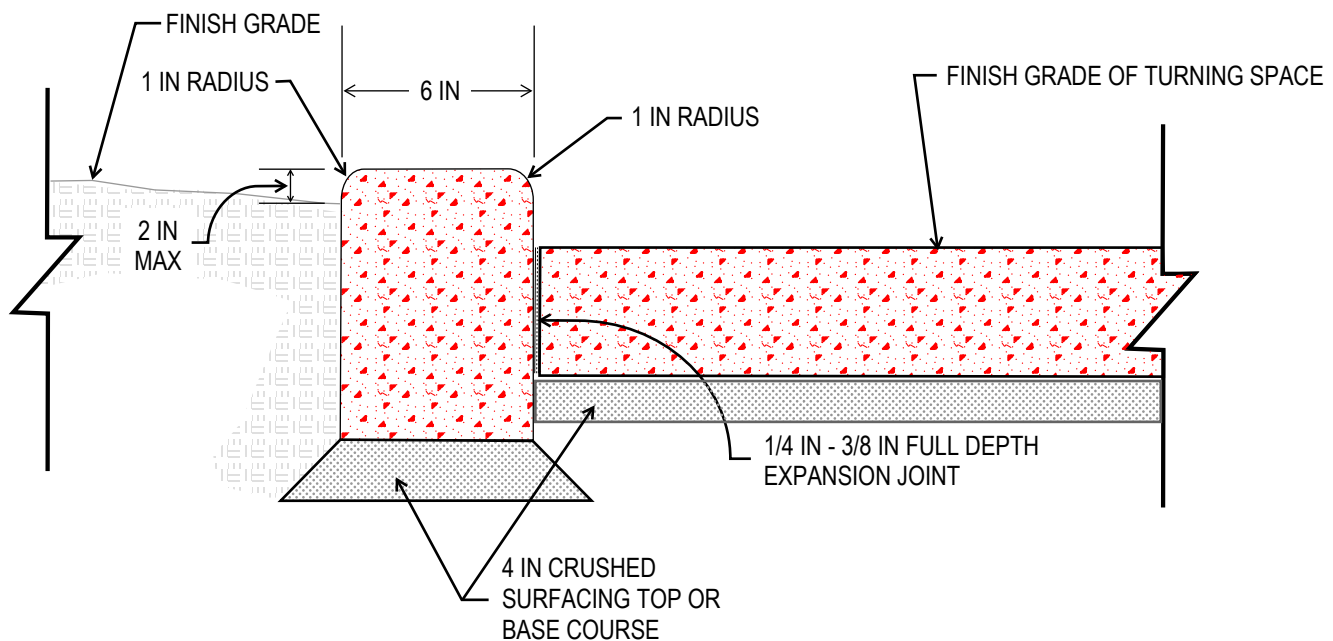
**FIGURE 8-010
NOT TO SCALE**

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PEDESTRIAN CURB PROFILE



CROSS SECTION A-A'

NOTES:

1. FULL DEPTH EXPANSION JOINT BETWEEN SIDEWALK/CURB RAMP AND PEDESTRIAN CURB, FULL LENGTH OF CURB
2. BACKFILL MATERIAL PER WSDOT STANDARD SPECIFICATION SECTION 9-03.
3. PEDESTRIAN CURB MAY ONLY BE USED WHERE BACK OF CURB IS BACKFILLED WITHIN 6 INCHES TO TOP OF CURB. INTEGRAL CURB WALL PER KSD 8-010 SHALL BE USED FOR DEPTHS GREATER THAN 6 INCHES
4. FOR PEDESTRIAN CURB PLACED ADJACENT TO A SIDEWALK SIDE SLOPE, PEDESTRIAN CURB SHALL BE POSITIONED TO PROVIDE A 6 INCH CURB HEIGHT ABOVE THE SIDEWALK.



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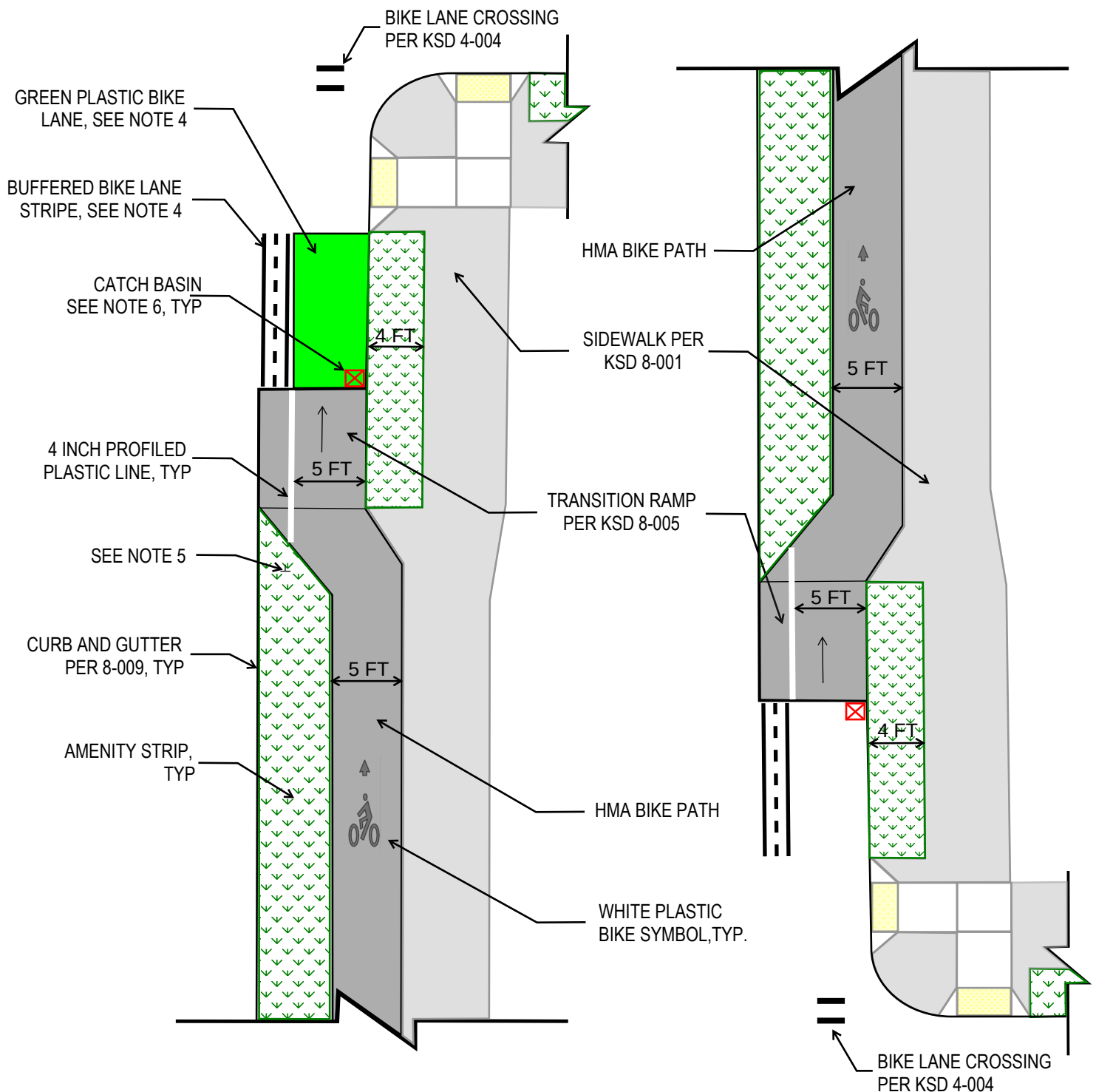
PEDESTRIAN CURB

FIGURE 8-012

NOT TO SCALE

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NOTES:

1. BIKE LANE SYMBOL PER WSDOT STANDARD DETAIL M-9.50-02
2. SPACE BIKE SYMBOL EVERY 300± FEET, CENTER ON PATH.
3. ALL PLASTIC SHALL BE TYPE D PER WSDOT 9-34.3(4).
4. GREEN PLASTIC BIKE LANE AND BUFFERED BIKE LANE (INCLUDING VERTICAL DELINEATORS) SHALL BE PER KSD 4-004.
5. INSTALL R10-15 (MOD) SIGN.
6. ADD CATCH BASIN PER THE SURFACE WATER DESIGN MANUAL, CONNECT TO EXISTING STORM DRAINAGE SYSTEM.
7. ALIGN OUTSIDE EDGE OF BUFFERED BIKE LANE STRIPING WITH OUTSIDE EDGE OF CURB.



R10-15 (MOD)



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**BIKE LANES
ELEVATED**

FIGURE 8-013

NOT TO SCALE

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APPENDIX F

SURFACE WATER MANUAL ADDENDUM

CITY OF KENMORE SURFACE WATER DESIGN MANUAL ADDENDUM

General Introduction

The State of Washington Department of Ecology (Ecology), in compliance with the provisions of Washington Water Pollution Control Law Chapter 90.48 Revised Code of Washington and The Federal Water Pollution Control Act (Clean Water Act) has issued the City a National Pollutant Discharge Elimination System (NPDES) Western Washington Phase II Municipal Stormwater permit (Permit) requiring the City to adopt either the 2019 Ecology Stormwater Management Manual for Western Washington or a current Phase I program approved by Ecology by June 30, 2022. The King County 2021 Surface Water Design Manual and referenced 2021 King County Stormwater Pollution Prevention Manual provide an Ecology approved Phase I program meeting the City's Permit requirements.

The City of Kenmore adopted the 2021 King County Surface Water Design Manual (SWDM) via Ordinance 22-0551 on June 21, 2022 with an effective date of June 30, 2022. [The addendum to the SWDM was adopted by City Council via ordinance 23-0578.](#)

Purpose of and Need for the Addendum

This Addendum to the SWDM defines how the requirements of the SWDM are to be implemented within the City of Kenmore. The Addendum specifies all changes, additions, and deletions to the SWDM to make it appropriate for use within the City of Kenmore. The SWDM along with this Addendum define the drainage requirements for development, redevelopment and construction sites within the city.

The purpose of this Addendum is to tailor the SWDM to meet the unique conditions within the City, and be consistent with the City's codes, organization and processes. No substantive changes have been made to the SWDM in order to maintain equivalency in requirements and the level of protection provided by the SWDM.

Relationship of the SWDM and the City of Kenmore Development Code to Low Impact Development (LID)

The City of Kenmore adopted code amendments that minimize the loss of native vegetation and reduce runoff from developed sites. The SWDM requires on site flow control best management practices (BMPs) to mitigate

the impacts of storm and surface water runoff generated by new impervious surfaces, new pervious surfaces, existing impervious surfaces, and replaced impervious surfaces. Flow control BMPs are methods to disperse, infiltrate, or otherwise reduce or prevent development related increases in runoff at or near the sources of those increases. The SWDM provides specific design guidance for implementation of the LID measures encouraged in the City's development code. As a result, the SWDM and the City of Kenmore development code complement each other.

How to Use this Document

This Addendum shall be used in coordination with the SWDM for the following:

- To translate specific wording or reference from King County to the City.
- To cross-reference City ordinances and City maps in lieu of King County ordinances and maps.
- To provide a linkage or reference to other City requirements such as more restrictive requirements outlined in basin plans and the City's Critical Areas Ordinances.
- To provide exceptions and additions to the SWDM.

The SWDM shall be used in its entirety except as directed in this Addendum. Exceptions and additions to the SWDM are organized and referenced by chapter and section in the same manner as the SWDM. Some global changes are provided in this preface, which shall be applied throughout the entire SWDM. The user shall override the maps and references to other documents as indicated within this Addendum.

Addendum Organization

The information presented in this Addendum is organized as follows:

- **Preface:** This preface provides instructions for using the City of Kenmore's Addendum to the SWDM. It also defines terms in the SWDM that are used differently for the City of Kenmore; City departments that are equivalent to county departments referred to in the SWDM; and designations from the SWDM that do not apply to proposals in the City of Kenmore.
- **Chapter 1 – Drainage Review and Requirements:** The City of Kenmore has made several changes to Chapter 1 of the SWDM. This Addendum provides replacement and supplemental text for specific sections of Chapter 1. Apart from these changes, the King County version

of Chapter 1 applies to proposals in the City of Kenmore.

