CITY OF SAMMAMISH
CITY COUNCIL AGENDA
STUDY SESSION/SPECIAL MEEETING
REVISED
May 23, 2001

Wednesday, May 23, 2001, 7:30 p.m., 486 228th Ave. N.E., City Hall Chambers

		Approximate Time
	OPEN STUDY SESSION	**7:30 pm**
1.	**SR 202 Widening Project/David Edwards (WSDOT)**	**7:30 pm**
2.	**Comprehensive Land Use Plan Update**	**7:50 pm**
3.	**Section 36**	**8:20 pm**
4.	**Skate Park Design**	**8:50 pm**
	CLOSE STUDY SESSION	**9:05 pm**
	SPECIAL MEETING	**9:05 pm**
	CALL TO ORDER	
	ROLL CALL/PLEDGE	
	APPROVAL OF AGENDA	
1.	**Resolution: Relating to the establishment of annexation policy and potential annexation areas for the City of Sammamish, adopting annexation policies for the City of Sammamish and a notice of intent to establish potential annexation areas respective to the county wide planning policies**	**9:05 pm**
	1b AWC Voting Represtatives	
2.	**Executive Session/Property Acquisition**	**9:35 pm**
3.	**Adjourn**	**10:00 pm**

Washington State Department of Transportation
Sid Morrison
Secretary of Transportation

Northwest Region
15700 Dayton Avenue North
P.O. Box 330310
Seattle, WA 98133-9710

(206) 440-4000

May 17, 2001

RECEIVED BY

CITY OF SAMMAMISH

Mr. Lee Haro
Senior Project Engineer
City of Sammamish
704 228th Ave. NE PMB 491
Sammamish, WA 98053

Subject: SR 202, SR 520 to Sahalee Way NE, Roadway Widening
Letter of concurrence

Dear Mr. Haro:

Enclosed are the WSDOT approved channelization plans for the above referenced project. The channelization plans have addressed all of the comments received.

Please sign this letter in the space provided below to indicate the City's approval of the channelization plans.

The general description of the project is as follows:

From SR 520 to 192nd Drive NE

- Widens SR 202 to four, five, and six- 11-foot lanes of roadway with 12-foot left-turn lanes and a 12-foot raised landscaped median.
- Provides 8-foot sidewalks and adjacent to SR 202.
- Provides a 5-foot planting strip behind the sidewalk.
- Provides 6-foot bicycle lanes in each direction.
- Revises the existing signal at the intersection of East Lake Sammamish Parkway, 185th Avenue NE, and NE 70th Street.
- Improves channelization and alignment along SR 202 at the intersections of NE 70th Street, East Lake Sammamish Parkway, 185th Avenue NE, 187th Avenue NE, and 192nd Drive NE.
- Constructs a new signal at 187th Avenue NE.

From 192nd Drive NE to Sahalee Way NE

- Widens the roadway to four-11-foot lanes with 8-foot shoulders and a median barrier.
- Revises existing signals at the intersections of 204th Avenue NE and Sahalee Way NE.
- Restricts 196th Avenue NE to right-turns only from NE 55th Place to 196th Avenue NE. Closes the intersection of NE 55th Place to SR 202.
- Constructs three new bridges across Evans Creek to replace existing bridges 202/46 and 202/47 located immediately west of 196th Avenue NE and the 196th Avenue county bridge located south of SR 202.
- Improves channelization at Sahalee Way NE.

If you have any questions concerning the channelization plans, please contact me at 206-440-4312 or Gary McKee, Design Team Leader at 206-440-4321.

Sincerely,

David L. Edwards, P.E.
Project Engineer

cc: R. Rolstad, MS 240
J. Sutherland, MS 240
Project File
Day File

CITY OF SAMMAMISH APPROVAL:

_____ Title: _____

NAME (PRINTED):

_____

EDAW

MEMORANDUM

EDAW INC
1505 WESTERN AVENUE
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www.edaw.com

TO City of Sammamish Planning Advisory Board

FROM Joe Cloud/ Jill Sterrett – EDAW, Inc.