- **Chapter 2 – Drainage Plan Submittal:** The City of Kenmore has made minor changes to Chapter 2 of the SWDM. Section 2.4.2 has been modified to include an additional requirement for the inspection of installed LID BMPs. The King County version of Chapter 2 applies to proposals in the City of Kenmore, except that the applicant shall refer to the City of Kenmore documents for technical submittal requirements, project plan requirements, and as-built requirements.
- **Chapter 3 – Hydrologic Analysis and Design:** The City of Kenmore has made no changes to Chapter 3 of the SWDM. The King County version of Chapter 3 applies to proposals in the City of Kenmore.
- **Chapter 4 – Conveyance System Analysis and Design:** The City of Kenmore has made minor changes to Chapter 4 of the SWDM. More stringent requirements for allowable pipe materials, deflection, maximum distance between structures, and other requirements are listed in the City of Kenmore Addendum. Apart from these changes, the King County version of Chapter 4 applies to proposals in the City of Kenmore.
- **Chapter 5 – Flow Control Design:** The City of Kenmore has made very minor changes to Chapter 5 of the SWDM. This addendum to Chapter 5 provides replacement text for the sections that are changed. Apart from these changes, the King County version of Chapter 5 applies to proposals in the City of Kenmore.

The City of Kenmore has adopted a Low Impact Development Ordinance that encourages the use of LID site planning techniques within the City. LID site planning techniques can help to reduce the size of flow control facilities required in the SWDM.

- **Chapter 6 – Water Quality Design:** The City of Kenmore has made minor changes to Chapter 6 of the SWDM. This addendum to Chapter 6 provides replacement text for the sections that are changed. Apart from these changes, the King County version of Chapter 6 applies to proposals in the City of Kenmore.

The City of Kenmore amends Chapter 6 of the SWDM to allow for bioretention to be utilized as a pretreatment facility.

- **Definitions:** The City of Kenmore has made changes to the definitions section of the SWDM. This Addendum to the Definitions section provides replacement text for the definitions that are changed. Apart from these

changes, the King County version of the Definitions Section applies to proposals in the City of Kenmore.

- **Appendices:** Appendices A, C, and D apply to proposals in the City of Kenmore, Appendix B does not apply.
- **References:** King County Reference sections 1, 2, 3, 4A, 4B, 7, 8 and 10 do not apply to the City of Kenmore. King County Reference section 8 has been replaced by a City of Kenmore Reference section 8. The King County version of Reference section 4C, 4D, 5, 6, 9, 11 and 14 apply to proposals in the City of Kenmore.

City Equivalents for County Agencies

Unless the context requires otherwise, any reference to “County”, “King County”, or county department, shall refer to the City of Kenmore and any reference to county staff shall refer to the City Manager or designee, unless referring to a specific department.

City Equivalents for County Ordinances

For proposals in the City of Kenmore, all reference in the SWDM to the following ordinances or municipal codes shall be replaced by reference as indicated in the following table.

King County Code	Description	Kenmore Municipal Code (KMC)	Description
KCC 16.82	Clearing and Grading	Chapter 15.25 KMC	Land Alterations
KCC 21A.14	Development Standards Design Requirements	Chapters 18.21 – 18.52 KMC Chapter 12.50	Development Standards included within each zoning classification Road Standards
KCC 21A.24	Critical Areas	Chapter 18.55 KMC	Critical Areas
KCC 21A.06	Technical Terms and Land Use Definitions	Chapter 18.20 KMC	Technical Terms and Land Use Definitions

King County Code	Description	Kenmore Municipal Code (KMC)	Description
KCC 20.14	Basin Plans		Surface Water Master Plan
KCC 9	Surface Water Management	Chapter 13.35 KMC	Surface Water Runoff Policy
		Chapter 13.40 KMC	Surface Water Management Policy
		Chapter 13.45 KMC	Water Quality

City Equivalents for Critical Areas

In general, references to the King County Critical Areas Ordinance (KCC 21A) are to be replaced by reference to the Kenmore Municipal Code (Chapter 18.55 KMC), Critical Areas. Definitions for critical areas and terminology may be found in Chapter 18.20 KMC. Additional details and development standards for critical areas can be found in Chapter 18.55 KMC.

City Equivalents for County Maps

For proposals in the City of Kenmore, all reference in the SWDM to the following maps shall be replaced by reference as indicated in the following table.

King County Map or Designation	City of Kenmore Map
Flow Control Applications Map	The King County Flow Control Applications Map included with the SWDM shall not be applied in the City of Kenmore. The Swamp Creek basin is a flood problem flow control area (level 3) and the remainder of the City of Kenmore is a conservation flow control area (level two) except for project sites with identified downstream flooding problems that may require a higher level of flow control for impact mitigation.
Water Quality Applications Map	The King County Water Quality Applications Map included with the SWDM shall not be applied in the City of Kenmore. All of the City of Kenmore is a basic water quality treatment area unless the proposed land use triggers enhanced basic water quality treatment.
Erosion Hazard Near Sensitive Water Bodies Map in KCC 21A.38.210	The King County Erosion Hazard Near Sensitive Water Bodies mapping included with the SWDM shall not apply in the City of Kenmore.
Flood Hazard Area as defined in KCC 21A.06	The King County Flood Hazard Area mapping included with the SWDM shall not apply in the City of Kenmore. Flood hazard areas are depicted on the City of Kenmore Critical Areas Online GIS map on the City's website.
Erosion Hazard Area	The King County Erosion Hazard Area mapping included with the SWDM shall not apply in the City of Kenmore. Erosion hazard areas are depicted on the City of Kenmore Critical Areas Mapping: Geological Hazard Areas map.

King County Map or Designation	City of Kenmore Map
Landslide Hazard Area	The King County Landslide Hazard Area mapping included with the SWDM shall not apply in the City of Kenmore. Landslide hazard areas are depicted on the City of Kenmore Critical Areas Mapping: Geological Hazard Areas map [KMC 13.32.390].

City Equivalents for County Plans or Studies

In general, references to county-approved plans or studies in the SWDM are to be replaced by reference to appropriate City-approved plans or studies. If comparable City- approved plans or studies do not exist, then references to County-approved plans or studies shall be retained for proposals in the City of Kenmore.

County Designations that do not Apply in the City

The following designations are used in the SWDM but are not currently used in the City of Kenmore; any reference in the SWDM to the existence of areas with these designation or thresholds or requirements for such areas is to be disregarded for proposals in the City of Kenmore:

- **Agricultural Project**
- **Forest Production Zone Area**
- **Master Drainage Plans (MDPs)**
- **Rural Residential Development**
- **Sensitive Area Folio** - refer to City of Kenmore Critical Areas Maps
- **Stormwater Compliance Plans (SWCPs)**
- **Urban Planned Development**
- **Zoning Classifications:** The SWDM references to Agricultural (A) Zoning, Forest (F) Zoning, or Rural (R) Zoning are intended for areas outside of the Urban Growth Boundary; therefore, the City of Kenmore contains no equivalent zoning. Project proponents should refer to City zoning maps to determine which zoning classifications apply to their projects. All areas not classified as residential, commercial, or industrial under City zoning maps shall be considered as "other" projects as noted in the SWDM. If "other" projects are not noted under a specific section of the SWDM, then all other parcels shall be considered "commercial".

CHAPTER 1 – Drainage Review and Requirements

Section 1.1 Drainage Review

The City of Kenmore has made several minor changes to Chapter 1 of the SWDM. This chapter provides replacement and supplemental text for specific sections of Chapter 1. Apart from these changes, the King County version of Chapter 1 applies for proposals in the City of Kenmore. The City's changes to the County document are as follows:

- **Key Terms and Definitions (page 1-1 of the SWDM)** — Replace all references to KCC 21A with Chapter 18.20 KMC. In addition, the following changes to specific terms apply:

Term (page)	Action
Critical Drainage Area (p 1-2)	<i>Replace as follows per Section 13.35.040 KMC:</i> Critical drainage areas are sites where the city manager 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 city manager until such time as the community hazard is alleviated. Critical drainage areas are regulated in Section 13.35.040 KMC Critical drainage and/or erosion areas.
Erosion hazard area (p 1-3)	<i>Replace as follows per Section 18.20.940 KMC:</i> Erosion hazard areas are those areas identified by the United States Department of Agriculture Natural Resources Conservation Service or identified by a special study as having a "moderate to severe" or "very severe" erosion potential. Erosion hazard areas are defined in Section 18.20.940 KMC Erosion hazard areas and regulated under Section 18.55.600 KMC through Section 18.55.650 KMC.

Term (page)	Action
Flood Hazard Area (p 1-3)	<i>Replace as follows per Section 18.20.1070 KMC:</i> Flood hazard areas are those areas in the City subject to inundation by the base flood and those areas subject to risk from channel relocation or stream meander including, but not limited to, streams, lakes, wetlands and closed depressions. Flood hazard areas are regulated in Section 18.55.700 KMC through Section 18.55.795 KMC.
Landslide Hazard Area (p 1-5)	<i>Replace as follows per Section 18.55.1570 KMC:</i> Landslide hazard areas are areas that are potentially subject to risk of mass movement resulting from a combination of geologic, topographic, and hydrologic factors including: bedrock, soil, slope gradient, slope aspect, geologic structure, ground water, or other factors. [Ord. 11-0329 § 3 (Exh. 1).] Landslide hazard areas are regulated in Section 18.55.600 KMC through Section 18.55.650 KMC.

- **SECTION 1.1.1 PROJECTS REQUIRING DRAINAGE REVIEW** ~~(page 1-12 of the SWDM)~~ Replace the “King County Permits and Approvals” table with the

City of Kenmore Permits and Approvals	
• <u>Administrative use permit</u> • <u>Amend adopted P-suffix conditions</u> • <u>Binding site plan</u> • <u>Boundary line adjustment</u> • <u>Building permit</u> • <u>Grading permit</u> • <u>Conditional use permit</u> • <u>Master plan development permit</u> • <u>Planned unit development</u>	• <u>Reasonable use exception</u> • <u>Right-of-way permit</u> • <u>Short plat</u> • <u>Short plat alteration</u> • <u>Site plan review</u> • <u>Subdivision</u> • <u>Subdivision alteration</u> • <u>Unclassified use permit</u> • <u>Variance</u>

following table-:

and replace the text in number 1 and 4 with:

1. The project adds or will result in either: 1,000 square feet or more of new impervious surface or 2,000 square feet or more of replaced impervious surface, or new plus replaced impervious surface; or

4. The project contains or is adjacent to a flood hazard area as defined in *Section 18.55.705 KMC, OR*

Add the following as a new number 7 and 8:

7. Is a redevelopment project on a site where 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. or

8. The project adds 500 square feet or more of new pollution generating impervious surface.

- **SECTION 1.1.2.1 SIMPLIFIED DRAINAGE REVIEW** Revise the first threshold with the following:

Simplified Drainage Review is required for any **single family residential project** or **agricultural project** that will result in 1,000 square feet or more of **new impervious surface**, or result in 2,000 square feet or more of **replaced impervious surface**, or **new** plus **replaced impervious surface**. These projects will follow Simplified Drainage Review but may be modified, with Department approval, to be appropriate for the scale and scope of the project and still meet, or 7,000 square feet or more of **land disturbing activity**, AND that meets the intent of the SWDM following criteria:

- **SECTION 1.1.2.4 FULL DRAINAGE REVIEW** Revise the first threshold

<u>City of Kenmore Permits and Approvals</u>	
• Administrative use permit	• Reasonable use exception
• Amend adopted P-suffix conditions	• Right of way permit
• Binding site plan	• Short plat
• Boundary line adjustment	• Short plat alteration
• Building permit	• Site plan review
• Grading permit	• Subdivision
• Conditional use permit	• Subdivision alteration
• Master plan development permit	• Unclassified use permit
• Planned unit development	• Variance

with the following:

Projects which add 1,000 square feet or more of **new impervious surfacing**, or 2,000 square feet or more of **replaced impervious surface** or **new** plus **replaced impervious surface** neither of which qualify for Simplified Drainage Review or Directed Drainage Review as determined in Sections 1.1.2.1 (p. 1-16) and 1.1.2.3 (p. 1-21), or

Section 1.2 CORE REQUIREMENTS

- **Section 1.2.2.1.2 Downstream Water Quality Problems Requiring Special Attention** ~~(page 1-30 of the SWDM)~~ — The following supplemental information is added to this section:

The SWDM recognizes water quality problems requiring special mitigation measures to protect receiving waters. A water quality problem is defined as a problem documented by the state to exceed the state's numeric water quality standard. The SWDM references Category 2, 4, and 5 water quality problems as requiring special attention. Within the City of Kenmore, the following water quality problems are currently listed by the Department of Ecology, based on the ~~2015~~2018 Water Quality Assessment, approved by the U.S. Environmental Protection Agency on July 22, 2016. The latest designated impaired waterbodies can be viewed at:

<http://www.ecy.wa.gov/programs/Wq/303d/currentassessmt.html>

Impaired Water Body	Parameter	Category*
Sammamish River	Bacteria, Dissolved Oxygen, and Temperature	5
Swamp Creek	Temperature, Bioassessment, and Dissolved Oxygen	5
Swamp Creek	<u>pH, Bacteria, Mercury, Temperature</u>	2
Swamp Creek	Bacteria	4a
Unnamed creek (Trib to Swamp Creek – aka Little Swamp Creek)	Dissolved Oxygen, and Temperature	5 <u>2</u>
Unnamed creek <u>Creek</u> (Trib to Swamp Creek <u>Lake Washington</u> – aka Little Swamp Creek <u>Tributary 0056</u>)	<u>Bioassessment, Bacteria</u>	4a <u>5</u>
Unnamed Creek (Trib to Lake Washington <u>– aka Tributary 0056</u>) <u>Muck Creek</u>	Bioassessment <u>Bacteria</u>	5

Impaired Water Body	Parameter	Category*
Lake Washington	Polychlorinated Biphenyls (PCBs) and Total Phosphorus , Phenol, High Molecular Weight Polycyclic Aromatic Hydrocarbons (HPAH), Low Molecular Weight Polycyclic Aromatic Hydrocarbons (LPAH)	5

* Definition of Categories for impaired waterbodies:

- o Category 2: Waters of concern, some evidence of water quality problem.
- o Category 4a: Water bodies that have an approved TMDL in place and are actively being implemented.
- o Category 5: Polluted waters, a TMDL plan is required.

Projects that discharge to the impaired waterbodies identified above may be required to implement special treatment to address the water quality problem in accordance with the requirements outlined in Section 1.2.2.3, Water Quality Problem Impact Mitigation.

The federal Clean Water Act requires that a Total Maximum Daily Load (TMDL) cleanup plan be developed for each of the waterbodies on the state's list of impaired waterbodies, known as the "303(d) list." The TMDL study identifies pollution problems in the watershed and specifies how much pollution needs to be reduced or eliminated to achieve clean water.

• **SECTION 1.2.3 CORE REQUIREMENT NO. 3: FLOW CONTROL** ~~(page 1-38 of~~ The following statements shall be added to the SWDM)flow control requirement:

- ~~The following statement shall be added to the flow control requirement:~~
"infiltrationInfiltration of stormwater runoff shall be used wherever feasible."
- ~~The remaining text of SWDM 1.2.3 Core Requirement No. 3: Flow Control, shall apply within the City of Kenmore.~~
- Flow control systems for redevelopment projects in Level 2 Flow Control areas shall be sized based on an undeveloped (forested) existing condition for projects.

• **Section 1.2.3.1 AREA-SPECIFIC FLOW CONTROL FACILITY REQUIREMENT**

- o Section 1.2.3.1.A (Basic Flow Control Areas) shall not apply within the City of Kenmore.

- Section 1.2.3.1.B (Conservation Flow Control Areas) shall apply throughout the City of Kenmore, except where the City has determined that Flood Problem Flow Control is needed.
- Section 1.2.3.1.C (Flood Problem Flow Control Areas) shall apply within the Swamp Creek basin within the City of Kenmore.
- Section 1.2.3.1 "Impervious Surface Percentage Exemption for Agricultural Projects" (page 1-42 of the SWDM) is void and shall not apply within the City of Kenmore.
- Add new sections following "Impervious Surface Percentage Exemption for Agricultural Projects" (page 1-42 of the SWDM)

- MAINTENANCE EXEMPTIONS

The following pavement maintenance practices are exempt:

- a) Pothole and square cut patching
- b) Overlaying existing asphalt or concrete pavement with asphalt or concrete without expanding the area of coverage (overlaying permeable or pervious pavements with traditional (non-permeable) asphalt or pavement is not considered pavement maintenance)
- c) Shoulder grading
- d) Reshaping/regrading drainage systems
- e) Crack Sealing
- f) Resurfacing with in-kind material without expanding the road prism
- g) Pavement preservation activities that do not expand the road prism
- h) Vegetation maintenance
- i) Catch basin and pipe maintenance
- j) Regrading/reshaping/resurfacing/reconstructing of existing ramps or sidewalks to meet ADA requirements

- k) Underground utility projects that replace the ground surface with in-kind material or materials with similar runoff characteristics.
- l) Projects that do not impact the base course are exempt and are not considered “replaced impervious”.
- MAINTENANCE NON-EXEMPTIONS

The following pavement maintenance practices are not exempt:

- a) The practices subject to the Core Requirements that are triggered when the thresholds are met or exceeded. The extent to which the manual applies is explained for each circumstance.
- b) Removing and replacing a paved surface and impacting the base course. If impervious surfaces are not expanded, Core Requirements #1, 5, 6, and 9 apply.

• **Section 1.2.8 CORE REQUIREMENT #8: WATER QUALITY FACILITIES**

- Add the following new maintenance exemptions and non-exemptions under the section EXEMPTIONS FROM CORE REQUIREMENT #8 (page 1-69 of the SWDM)

5. MAINTENANCE EXEMPTIONS

The following pavement maintenance practices are exempt:

- a) Pothole and square cut patching
- b) Overlaying existing asphalt or concrete pavement with asphalt or concrete without expanding the area of coverage (overlaying permeable or pervious pavements with traditional (non-permeable) asphalt or pavement is not considered pavement maintenance)
- c) Shoulder grading
- d) Reshaping/regrading drainage systems
- e) Crack Sealing
- f) Resurfacing with in-kind material without expanding the road prism
- g) Pavement preservation activities that do not expand the road prism

- h) Vegetation maintenance
- i) Catch basin and pipe maintenance
- j) Regrading/reshaping/resurfacing/reconstructing of existing ramps or sidewalks to meet ADA requirements
- k) Underground utility projects that replace the ground surface with in-kind material or materials with similar runoff characteristics.
- l) Projects that do not impact the base course are exempt and are not considered "replaced impervious".

6. MAINTENANCE NON-EXEMPTIONS

The following pavement maintenance practices are not exempt.

- a) The practices subject to the Core Requirements that are triggered when the thresholds are met or exceeded. The extent to which the manual applies is explained for each circumstance.
- b) Removing and replacing a paved surface and impacting the base course. If impervious surfaces are not expanded, Core Requirements #1, 5, 6, and 9 apply. ~~CHAPTER 2 — Drainage Plan Submittal~~

- **Section 1.2.9 CORE REQUIREMENT #9: FLOW CONTROL BMPs**
 - **Section 1.2.9.3.2 Small Road Improvement and Urban Road Improvement Projects BMP Requirements**

- When evaluating BMPs within the right of way to the maximum extent feasible, the BMPs must be evaluated in the following order for:

Sidewalk (Target Surfaces)

- Slope sidewalk (6ft width) to landscape strip (4ft width)
- Full Infiltration (back of sidewalk)
- Limited Infiltration (back of sidewalk)
- Permeable Pavement

Landscape strip may be increased proportionally to accommodate larger sidewalk widths.

CHAPTER 2 – Drainage Plan Submittal

The City of Kenmore has added supplemental information and made minor changes to Chapter 2 of the SWDM, as described below. Apart from this information, project proponents should refer to the county document for guidance on drainage plan submittal. All submittal reviews shall be conducted by the Department of Development Services (DDS).

Supplemental Information

As part of the SWDM the applicant shall refer to the following documents for Project Plans.

1. Grading Permit and Engineering Permit applications. The applications and associated checklists are provided on the City's website.

Section 2.4 Plans Required After Drainage Review

- **Section 2.4.2 FINAL CORRECTED PLAN SUBMITTAL** ~~(page 2-41 of the SWDM)~~ — Add to Section 2.4.2:

During the course of construction, special inspections are required for LID and Flow Control BMPs. Once construction is completed, a qualified professional shall provide a signed letter verifying that the BMPs have been inspected, installed correctly, and are functioning as designed. Any as-built deviations from the approved permit plan set shall be explained clearly in the letter.

CHAPTER 3 – Hydrologic Analysis and Design

The City of Kenmore has made no changes to Chapter 3 of the SWDM. Project proponents should refer to the county document for guidance on hydrologic analysis and design.

CHAPTER 4 – Conveyance System Analysis and Design

The City of Kenmore has made minor changes to Chapter 4 of the SWDM. The following requirements apply as applicable in this chapter:

References to the King County Road Design and Construction Standards (KCRDCS) shall mean the City of Kenmore Road Standards.

Section 4.2 PIPES, OUTFALLS, AND PUMPS

- **Section 4.2.1. — ~~Allowed Pipe Types (Replacing applicable 1 DESIGN CRITERIA~~ — Revised this section 4.2.1.1 of as follows:**

Acceptable Pipe Sizes:

Replace the ~~SWDM~~ paragraph with the following:

~~Corrugated polyethylene (CPE)~~

12-inch is the minimum diameter pipe, ~~Polypropylene (PP)~~ to be maintained by the City. Other acceptable pipe sizes are: 15-inch, 18-inch, 24-inch and ~~Polyvinyl chloride (PVC)~~ 30-inch. For pipes larger than 30-inches, incremental increases of 6-inches is allowed. The pipe ~~are deleted~~ diameter may be reduced below 12-inches for privately owned and ~~shall be replaced with~~ maintained systems if the pipe capacity is adequate for design flows.

Allowable Pipe Materials:

Add the following ~~allowed~~ pipe and criteria:

- WSDOT Section 9-05.24 Polypropylene Culvert Pipe, Polypropylene Storm Sewer Pipe, and Polypropylene Sanitary Sewer Pipe
- All joints for polypropylene pipe shall be made with a bell/bell or bell and spigot coupling and shall conform to ASTM D 3212 using elastomeric gaskets conforming to ASTM F 477. All gaskets shall be factory installed on the pipe in accordance with the manufacturer's recommendations.
- Qualification for each manufacturer of polypropylene storm sewer pipe requires joint system conformance to ASTM D 3212 using elastomeric gaskets conforming to ASTM F 477 and a formal quality control plan for each plant proposed for consideration.
- A Manufacturer's Certificate of Compliance shall be required and shall accompany the materials delivered to the project. The certificate shall

clearly identify production lots for all materials represented. The Contracting Agency may conduct verification tests of pipe stiffness or other properties it deems appropriate.

- WSDOT Section 9-05.24(1) Polypropylene Culvert Pipe and Storm Sewer Pipe
- Polypropylene culvert and storm sewer pipe shall conform to the following requirements:
 - For dual wall pipe sizes up to 30 inches: ASTM F2736.
 - For triple wall pipe sizes from 30 to 60 inches: ASTM F2764.
 - For dual wall profile pipe sizes 36 to 60 inches: AASHTO MP 21, Type S or Type D.
 - Fittings shall be factory welded, injection molded or PVC.

The following pipe types are deleted and will not be allowed:

- Corrugated or spiral aluminum pipe
- Corrugated steel pipe
- Spiral rib steel pipe
- Polyvinyl chloride (PVC) pipe
- Corrugated polyethylene ~~drainage pipe CPEP(CPE)~~ pipe

Structures:

Supplement this paragraph with the following:

The most updated WSDOT Standard Plans Section B and City of Kenmore Standard Details shall be used to determine acceptable design standards. City of Kenmore standards shall take precedence over WSDOT.

Ladders required within drainage structures shall not block inlet or outlet pipes and must be accessible from structure opening.

2. ~~Acceptable Pipe Sizes~~ Design between Structures:

~~12-inch is the minimum diameter pipe to be maintained by the City. With City approval, the pipe diameter may be reduced to a minimum of 8-inch, if the pipe capacity is adequate for design flows.~~

3. ~~Storm Drain Markers~~ Supplement with the following:

For City of Kenmore maintained pipe systems.