DATE May 2, 2001

CC Ray Gilmore
David Sawyer

SUBJECT **Population Projection Memo**

INTRODUCTION

This memo constitutes EDAW's Population Forecast Memo in fulfillment of Task 3.1 of our Scope-of-Work. The assignment was preparation of a technical memo outlining the potential population level of the City of Sammamish in 20 years. The steps taken in preparing this task included the following:

- Review of the prior growth allocation by King County's East Sammamish Community Plan to the area now within the City of Sammamish;
- Consultation with other organizations with an interest in area population forecasts, such as the PSRC and King County demographers;
- Review of previous reports containing growth projections, such as the City's Pre-Incorporation Financial Feasibility Report; and
- Adjustments to previous growth projections based on the pace of growth in recent years and predicted trends for the future to draw logical conclusions about potential future population levels.

One intent of this memo is to provide City staff and the Planning Advisory Board an overview of growth in the Sammamish area over the past several decades. It includes a close look at the pace of growth in recent years; identifies the current population levels of the City, based on the 2000 Census results; and shows how that current population will translate into future population levels, depending on certain assumptions regarding realistic growth rates. The accuracy of predicting population growth for Sammamish is affected by two factors:

1. Tracking population growth in Sammamish is hampered by the fact that the City only came into being in 1999. Statistical information gathered prior to the City's 1999 incorporation was not tracked in relation the City's boundaries. Nonetheless, there can be confidence that the growth rates extrapolated from that data represent the general population trends for the Sammamish Plateau.

2. The outcome will have a lower probability of accuracy the further into the future we look. Any number of events can influence community growth rates, including local and national economic trends, availability of public services, such as water supply, and even international events.

While this memo does provide a potential population forecast in the year 2020, that population figure is largely based on an analysis of past and current trends and existing studies. They show the results of continuing these trends, but don't take into account the

unknown. There are a number of variables, including availability of infrastructure such as adequate water and transportation systems, and the presence of physical constraints such as wetlands, that act to influence those growth rates in ways that are unpredictable. Consequently, these numbers are of necessity of questionable reliability. Nonetheless, they serve to indicate the magnitude of service demand that will be present should current growth trends continue, and allow the City to plan accordingly. The next step in the planning process is the Land Use Inventory, immediately followed by the analysis of the development capacity under current zoning. This analysis may or may not show adequate zoning density to accommodate the 20-year population levels predicted in this memo. A lack of adequate zoning is another factor that could result in a failure to meet the predicted 2020 population levels.

A Note on Methodology - annual growth rates are typically expressed in terms of annual compounded growth rates, to reflect that they were determined using data often separated by as much as a decade. These growth rates, which are averaged over a large period of time, are typically smaller actual numbers than a fixed annual growth rate that may be observed from one year to the next. For example, simply looking at the number of permits granted in a year, and comparing that to the population base for the previous year, may give a fixed annual growth rate of 4%. Assuming that 4% will continue over the space of a decade, it will compound itself each year, as the base population grows, and the resulting total growth in 10 years will be much higher than if the base population simply grew by the number represented by that initial 1 year growth increment. Specifically, starting with a base population level of 10,000 persons, and a growth rate of 4%, the growth increment would be 400 new persons in the first year. This amount of growth each year over 10 years would result in a total added population of 10 x 400, or 4,000 new persons for a total population of 14,000. If compounded, the base rate would change each year as the population increased and the final population at the end of 10 years would be 14,802 persons, not 14,000 persons.

PREVIOUS PLANS AND FORECASTS

The existing sources of data that were consulted related to population and growth rates in the Sammamish area included the following:

- **East Lake Sammamish Plan** – King County, 1993
- **East Lake Sammamish Basin Plan Annual Report** – KC Dept. of Natural Resources, 1994
- **Analysis of the Financial Feasibility of the Proposed City of Sammamish** – ECO Northwest 1998
- **2000 Final Draft Water Comprehensive Plan** - Sammamish Plateau Water and Sewer District

The **1993 East Lake Sammamish Community Plan** covered an area of unincorporated King County bounded approximately by Lake Sammamish on the west, the Redmond–Fall City Road on the east, and the City of Issaquah on the south. The Plan was never published in its entirety, due to changes as a result of the adoption of the Growth Management Act (GMA) and subsequent revision of the King County Comprehensive Plan. The only part that was published was the Update, with Policies and Zoning. However, County staff was consulted about adopted growth targets emerging from that planning effort for the Sammamish area. The County has completed a reallocation of GMA growth targets based on incorporations and annexations after 1998, taking portions of the growth previously intended for unincorporated

King County. For the City of Sammamish, this GMA growth target is **5,465 households**. This target is qualified as being the centerpoint of a range with a low of 4,919 and a high of 6,012 households. This translates into a steady household incorporation rate of 273 households per year over a 20 year GMA planning period.

The Executive Summary for the King County Department of Natural Resource's **1994 East Lake Sammamish Annual Report** was reviewed for data on observed growth rates. The basin plan focuses on water resources within the East Lake Sammamish planning area. County planners identified a growth rate of **157%** for the planning area during the decade of 1980s, which translates into a compounded annual growth rate of **9.9%.** It anticipated a doubling of the population between 1994 and 2010, or a **100%** growth rate during that time.

A review of the **Pre-Incorporation Financial Feasibility Report** revealed some interesting statistics regarding Sammamish population and potential growth rates based on demographic work done by King County (Feasibility Report page 5). It identified an April 1, 1997 City population at 26,200 persons, with an average single family home household size of 3.09 persons. Compounded growth rates between 1990 and 1997 within the unincorporated area of East Sammamish were placed at slightly greater than **4%**. However, it was felt that more realistic growth rates since 1997 were closer to a compounded rate of **7% annually** in the near term future. The Feasibility Report's 'best guess' growth rate for the 6 years after 1998 was a **5.4%** compounded annual growth rate. Using a base rate of the 1997 population of 26,200 persons, that projected a 2000 population of 30,916 persons (U.S. Census figures now place the 2000 population of Sammamish at 34,104 persons, a figure which was not anticipated to be reached until 2002 by the Feasibility Report, using the 5.4% rate). They projected that near term growth – i.e. growth over the next 6 years – would certainly be in the range of a compounded annual growth rates between **3.7%** as a minimum and **7%** as a maximum, based on development already in the pipeline, the state of the current housing market, and the economic fundamentals of the Puget Sound region.

Sammamish Plateau Water and Sewer District currently supplies water for a population of approximately 42,500 individuals in the southern 65% of the City of Sammamish, as well as King County and the City of Issaquah. The District does its own analysis and forecasting of demographic trends within its service area to ensure that it has adequate water supplies to meet demand, and to bring capital projects on line in time to meet growing future demands. Its current forecasting data is summarized in the **2000 Final Draft Water Comprehensive Plan**. The District forecasts a growth rate between **2%** and **11%,** based on known development activity, between 2000 and 2005. After 2005, they forecast growth at a steady **4%** until 2015, when full buildout of the Plateau area is expected. They project the buildout population of that part of their service area known as the Plateau Zone to be 75, 441 persons. Note that this Plateau Zone does not correspond to City of Sammamish boundaries, although it is confined to the area of the Sammamish Plateau, including the Issaquah Highlands development. The District also compares its own forecasting data to that of the Puget Sound Regional Council (PSRC). Both agencies agree that approximately 1,000 new households a year will be added to the District's Service Area between 2000 and 2005. After 2005, the District forecasts ongoing growth rates of **4%.**

PERMIT ACTIVITY SINCE 1992

As a consequence of the 1997 GMA amendments, Washington's six urban counties (Clark, King, Kitsap, Pierce, Snohomish, and Thurston) are required to inventory and track the availability of Buildable Lands within their boundaries. The purpose is to ensure that there is

an adequate land supply to fulfill development demand. As part of the efforts to track Buildable Lands throughout the County, King County and the Suburban Cities Association have compiled a history of permitted projects in what is now the City of Sammamish, going back to 1992, when the Growth Management Act was initially passed. This permit history is a very good source of actual growth data.

According to the Suburban Cities Association, from the beginning of 1993 through 1999 there were **3,588** new housing units permitted in the area that is now the City of Sammamish, or an average of **545** units per year. An additional **397** units were permitted by the County during 2000 (although that covers only a portion of 2000, prior to the start of the development moratorium) for a total of **3,985** units permitted by the County between 1993 and 2000. The vast majority of these permitted units have been single family homes.

Other Vested Projects

City of Sammamish: The City currently has a large quantity of housing lots in the pipeline for development. Estimates range from approximately 2,100 to almost 2,400. These consist of lots in various planning stages that have initiated some level of City review, such as a preliminary plat application. The City is currently processing applications at a rate of approximately 500 units per year.