~~Storm drain curb marker medallions are required, if feasible, at every catch basin that receives surface water drainage. If markers are not feasible, stencils or casting engravings shall be used. Markers are to be placed in locations approved by Public Works.~~

~~4. Pipe Slope:~~

1. Minimum pipe slope shall be 0.5% for all pipe sizes

~~5. Storm Testing:~~

- ~~2.1. All storm system shall be jetted, cleaned, and CCTV inspected prior to final acceptance into City maintenance.~~

~~6. Structure Locations and Appurtenances:~~

- ~~3.1. Maximum pipe run between structures shall be 300-ft. For maintenance of structures, a truck turnaround shall be provided. Maximum distance between maintenance vehicle access and drainage structure shall be 150 ft. Structures located in non-pavement areas shall include 2 ft wide asphalt ring around structure lid.~~

~~7. Pipe Deflections:~~

- ~~2.~~
- ~~2.3. Once backfill is complete, the line and grade at pipe flow line leaving standing water greater than 1/2-inch in depth shall not be accepted and must be repaired prior to acceptance by the City.~~

~~8. Pipe Cover:~~

Supplement bullet 1 with the following:

Ductile iron pipe may be used with a minimum of 1-foot of cover in vehicular loaded areas.

Pipe Anchors:

Supplement this paragraph with the following:

Pipe anchor shall include 1" inch PVC pipe to be installed through the concrete anchor below the pipe to allow passing of ground water.

~~9. Drainage Structures:~~

~~The most updated WSDOT Standard Plans Section B and City of Kenmore Standard Details shall be used to determine acceptable design standards.~~

~~10. Drainage Structures Ladders:~~

~~Ladders required within drainage structures shall not block inlet or outlet~~

~~pipes and must be accessible from structure opening.~~

~~11. Submerged and Surcharged Pipe:~~ Outfalls:

Supplement this paragraph with the following:

The 100-year design elevation of downstream stormwater facilities such as stormwater ponds or vaults shall be at or below all pipe inverts. Exception to this standard is the pipe from the first catch basin just upstream of the stormwater facility may be submerged to allow pipe inlet to facility to be submerged.

Other Details:

Supplement this paragraph with the following:

1. Storm drain curb marker medallions are required, if feasible, at every catch basin that receives surface water drainage. If markers are not feasible, stencils or casting engravings shall be used. Markers are to be placed in locations approved by Public Works.
2. For maintenance of structures, a truck turnaround shall be provided. Maximum distance between maintenance vehicle access and drainage structure shall be 150-ft. Structures located in non-pavement areas shall include 2-ft wide asphalt ring around structure lid.
3. All storm system shall be jetted, cleaned, and CCTV inspected prior to final acceptance into City maintenance.

CHAPTER 5 – Flow Control Design

The City of Kenmore has made minor changes to Chapter 5 of the SWDM. The following requirements apply as applicable in this chapter:

- The King County Flow Control Applications Map included with the SWDM shall not be applied in the City of Kenmore. The Swamp Creek basin is a flood problem flow control area (level 3) and the remainder of the City of Kenmore is a conservation flow control area (level two) except for project sites with identified downstream flooding problems that may require a higher level of flow control for impact mitigation.
 - Modular/stackable detention systems are not allowed in the City of Kenmore right-of-way unless otherwise approved by the city engineer. Use of these devices is allowed if placed on private property and owned and maintained by private owners.
-

CHAPTER 6 – Water Quality Design

The City of Kenmore has added supplemental information and made minor changes to Chapter 6 of the SWDM, as described below.

Change to SWDM

- The King County Water Quality Applications Map included with the SWDM shall not be applied in the City of Kenmore. All of the City of Kenmore is a basic water quality treatment area unless the proposed land use triggers enhanced basic water quality treatment.
- The City of Kenmore allows bioretention to be used for presettling, but it must be designed to meet presettling requirements listed in 6.5.1 (Presettling Requirement).

DEFINITIONS

The City of Kenmore has made the following changes to the Definitions Section of the SWDM. Project proponents should refer to the county document for other definitions.

Term (page)	Action
Erosion hazard area (p 9 of SWDM Definitions)	<i>Replace as follows (from Section 18.20.940 KMC):</i> Erosion hazard areas means those areas identified by the United States Department of Agriculture Natural Resources Conservation Service or identified by a special study as having a "moderate to severe" or "very severe" erosion potential.
Flood hazard area (p 10 of SWDM Definitions)	<i>Replace as follows (per Section 18.20.1070 KMC):</i> Flood hazard areas means those areas in the City subject to inundation by the base flood (see "Area of special flood hazard") and those areas subject to flood risks from channel relocation or stream meander including, but not limited to, streams, lakes, wetlands and closed depressions. The latter flood hazard areas may extend outside of the area of special flood hazard mapped by FEMA, but are defined and designated by the City.
Landslide Hazard Area (page 15 of SWDM Definitions)	<i>Replace as follows (per Section 18.20.1570 KMC):</i> Landslide hazard areas means areas that are potentially subject to risk of mass movement resulting from a combination of geologic, topographic, and hydrologic factors including: bedrock, soil, slope gradient, slope aspect, geologic structure, ground water, or other factors.

APPENDICES

The City of Kenmore has made the following changes to the Appendices section of the SWDM. Project proponents should refer to the county appendices where referenced below.

Appendix A: Maintenance Requirements for Flow Control, Conveyance, and WQ Facilities – The City of Kenmore has made no changes, and Appendix A applies in its entirety to the City of Kenmore.

Appendix B: Master Drainage Plan Objective, Criteria and Components, and Review Process – This appendix does not apply within the City of Kenmore.

Appendix C: Simplified Drainage Requirements

~~This is a separately bound document included with the SWDM.~~ The City of Kenmore has made the following changes to Appendix C of the SWDM. All other parts of the appendix apply to the City of Kenmore. ~~Appendix C provides guidance for many of the low impact development (LID) techniques.~~

Appendix C provides guidance for many of the low impact development (LID) techniques.

~~C.2.9.2 shall be modified as follows:~~

Section C.2 FLOW CONTROL BMPs

- **Section C.2.9.2 RESTRICTED FOOTPRINT** ~~— Replace this section with the following:~~

Restricted footprint means the recording of a covenant that limits the amount of future impervious surface coverage on a site/lot to an amount less than the norm as specified below:

1. For single family residential sites/lots that are smaller than 22,000 square feet, any recorded limit on total impervious surface less than a norm of 4,000 square feet or the maximum allowed by the site/lot's zoning, whichever is smaller, qualifies for a restricted footprint credit equal to the difference in square footage. In other words, for every square foot that the recorded limit is below the norm, an equal area of actual proposed target impervious surface is credited as mitigated subject to Minimum

Design Requirement in Section C.2.9.1.

2. For single family residence sites/lots that are between 22,000 square feet and 250,000 square feet, any recorded limit of total impervious surface in an amount less than a norm of 4,000 square feet or 4% of the site/lot area, whichever is greater, qualifies for a restricted footprint credit equal to the difference in square footage. For every square foot that the recorded limit is below the norm, an equal area of actual proposed target impervious surface is credited as mitigated subject to Minimum Design Requirement 2 in Section C.2.9.1.
3. For single family residential sites/lots that are greater than 250,000 square feet, no restricted footprint credit is available.
4. ~~For multi family, townhome and commercial~~ For all other sites/lots, any recorded limit on total impervious surface less than the maximum allowed by the site/lot's zoning, qualifies for a restricted footprint credit equal to the difference in square footage. In other words, for every square foot that the recorded limit is below the norm, an equal area of actual proposed target impervious surface is credited as mitigated subject to Minimum Design Requirement in Section C.2.9.1.

Appendix D: Construction Stormwater Pollution Prevention (CSWPP) Standards – This is a separately bound document included with the SWDM. The City of Kenmore has made no changes and this appendix applies in its entirety to the City of Kenmore.

REFERENCE

Table Ref-1 identifies which reference sections in the SWDM apply and those that do not apply to the City of Kenmore. Table Ref-2 lists additional City of Kenmore references that apply.

Table Ref-1. Applicability of SWDM References to projects in the City of Kenmore

No.	Description	Action
1	KCC 9.04 Surface Water Runoff Policy	This reference document shall be deleted in entirety. Project proponents should refer to Chapter 13.35 KMC.
2	Adopted Critical Drainage Areas	This reference document shall be deleted in entirety. Project proponents should refer to Chapter 18.55 KMC.
3	Other Adopted Area Specific Drainage Requirements	This reference document shall be deleted in entirety. Project proponents should refer to City codes, ordinances, and sensitive areas maps for description and requirements within sensitive areas. The project proponent shall also work with the City on additional requirements that may apply to their project.
4	Other Drainage Related Regulations and Guidelines A. Grading Code Soil Amendment Standard B. Clearing & Grading Seasonal Limitations C. Landscape Management Plan Guidelines	A. Applicable. B. Not applicable. See Section 15.25.150 KMC. C. Applicable.

No.	Description	Action
	D. Shared Facility Maintenance Responsibility and Guidance	D. Applicable.
5	Wetland Hydrology Protection Guidelines	These guidelines apply.
6	Hydrologic/Hydraulic Design Methods A. Infiltration Rate Test B. Pond Geometry Equations C. Introduction to Level Pool Routing D. Supplemental Modeling Guidelines	This reference section is applicable.
7	Engineering Plan Support A. King County Standard Map Symbols B. Standard Plan Notes and Example Construction Sequence C. Storm Filter Facility Access and Cartridge Configuration	A. Applicable. B. Replace with City's standard plan notes. Contact City for most current version of notes. C. Not applicable. Delete this reference subsection in entirety.
8	Forms and Worksheets A. TIR Worksheet B. Offsite Analysis Drainage System Table C. Water Quality Facility Sizing Worksheets D. Flow Control and Water Quality Facility Summary Sheet and Sketch E. CSWPPP Worksheet Forms F. Adjustment Application Form and Process Guidelines G. Dedication and Indemnification Clause H. Bond Quantities Worksheet I. Maintenance and Defect Agreement	A.— Contact City for Applicable Form. B. Contact City for Applicable Form. C. Contact City for Applicable Form. D. Contact City for Applicable Form. E. Contact City for Applicable Form. F. Contact City for Applicable Form. G. Contact City for Applicable Form. H. Contact City for Applicable Form. I. Contact City for Applicable Form.

No.	Description	Action
	J. Declaration of Covenant K. Drainage Release Covenant L. Drainage Easement M. Flow Control BMP Covenant (see replacement form name below). N. Impervious Surface Limit Covenant O. Clearing Limit Covenant P. River Protection Easement Q. Leachable Metals Covenant	J. Contact City for Applicable Form. K. Contact City for Applicable Form. L. Contact City for Applicable Form. M. Contact City for Applicable Form. N. Contact City for Applicable Form. O. Contact City for Applicable Form. P. Contact City for Applicable Form. Q. Contact City for Applicable Form.
9	Interim Changes to Requirements A. Blanket Adjustments B. Administrative Changes	Applicable.
10	King County Identified Water Quality Problems	Delete in entirety
11	Materials A. (VACANT) B. (VACANT) C. Bioretention Soil Media Standard Specifications D. (VACANT) E. Roofing Erodible or Leachable Materials	A. Not applicable. B. Not applicable. C. Applicable. D. Not applicable. E. Applicable.
12	(VACANT)	Not applicable
13	(VACANT)	Not applicable
14	Supplemental Approved Facilities A. Approved Proprietary Facilities B. Approved Public Domain Facilities	A. Applicable. B. Applicable.



APPENDIX G

TRAFFIC IMPACT ANALYSIS GUIDELINES

	CITY OF KENMORE, WA TRAFFIC IMPACT ANALYSIS GUIDELINES	
18120 68 th Ave NE, Kenmore, WA 98028	425-398-8900	www.kenmorewa.gov



TRAFFIC ANALYSIS REPORT

To adequately review development proposals, the city may require that the applicant provide a traffic analysis to help determine the need for roadway, non-motorized and transit improvements to serve the proposed use and address the traffic impacts on the public transportation system. The following guidelines have been established to assist a professional engineer in providing the information needed to adequately analyze the development proposal.

The written report should include the following information utilizing appropriate charts and graphics:

1. A description and location of the development site
2. Proposed land uses and intensities
3. The area of influence of site traffic.
4. A right of way access plan for the development, including the proposed internal circulation and available sight distances at major entry points.
5. A vicinity map and site plan.

Existing conditions and analysis:

1. Description of the existing conditions of streets, intersections, non-motorized facilities and transit improvements in the area that will potentially be impacted.
2. Information on existing street widths, number of lanes, intersection geometrics, locations of traffic signals and other types of traffic control, parking restrictions, sidewalks, bicycle paths, transit stops, transit amenities (e.g., shelters) and transit routes should also be included.
3. 24-hour traffic counts on the affected streets and turning movement counts during morning and evening peak periods at the impacted intersections. Counts shall be collected a minimum of 3 consecutive days including Tuesday, Wednesday, and Thursday. Data used shall not be older than 2 years from the date the analysis is performed.
4. Capacity and level of service analysis for the existing conditions of the affected streets and impacted intersections. Refer to KMC 12.80.030 for the City's level of service standards.
5. Traffic crash data for the influence area both for mid-block locations and intersections for the last five years.

Calculation, analysis, and representation of the following future conditions:

1. Trip generation during the 24-hour and morning and evening peak periods, and peak hour of the generator for each land use category in the project should be calculated and shown. A trip table including type of land use intensity, trip generation rates and trips generated should be prepared.
2. The distribution of generated traffic and assignment of that traffic to the street system during morning and evening peak periods and peak hour of the generator along with reasons for the assumed distribution.
3. Future 24-hour and peak period traffic volumes and assignments upon completion of the development (by phases if applicable).
4. Capacity analysis and levels of service for morning and evening peak periods and for the peak periods of the generator, if necessary. Refer to KMC 12.80.030 for the City's level of service standards.
5. Street access and transit improvement plan with recommendations by development phases identifying all needed improvements and the improvements that are the responsibility of the applicant. These

recommendations should be based on both the morning and evening peak hour projected volumes with an emphasis on the safety aspects of the design.

6. Proposed driveway locations, geometrics, sight distances and turn restrictions taking into consideration the proximity of nearby intersections and anticipated queues based on arrival rates, should be shown. Sight distance data at driveways using city standards where horizontal and vertical alignments are critical should be included.
7. Impact of the development on the street network, signal warrants, crash frequency, and mitigation techniques should be included wherever appropriate.
8. Concise summary of findings and recommendations for the approval of the City before the development plan is presented to the City's Hearings Examiner for approval.

Additional information that may be requested:

1. Estimates of the cost of the recommended improvements and/or information on proposed street improvements in the area by the City, County, or WSDOT.
2. A more intense analysis using network operational and simulation software for special projects.

LEVELS OF ANALYSIS

The following guidelines are provided to assist the applicant and their consultants determine the size of the area to study for a traffic impact analysis and the detail of the analysis that the City will require. There are three levels of analysis. Each one has a different emphasis on the level of detail. Each development may have different or unique traffic issues and concerns that may require further study. The City may require a higher level of analysis or the submittal of additional information due to specific project location.

Level One – On-Site Analysis:

Description: Placement and design of internal (on site) features such as parking layout, access to public streets, site circulation, intersection sight distance, pedestrian circulation, delivery and loading areas and internal public street layout.

Threshold: Small commercial or residential development or an addition to an existing development creating less than 10 peak hour trips.

Level Two – Project Area Analysis:

Description: On-site analysis (Level One) plus the impact of the development and its traffic on adjacent and affected area streets, impacted intersections, adjoining developments, pedestrians and public transit facilities. The project analysis will include those facilities as designated by the City.

Threshold: Small to medium sized residential and commercial developments creating between 10 and 75 more peak hour trips.

Level Three – Corridor Analysis:

Description: On-site analysis (Level One) plus project area analysis (Level Two) plus the impact of the proposed development on a larger study area and the street and highway system that is being impacted by the addition or improvement of arterial streets and by other large developments in the study area.

Threshold: Large commercial and residential developments creating 75 or more peak hour trips.

Pipeline Projections:

Description: Prior to beginning the traffic analysis, the applicant's consultant shall meet with the City to determine which "pipeline" projects must be included in the analysis. Pipeline projects are defined as projects (both private and public) that have received some level of approval but full development has not been completed.

Threshold: All traffic analysis shall include the effect of those pipeline projects designated by the City.

ATTACHMENT D

Changes to the 2021 Road Standards*

*changes listed below do not include any minor changes (spelling, resource updates, KMC references, engineering industry standard updates, changes that do not change the nature or requirement of the 2021 standards, grammatical, formatting, etc.). Refer to the 2025 Road Standards for the complete text of each change.

2025 Section & Title (2021 Section & Title)	2021 Content	2025 Content
Chapter 1 – Overview (Standards)		
1.02 Definitions	Driveway did not include middle housing	Added middle housing
	Middle housing not defined	Added definition
	Multi-Family includes “duplex” and “triplex”	Removed duplex and triplex as these will be defined under middle housing in the updated code
	Roadway	Clarified term to include both public and private roads
	“TYP” noted on standard details but not defined	Added definition for “TYP”
	Undeveloped Property	Added middle housing
1.03 Companion documents		Added American National Standard Practice for Roadway Lighting as the standard for roadway illumination
1.09 Engineering Plans, Final Corrected Plans, and Final Plat Plans	Engineering plans required a drainage plan only	Adding a requirement for drainage profiles
	Required record drawings be submitted on AutoCAD 2016	Revised to AutoCAD 2025 and clarified that drawings were to be clean sheets with no markups
1.11 Penalties and Financial Guarantees		Clarified how financial guarantees are to be calculated
1.12 Changes to road Standards		Added vesting to a land use decision, if applicable
Chapter 2 – General Requirements		
2.01 Responsibility to Provide Frontage Improvements		Bullet B: Added “within the limits” of a project to clarify when the provision applies.
		Bullet J: Added changes to requirements may be done to comply with state or federal law
	Alterations or additions to an existing single-family home. An	Bullet K-1: Alterations or additions to an existing single-family home that

	alteration or addition is defined as all changes made to an existing structure within a 5 year period that result in a cost less than 50% of the taxable improvements value of the existing structure as determined by the most current King County Depart of Assessment.	does not increase the number of bedrooms or sleeping areas unless allowed elsewhere under KMC or these Standards.
		Bullet K-2: changed the demolished date to 48 months and removed the local roads only exemption.
	Alteration projects on existing commercial or industrial structures within a 5 year period that result in a cost less than 50% of the taxable improvements value of the existing structure as determined by the most current King County Dept of Assessments and which do not expand or change the use on site	Interior alteration projects on existing commercial and other non-residential structures that do not result in an increase in total square footage or change the use on the site that would result in an increase in average daily vehicular trips.
		Bullet K-4: Added RCW reference
2.02 Fee in lieu option		Added clarification on when fee in lieu may be required. Cited projects in city planning documents are valid reasons to require a fee in lieu
2.07 Frontage Improvements		Bullet D: Added reference to Section 11.01
2.08 Downtown Frontage Improvements		Reformatted table, not changes to content
		Bullet D: Clarified that developers would be required to install irrigation controllers if needed and that irrigation systems need to be approved by PW department.
		Bullet F/H: Revised lighting section to conform to PSE requirements. PSE has taken over design for PSE owned systems.
2.10 Pavement Cut Moratorium		Added clarification when moratorium was applicable and added reference to section 11.04 for clarification
Chapter 3 – Street Classification		
No Changes		
Chapter 4 – Construction Control and Inspection		
4.02 Inspection		Added requirement that contractors/developers are responsible

		for graffiti, damage, nonconforming work until city accepts.
4.04 Final Construction Approval		Added requirement that the landscape management plan must be approved prior to final construction approval
4.06 Control of materials		Clarified testing requirement for patches in roadway
Chapter 5 – Private Roads, Driveway, and Parking Design (Private Streets, Driveway, Parking Design)		
5.03 Private roads		Added provisions to allow for placing house numbers at entrances to private roads if said house numbers cannot be viewed from the public street.
5.04 Driveway and Driveway Approaches	Bullet A-4: If frontage improvements do not exist and are not required, driveway approaches from the right of way line to the edge of pavement shall be HMA unless otherwise approved by the city engineer	If frontage improvements do not exist and are not required, driveway approaches from the right of way line to the edge of pavement shall be HMA if the driveway approach connects to a road listed on the Pedestrian Facilities Plan, otherwise concrete may be used
		Bullet A-9: Added requirement that driveway slopes cannot exceed 15% without city engineer approval
		Bullet B: add middle housing to the requirements
		Bullet B-2: clarified 10 minimum width for two driveways serving one property and added a maximum total width width of all driveways
		Bullet C is deleted as duplex/triplex are being lumped into middle housing
	Bullet D	Bullet C: added all other development types to this requirement
		Bullet E-5: clarified that an additional driveway on lots with multiple frontages may be permitted if both frontages exceed 100 feet.
	Bullet F-10: KMC 12-85 is the overriding authority	Bullet E-10: made the road standards the overriding authority
5.05 Parking		Bullet C: clarified that on street parking that has been permitted to count towards off street parking can be removed by the City at the city engineer's discretion.
Chapter 6 – Road Design		

6.03 Typical Road Cross Section	Right-of-way dedications may be necessary to meet the minimum right-of-way width	<i>Right-of-way</i> dedications shall be required to meet the minimum <i>right-of-way</i> width
6.04 Typical Sections		Added middle housing to title and within the section
Single family		
Residential access roads		Add maximum curb to curb crossing width of 22 feet
6.05 Typical sections for commercial, industrial...access roads		Added “all other” to the title
6.05 – Table 6.1		Reduced minimum improvement width for private roads to 24½ feet and tract width to 25½ feet.
6.11 Access and Circulation		Added middle housing
6.12 Traffic Calming and Safety Treatments		Added pedestrian scale lighting requirement to RRFB’s
		Changed “speed humps” to “speed cushions”
Chapter 7 – Intersection Design		
7.09 Bicycle Accommodations		Added “for additional requirements” to last sentence.
Chapter 8 – Roadside Features		
8.01 Sidewalks		Bullet L – added that designs shall be “at a minimum” to the WSDOT design manual.
8.02 Curb and Gutter		New Bullet E – added reference to pavement restoration per section 11-04E
8.03 Construction of Curbs, gutters, and Sidewalks		Bullet C – Added requirement for heating blankets as needed in cold weather for curing of concrete.
8.05 Curb Ramps	Bullet A - Overlays, trench cuts, or microsealing which impact a marked crosswalk or other legal crossing are considered alterations of the accessible route and require upgrading the crossing with curb ramps compliant <i>ADA</i> Standard Guidelines and state law	Overlays, trench cuts, microsealing, or other construction activities which impact or change a marked crosswalk or other legal crossing are considered alterations of the accessible route and require upgrading the crossing with curb ramps compliant <i>ADA</i> Standard Guidelines and state law
		Bullet H – deleted “for private property”
		Bullet L – added RCW reference
		Bullet S – added clarification that use of a licensed surveyor may be used in lieu of a third digital level.

8.06 Pedestrian access		Clarified that access points from the sidewalk to private property are the property owners responsibility to maintain even if in the right of way.
8.08 Bicycle Facilities		Added new bullet: Bike lanes shall be HMA, 6 inch thick in road, 4 inches thick when adjacent to sidewalk
8.11 Illumination		Updated to conform to PSE requirements.
8.12 - Landscaping		Added irrigation to the section
		Updated requirements to meet with current landscape practices.
		Added requirement for use of structural soil under sidewalk in downtown.
		Added new native plant species to allowed plant list.
		Added requirement that plant installs shall be native where practical
		Added landscape maintenance requirements for developers.
		Added language for where irrigation is required and what is required for installation.
8.13 Mailboxes		Modified requirement for mail carrier pull outs where bike lanes are not present
Chapter 9 – Surface Treatments		
9.01 Local Public and Private Roads		Bullet C - Requiring alternative pavement designs to be approved at time of permitting
		New Bullet E - Establishing standard pavement material requirement
9.02 Arterial, collector, and industrial/commercial Roads		Bullet A - Establishing standard pavement material requirement
		Bullet E – clarified pavement design required for new public roads
9.05 Overlays		Adding requirement to fog seal new asphalt roads
Chapter 10 - Drainage		
10.01 General		Requires that all storm pipe be removed if abandoned unless otherwise approved by the city engineer. Provides allowance for abandon in place.