Sammamish Plateau Water and Sewer District: The District reports that it currently has a backlog of 5,000 Certificates of Water Availability issued. Each Certificate represents an individual residential unit that is currently unoccupied, but in some stage of either planning, design, or construction. The District reports that 2000 was the busiest year on record for application of Certificates, indicating no slow down in growth demand for the near-term future.

PSRC AND U.S. CENSUS FORECAST DATA

The Puget Sound Regional Council: PSRC is responsible for maintaining regional traffic forecasting models for the Central Puget Sound Area. These models are used in allocations of Federal transportation improvement funds, among other things. Representatives of PSRC were contacted for data used in traffic modeling, including both historical data and future forecasts. Data provided included the most recent draft model data used in developing *Destination 2030*, their current long-range transportation improvements plan. This Plan is not scheduled to be approved until late May 2001, so this forecast data is only in draft stage.

The traffic models are based on Forecast Analysis Zones (FAZs), which divide up the Central Puget Sound region into a number of smaller pieces. The FAZs do not correspond exactly to the City of Sammamish boundaries. The City is made up of portions of three FAZs – 4605, 4606, and 4607. FAZ 4605 and FAZ 4606 are located along the eastern shore of Lake Sammamish, and are mostly within the developed core of the City. FAZ 4607 stretches well east of the city into rural King County.

Statistics related to the 3 FAZs are shown in Attachment A. All three experienced very high growth rates during the decade of the 1980's, prior to adoption of the GMA, at a time when starting populations were low and development pressures were strong. Overall annual compounded growth rates were **9.7%** per year from 1980 to 1990, and were even higher for the 2 western FAZs. These rates started to slow in the 1990s as the area began to mature, but continued to be strong, with annual compounded growth rates of **4.1%** per year from 1990 to

1997. PSRC forecasters are currently using compounded growth rates of **3.3%** per year from 2001 until 2010. Forecasted growth rates used for the 2020 and 2030 planning horizons anticipate more conservative growth rates of 2 to 3%, suggesting that growth will continue to slow as land available for single family home development is consumed.

Bureau of the Census: Census numbers are assembled using Census Tract units. The Census Tracts were subdivided between the 1990 Census and the 2000 Census, as population grew. Although the number of tracts increased, new tracts were created by breaking existing tracts into smaller pieces, which could later be added up for purposes of comparison of demographic change from decade to decade. Like the FAZs, the Census Tract boundaries correspond only roughly to the geographical outline of the City of Sammamish. The area that roughly corresponds to the City consisted of 5 Census Tracts in 1990 and 9 Census Tracts in 2000. Although this area does not correspond exactly to the City, it is close enough that the land use trends represented by these statistics can be thought to represent recent growth trends for the City. The numbers for these tracts are shown in Attachment B. Overall, the land represented by these Census Tracts experienced an average annual compounded growth rate of **4.3%** from 1990 to 2000, according to Census data.

IMPEDIMENTS TO GROWTH

The major impediments to growth at this time consist of providing adequate public services for the growth demand, particularly water and roads, and the pace at which permit applications can be processed. From a real estate marketing point of view, the Sammamish Plateau is currently seen as an extremely desirable location. Newly constructed housing units that are properly priced sell out rapidly. The current market on the plateau could fuel high rates of growth for some years to come, absent other impediments.

Concerns about overall infrastructure adequacy and the desire to get a better understanding of the forces driving growth within the City has been the basis for the ongoing development moratorium that has been in place in Sammamish for the past 18 months. The ability of the existing water supply system to keep pace with development is one question. The transportation system is also an impediment to development. All new units must have received a certification of concurrency for transportation as well as a certificate of water availability prior to plat approval. The current transportation difficulties in the immediate regional system are well-known, particularly entrances and exits to the primary regional linkages of I-90 and SR-520. A number of projects are underway that may eventually provide some relief to this congestion. Nonetheless traffic concurrency is an issue that will add to the time required to permit individual projects, slowing growth and development.