10.03 Storm Sewers and Culverts		Bullet H - Prohibits long placement of storm drainage pipe under sidewalk and amenity zones
		Bullet L – establishes maximum pipe joint deflection
1.04 Catch Basin Locations and Junctions		Added amenity zones to location restrictions
Chapter 11 - Utilities		
11.04 Underground Installations		Bullet E-2: provides allowances for simple repairs for small cuts into pavement
		Simplified the requirements to simply cuts in pavement.
		Clarified what defines a pothole/boring/receiving pit and clarifies what restoration is required for such work.
		Adds reference to section 9.05 for clarification
Appendices		
Appendix A – Road Classifications		Several roads reclassified, some from local roads. Freight road classifications have been downgraded on 68 th , 155 th , 84 th and 73 rd .
Appendix B – Cross Sections	Bike lanes adjacent to travel lanes	All bike lanes moved adjacent to sidewalk with a landscaped buffer separating cyclist from vehicles. Exceptions at intersections, 68 th Ave NE, and NE 181st
	NE 181 st (61 st – 73 rd) – on street parking on both sides of the street with 10 ft travel lanes, 6 ft sidewalk, and 4 ft amenity strip	NE 181 st St (61 st – 73 rd): cycle track on south side of street, on street parking on the north side of the street, 10 ft travel lanes, 6 ft sidewalk, and 4 foot planting strip
	68 th Ave NE (SR522 – 185 th St)- 10 ft travel lanes, on street parking both sides (181 st – 185 th), 6 foot sidewalk, 4 foot amenity strip	6 foot sidewalk, 8 foot – 2 way bike path on west side of street, 4 foot amenity strip, 10 foot travel lanes, turn lanes as needed, parking lane east side (181 st – 185 th). Note: given the built condition, the 2-way bike path would replace the west side parking lane from 181 st – 185th
	68 th Ave NE (Ne 175 th St – SR 522) – no cross section	
	Ne 203 rd St (80 th Ave to city Line) – 6 foot sidewalk, 4 foot amenity strip, 5 foot bike lane with buffer, 10 foot travel lanes	NE 203 rd St (80 th Ave to City Line) – 6 foot sidewalk, 5 ft bike lane, 4 foot amenity strip, 10 foot travel lanes, and parking lane on south side of street.

	NE 175 th St (65 th – 68 th) – 6ft sidewalk, 4 ft amenity strip, 5 foot bike lane with buffer, 10.5 foot travel lanes	NE 175 th St (65 th -68 th) – 6 foot sidewalk, 5 foot bike lane, 4 foot amenity strip, 10.5 foot travel lanes, parking lane on north side of street.
	Ne 153 rd /155 th (Juanita dr – Simonds rd) – 13 foot travel lanes with sharrows	Removed sharrows and replaced with bike lanes adjacent to sidewalk.
Appendix C – Street Tree List		Reorganized table for easier usage
		Added the following Trees: - Columnar European Hornbeam - Corinthian Linden M. Japanese Zelkova G. Japanese Zelkova V. Japanese Zelkova - Hornbeam - Black Tupelo - Greenspire Linden - European Beech - Western Red Cedar - Oregon White Oak Removed the following trees: - Sugar Maples
Appendix D – Standard Plan Notes		General Notes: Added note 15 regarding removing existing channelization and note 16 regarding adjustments of utility grades/lids.
		Drainage Notes: Added note 11 requiring video inspection and note 12 requiring jet cleaning.
		Erosion/Sedimentation Notes: Added requirement that control measures to be inspected prior to ground disturbance
Appendix E – Standard Details		Clean up, minor changes, and specific engineering changes made to most standard details. Below is a list of changes made that . See all details for specifics.
2-005 – Speed Cushion	Was 2-005 – Speed Hump	Renamed and redesigned to be more accommodating to emergency vehicles.
3-001, 3-002 Rock Walls		Add tiered wall option
4-003 – Left Turn Lanes		Deleted detail. Rarely utilized, referring to WSDOT standards if needed.
4-004 – Bike Lanes		Added vertical flex posts along bike lane buffer for full length of green bike

		lane. Add profiled plastic line to outside bike buffer line.
6-07 - Planting		Added more detailed requirements to meet with current landscaping recommendations
6-008 – Tree Grate	Tree grate width 4ftx4ft	Increased tree grate width to 4ftx8ft to provide more room for tree root ball.
6-010 – Structural soil		Added new detail for trees planted in downtown area
8-001 – Sidewalks		Added structural soil requirement in downtown area
8-009 – Curbs		Prohibited use of rolled curb in the right of way unless otherwise approved by the city engineer
Appendix F – Surface Water Design Manual Addendum		Added Kenmore Road Standards to city equivalent to King County Code Development Standards.
		Under County Designations: Clarified that all areas not classified as residential, commercial, or industrial under city zoning maps shall be considered as “other” projects.
Section 1.1.1	The project adds or will result in either: 500 square feet or more of new impervious surface or 2,000 square feet or more of replaced impervious surface, or new plus replaced impervious surface, or (if subsection 1.1.1(1) is not met, see conditions set forth in subsections 1.1.1(2) through (7) of the Surface Water Design Manual, to determine if design review is required).	The project adds or will result in either: 1,000 square feet or more of new impervious surface or 2,000 square feet or more of replaced impervious surface, or new plus replaced impervious surface; or
		Added the following: The project adds 500 square feet or more of new pollution generating impervious surface
Section 1.1.2	Replace the “Threshold” text of KCSWDM 1.1.2.1 is revised so that the minimum threshold for projects eligible for Simplified Drainage Review shall be 500 square feet. The remaining text and threshold requirements of KCSWDM 1.1.2.1, Simplified Project Drainage Review, shall apply within the City of Kenmore.	Revise the first threshold with the following: Simplified Drainage Review is required for any single family residential project or agricultural project that will result in 1,000 square feet or more of new impervious surface, or result in 2,000 square feet or more of replaced impervious surface or new plus replaced impervious surface, or 7,000

		square feet or more of land disturbing activity, AND that meets the following criteria:
	1.1.2.4 Full Drainage Review	Decreases threshold from 2000 SF to 1000 SF for new impervious surfacing.
1.2.3 – Flow Control		Adding that flow control for redevelopment project in Level 2 areas shall be sized based upon undeveloped conditions.
Chapter 4		Increase allowable pipes sizes to 15, 18, 24 and 30 inch. Also increments of 6 inches above 30 inch pipe. Restricted 8 inch pipe for private maintained sites only.
		PVC pipe add to the list of pipe not allowed
		Set WSDOT and Kenmore standards for drainage structures with Kenmore standards taking precedence.
Chapter 5		Modular/Stackable detention system prohibited in Kenmore right of way
Appendix G – Traffic Impact Analysis		No Changes

CITY OF KENMORE
Engineering

KMC Title 12 Amendments

Brought to you by John Vicente, Engineering Director

September 22, 2025

Why are we here tonight

- Update Road Standards
- Clean up/clarify Chapters 12.05, 12.40, 12.50, and 12.55
- Items for discussion only, no decision required

Chapter 12.05

General Provisions

- Clarified definition of “City engineer” to define “board” under RCW 36.75.050 to mean city council
- Change definition name “Special use permit” to “Public use permit” – avoid conflicts with special use permit noted in KMC 18.115.050

Chapter 12.40

Permit System for Use of City Real Property

- Changed the name of “special use permit” to “public use permit” – avoid conflicts with KMC 18.115.050

Chapter 12.50

Road Standards

- Changed 2021 Road Standards to 2025 Road Standards

Chapter 12.55

Utilities on City Right-of-Way

- Established standard for where city and utilities shall make/receive official communications – NJUNS (National Joint Utilities Notification System)
- Added vegetation management requirements around the safety zone of utility infrastructure
 - Safety
 - Blocking signage, cameras
 - Impacting city operations
 - Establishes 30-day deadline to address vegetation

Road Standards Update

General

- Resource updates
 - Update or add KMC references
 - Update to engineering industry standards
 - Grammatical, spelling, format, flow edits
-
- Only covering significant changes, Attachment D lists all changes.

Road Standards Update

Chapter 1 - Overview

- Adding Middle Housing to the definitions and throughout the standards
- Adopting the American National Standard Practice for Roadway Lighting
 - Published by the Illuminating Engineering Society

Road Standards Update

Chapter 2 – General Requirements

- Modified exemptions for providing frontage improvements
 - New SFR exempt if replacing demo SFR within 48 months on any road (previous exempt within 12 months on local roads only)
- Fee in lieu may be required if development within planned city project area

Road Standards Update

Chapter 5 – Private Roads, Driveway, and Parking Design

- Adding allowance to place street number signs in ROW if not visible from private property
- Pairing middle housing requirements with SFR
- Reducing driveways widths to 10 ft min when 2 or more are allowed
- Restricting maximum cumulative driveway widths to 20 feet

Road Standards Update

Chapter 6 – Road Design

- Pairing middle housing with SFR
- Maximum curb to curb width of 22 feet at intersections for local roads
- Pedestrian scale lighting required for rectangular rapid flashing beacons (RRFB)

Road Standards Update

Chapter 8 – Roadside Features

- Illumination design and installation by PSE now required
- Landscaping revisions to comply with latest industry recommendations
- Added additional native shrubs to acceptable plant list
- Added irrigation requirements and identified where irrigation is required
 - Juanita Dr
 - NE 181st
 - SR 522
 - 68th Ave NE

Road Standards Update

Chapter 9 – Surface Treatments

- Requiring a fog seal after new pavement placements

Chapter 10 – Drainage

- Requires storm drainage to be removed and not abandoned in place
- Restrictions on storm drainage placements under sidewalk and amenity strips

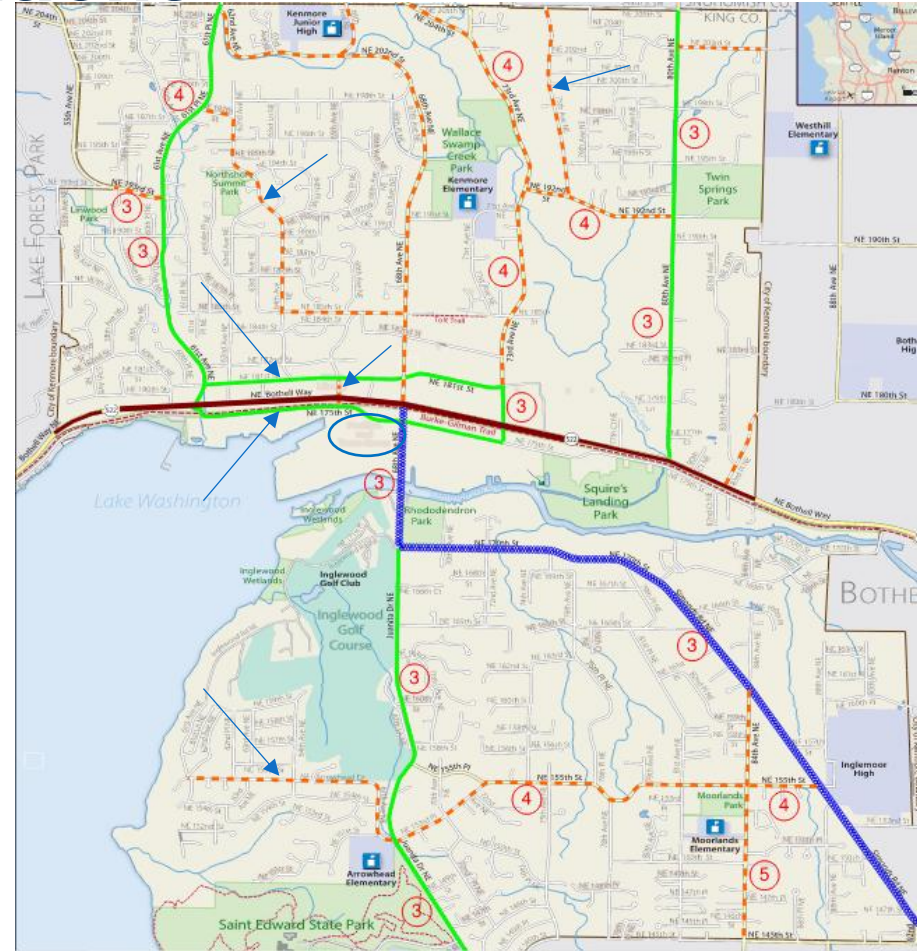
Chapter 11 – Utilities

- Defines boring/receiving pits to no larger than 8 SF – related to pavement repair

Road Standards Update

Appendix A – Road Classifications

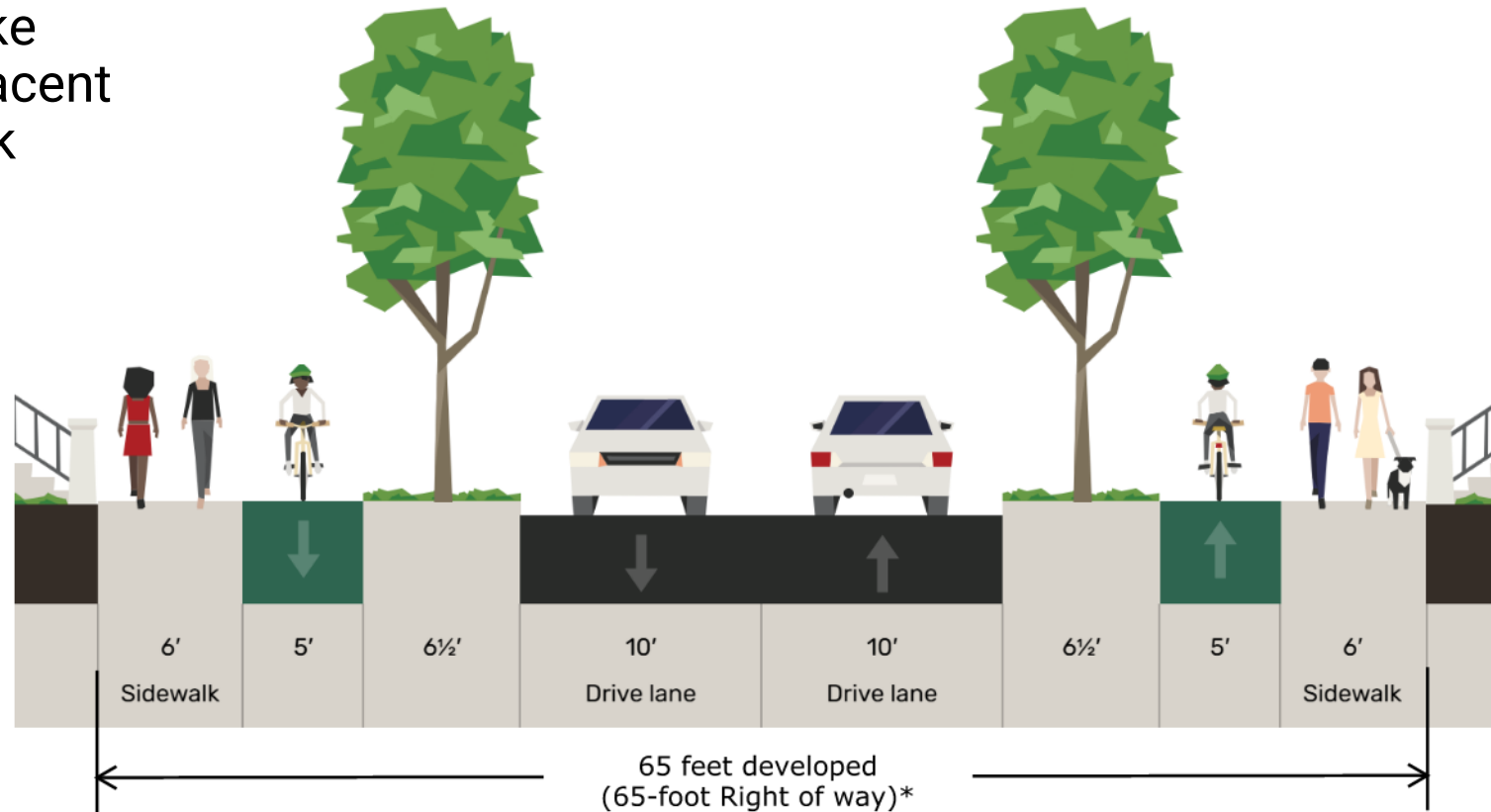
- Local Road changed to Collector
 - 75th Ave NE
 - 197th – 185th
 - Arrowhead Dr
- Collector changed to Minor Arterial
 - NE 181st St
 - NE 175th St
- Minor Arterial changed to Collector
 - 65th Ave NE
- Lakepointe Dr removed from list



Road Standards Update

Appendix B – Road Sections

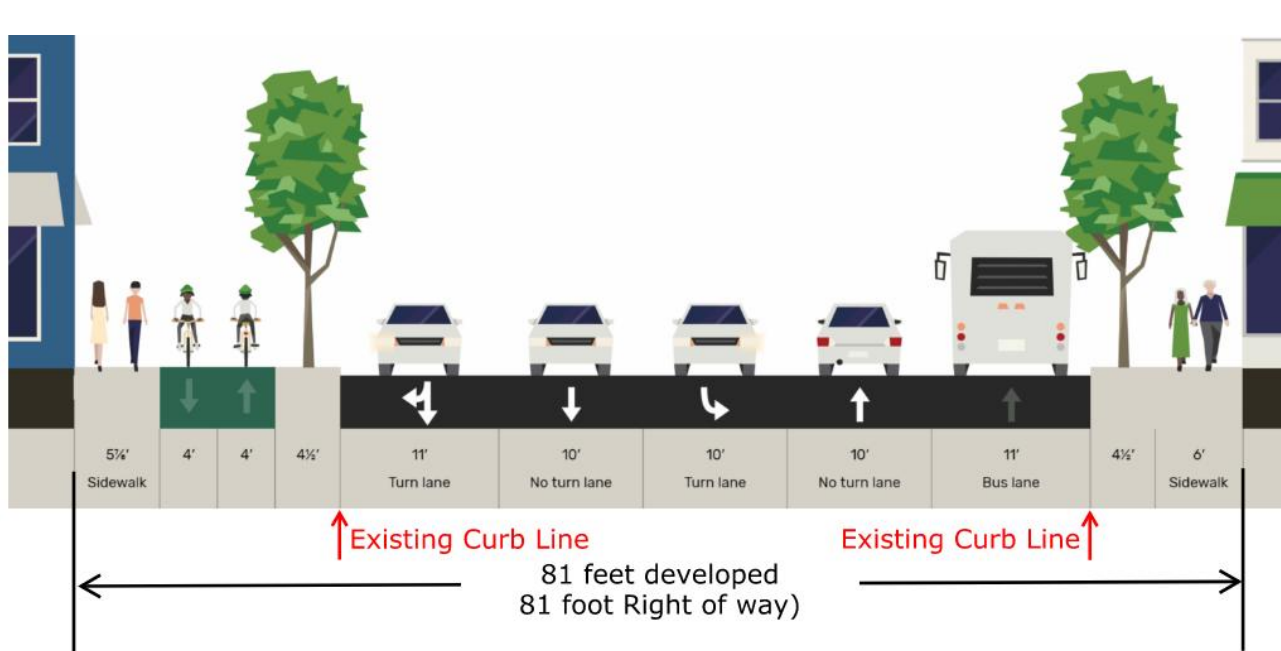
- Moving Bike Lanes Adjacent to sidewalk