A final impediment has to do with the efficiency with which projects can be permitted and brought to market. As shown in Attachment E, Census Tracts 322.11 and 322.12 grew at a rate of 8.3% between 1990 and 2000, a much higher rate than the surrounding tracts. Not coincidentally, these tracts corresponded to the master planned community of Klahanie. Because of its unified nature, once the planning was in place, development in Klahanie was able to occur at a much higher rate than smaller, more scattered individual developments in the vicinity. There are few if any remaining Klahanie-sized parcels within the City boundaries, indicating that planning will proceed at a slower and less efficient pace. Issaquah Highlands, outside of the City to the south but within the Water and Sewer District service area, may experience these high growth rates, which would account for the high growth rates projected by the Water and Sewer District between 2000 and 2005. Conversations with City staff indicate that the City is able to process about 500 units annually for development. Based

on County estimates of a single family household size of 2.82 persons per household (cited in the Water and Sewer District's Draft Plan), that is an increase of 1,410 persons, or a 4.1% growth rate in a City of 34,104 (U.S. Census). If this is a fixed limit, that would account for an additional 14,100 persons in the next 10 years, or a 3.5% annual growth rate.

POPULATION PROJECTIONS

The following table presents a summary of the historical and projected growth rate data discussed above. There emerges a consensus of a range of growth rates that may be expected within the City over the next 20 years. This growth will remain high in the near term future (the next 5 years), but is expected to slow after that until reaching buildout under current zoning.

Sample Growth Rates

Source	1980 – 1990	1990 – 2000	Future
PSRC	9.7%	4.1%	3.3% - 2000 to 2010 2 – 3% - 2010 to 2020
U.S. CENSUS		4.3%	
ELS Basin 1994 Annual Report	9.9%		
Pre-Incorporation Study		4% – 7%	±5.3% - 1999 to 2005
Sammamish Plateau W&S District			2-11% - 2000 to 2005 4% - 2005 to 2015
Permit Data			±4% current

Based on the data presented above, a likely scenario would consist of adhering to the City Pre-incorporation Study's conclusion for a growth rate of 5.3% over the next 5 years, slowing to a 4% annual growth between 2005 and 2010, and then using PSRC's 3 % growth rate after 2010. The future population in 2020 under this scenario is expected to be 72,192 persons. This total is more than double the current population of 34,104, as shown in the following table. It is not currently known whether the existing zoning is capable of accommodating that many households.

Future City of Sammamish Population

TIME PERIOD		POPULATION
2000	Current population (U.S.Census)	34,104
2005	Population at 5.3% growth rate from 2000 to 2010	44,152
2010	Population at 4% growth rate from 2005 to 2010	53,717
2020	Population at 3% growth from 2010 to 2020	**72,192**
	Absolute growth: 2000 - 2020	**112%**

Based on a household size of 2.82 persons, the increase in the number of households in 2020 is projected to be 13,506 households greater than existing in 2000. If more of the units in later years are multi-family with a smaller household size, more new households would be needed to achieve the same population level.

CONCLUSIONS AND DIRECTIONS

Statistically, the data clearly show that significant levels of growth can be expected in the City of Sammamish over the next 20 years. Establishing accepted growth targets is more than a statistical exercise, however. Potentially, there are very real constraints to growth in a

suburban community like Sammamish, related to water, transportation and critical areas. These constraints need to be evaluated carefully in the planning process before final growth targets are established in coordination with King County. Currently, the constraining impact of these factors on the physical ability of the community to grow is somewhat of an unknown quantity.

The process of establishing growth targets is also a political one. The City's rapid pace of growth in the past may provide a legitimate argument for deliberately slowing the pace of growth in the future, if this is desired. The GMA equivalent 20 year planning target established in 1992 and assigned to the area now within the City of Sammamish was between 4,919 and 6,012 households. 3,985 of those targeted units were permitted by the County between 1993 and 2,000, while an estimated ±500 have been permitted by the City since incorporation, or ±4,485 total households permitted in 8 years. At the current rate of ±500 units permitted per year, the upper limit of the previous 20 year planning target, or approximately 6,000 units, will have been met in 11 years (2003), which speaks to the rapid pace of development in Sammamish.

Once the 2000 Census figures have been thoroughly analyzed in Olympia, new planning targets will be released for counties in early 2002. The City will then have an opportunity to negotiate growth target extensions through the year 2022.

Future tasks in the planning study will provide a clearer picture in terms of:

- Development capacity under current zoning (to be determined after the land use inventory is complete),
- Transportation system capacity and improvements needed, and
- Water system capacity and improvements needed.