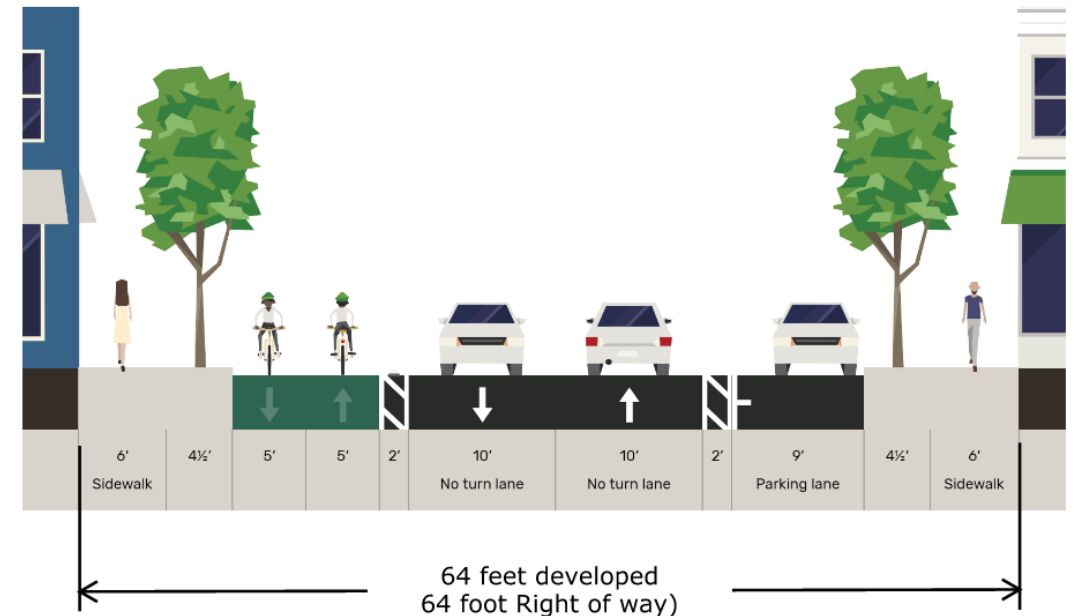
Road Standards Update

Appendix B – Road Sections

- 68th Ave NE Changes



NE 175th – NE 181st

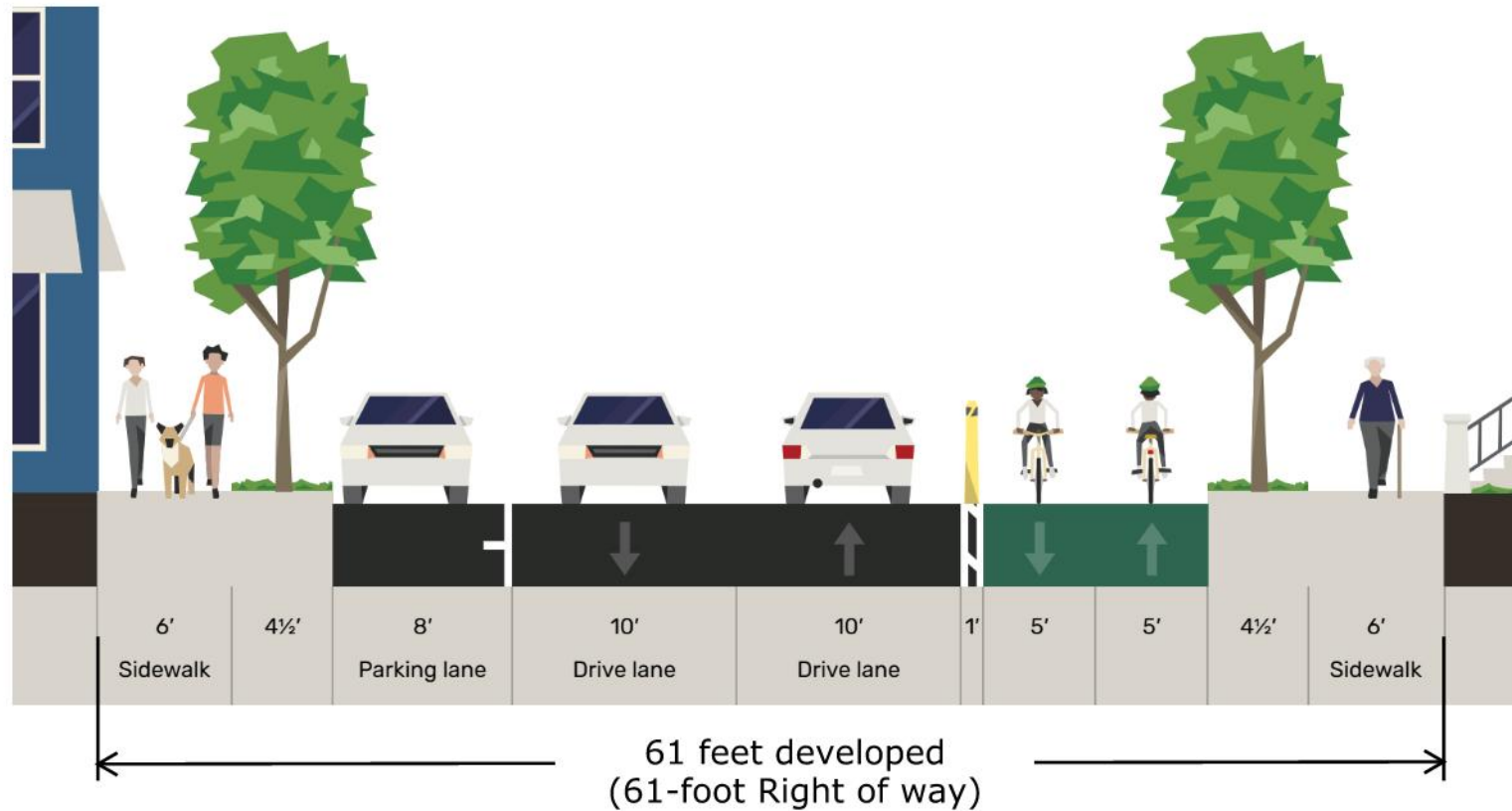


NE 181st – NE 185th

Road Standards Update

Appendix B – Road Sections

- NE 181st St Changes



Road Standards Update

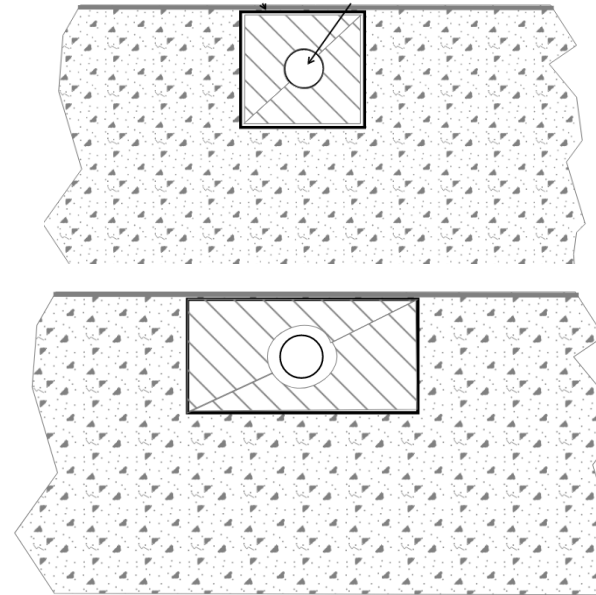
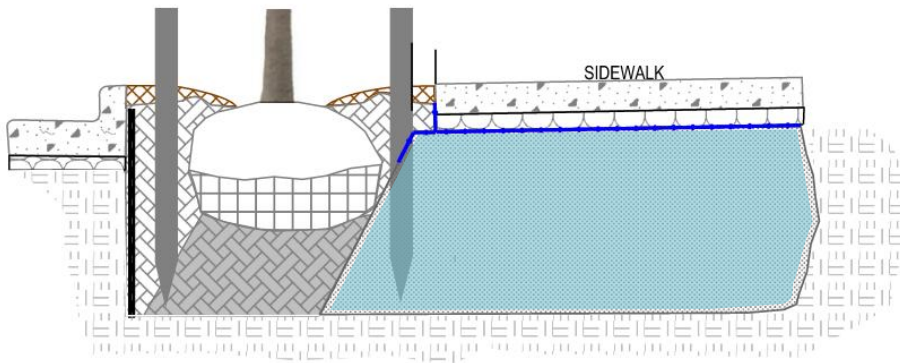
Appendix C – Street Tree List

- Added new trees to expand the variety
 - Hearty for urban use
 - Drought tolerant
 - Does well in corridors
- Sugar Maples were recommended for removal due to sensitivity to pollution and compacted soils

Road Standards Update

Appendix E – Standard Details

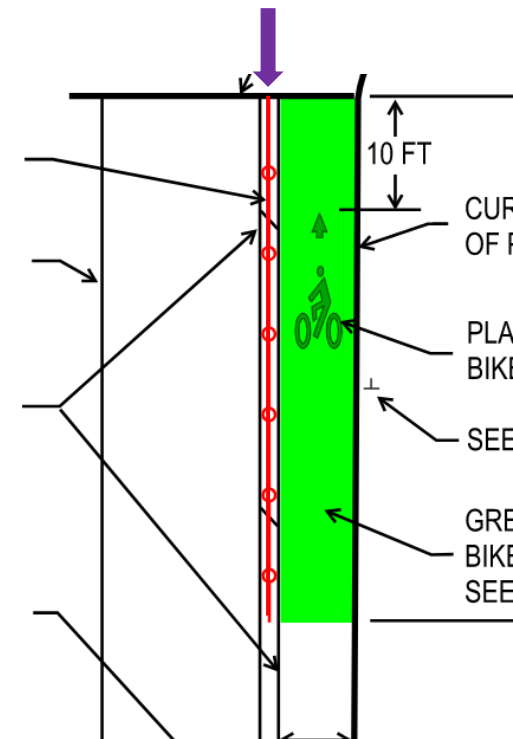
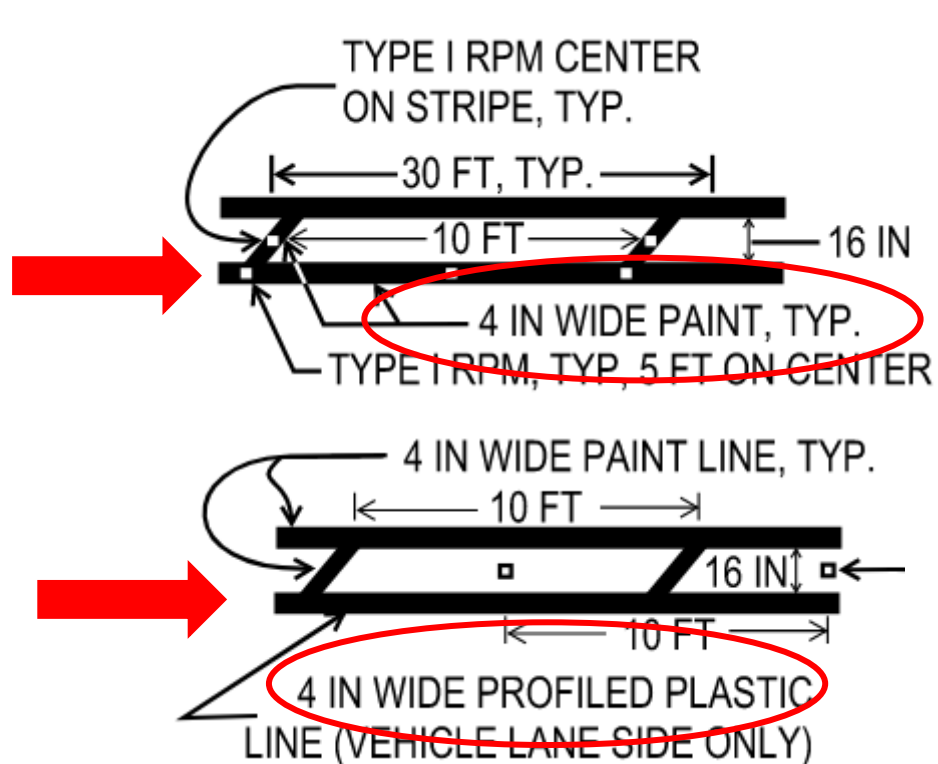
- Add new detail – Structural Soil – For Downtown area use
- Increased downtown tree grate size from 4x4 to 8x4



Road Standards Update

Appendix E – Standard Details

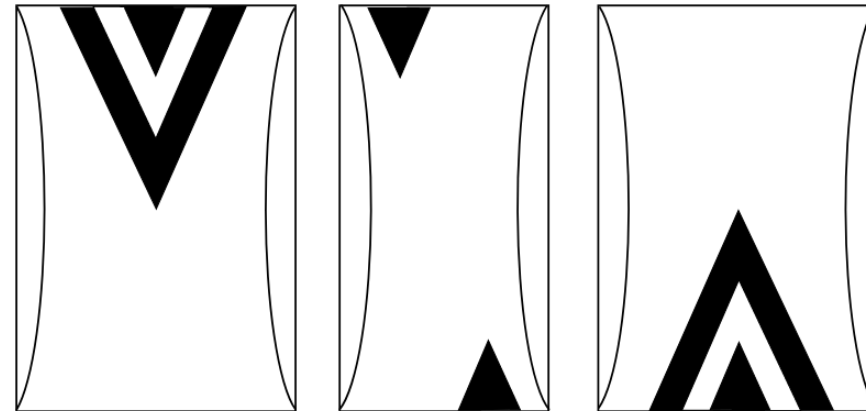
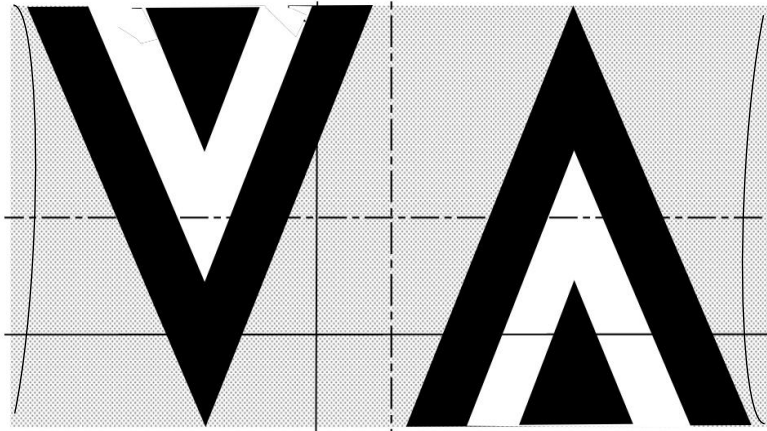
- Replaced paint with profiled plastic to bike buffer
- Added vertical delineators to bike lanes at intersections



Road Standards Update

Appendix E – Standard Details

- Change speed humps from single to 3-hump configuration



Road Standards Update

Appendix E – Standard Details

- Elevated Bike Lane

Vertical delineators

Painted buffer

Ramp to road

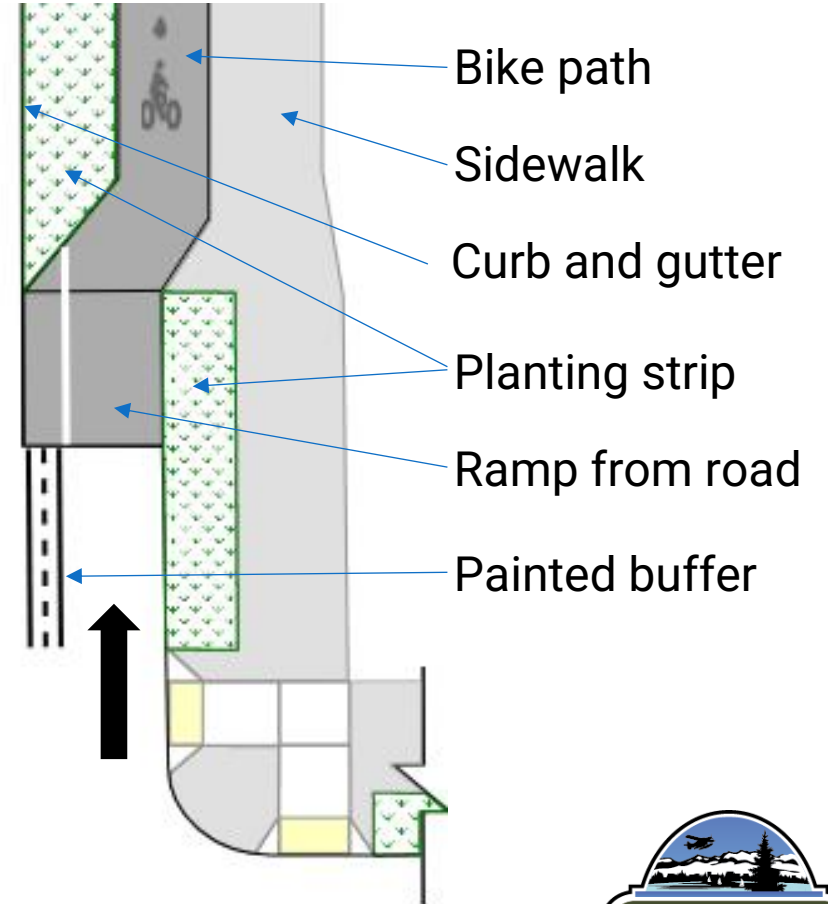
Planting strip

Curb and gutter

Sidewalk

Bike path

Approaching Intersection



Leaving Intersection

Road Standards Update

Appendix F – Surface Water Design Manual Addendum

- Noted Kenmore road standards as equivalent to King County standards
- Drainage threshold adjustments
 - New impervious increased to 1000 sf (from 500)
 - Added 500 sf of new pollution generating impv. surface
- Changes to allowable pipe type/size and drainage facilities to meet maintenance needs

Next Steps

- Ordinance for approval at later council date

Additional comments and questions:

For comments and questions:

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