In conjunction with these capacity studies, changes in the pattern of density of land uses can be made as part of the planning process. Some of the questions that the Planning Advisory Board may want to consider in preparation for this step include:

1. What are the phasing priorities for where this growth should occur? Should it be allowed to occur at the market's desire, or should certain areas be held back early in the planning period to allow for targeted growth?
2. Should more commercial or industrial land designations be added to the City? This would reduce residential capacity and provide more 'in-town' vehicle trips while reducing the number of trips off the plateau.
3. In light of increasing population, should more multi-family areas be designated to accommodate a variety of household size, incomes, and demand?

ATTACHMENT A

PSRC DATA

Sammamish Area FAZ Growth Analysis based on Total Population

FAZ	1980	1990	1997	2010	2020	2030
4605	4,002	10,898	16,882	20,491	22,022	23,011
% increase		172%	55%	21%	7%	4%
4606	5,668	16,124	19,040	27,632	28,091	28,351
% increase		184%	18%	45%	2%	1%
4607	3,003	4,829	6,259	16,513	16,584	16,976
% increase		61%	30%	164%	0%	2%
Totals	**12,673**	**31,851**	**42,181**	**64,636**	**66,697**	**68,338**
		151%	**32%**	**53%**	**3%**	**2%**
Annual Compound Rate of Change		**9.7%**	**4.1%**	**3.3%**		

Source: PSRC

Developed Core Sammamish Area FAZ Growth Analysis based on Total Population

FAZ	1980	1990	1997	2010	2020	2030
4605	4,002	10,898	16882	20491	22022	23011
% increase		172%	55%	21%	7%	4%
4606	5,668	16124	19040	27632	28091	28351
% increase		184%	18%	45%	2%	1%
Totals	**9670**	**27022**	**35922**	**48123**	**50113**	**51362**
		179%	**33%**	**34%**	**4%**	**2%**
Annual Compound Rate of Change		**10.8%**	**4.2%**	**2.3%**		

Source: PSRC

ATTACHMENT B

U.S. Census Bureau Data

City of Sammamish Growth Analysis based on Census Tracts

Census Tract Number		Population			Total Change	% Change	Annual Compounded Growth Rate
1990	2000	1990	2000	2000 Combined			
322.03	322.03	4,071	5,104	5,104	1,033	25%	2.3%
322.04	**322.07**	**5,095**	**2,815**	**7,171**	**2,076**	**41%**	**3.5%**
	322.08		**4,356**				
322.05	322.09	4,934	7,939	7,939	3,005	61%	4.9%
322.06	**322.11**	**5,822**	**5,002**	**12,978**	**7,156**	**123% (Klahanie)**	**8.3%**
	322.12		**7,976**				
323.05	323.16	11,985	4,220	15,368	3,383	28%	2.5%
	323.17		6,324				
	323.18		4,828				
Totals		**31,907**		**48,560**	**16,653**	**58%**	**4.3%**

Source: U.S. Bureau of the Census

Permit Activity 1993 – 2000

YEAR	Number of Permits
1993	212
1994	206
1995	195
1996	243
1997	483
1998	1070
1999	1179
2000	397
TOTAL	**3,985 (60%)**
GMA Target	**4,919 – 6,012**

CITY COUNCIL ROLL CALL

DATE: May 23, 2001

NAME	PRESENT	EXCUSED	ABSENT
Mayor Troy Romero	✓		
Deputy Mayor Ken Kilroy	✓		
Jack Barry	✓		
Phil Dyer			
Don Gerend	✓		
Ron Haworth	✓		
Kathleen Huckabay	✓		

CITY COUNCIL VOICE VOTE

DATE: May 23, 2001

Agenda Item	Barry	Dyer	Gerend	Haworth	Huckabay	Kilroy	Romero
Haworth's Motion	Y		N	Y	N	Y	Y

Bill No. 1

AGENDA BILL

CITY OF SAMMAMISH
CITY COUNCIL

Subject:
Annexation Policy; Potential Annexation Areas

Meeting Date: May 23, 2001 (Special Meeting)

Date Submitted: May 15, 2001

Originating Department:
Community Development
Clearances:

Action Required:
Adoption of Resolution

___X_Administration _____ Police

_____ Public Works _____ Fire

___X_ _____ Attorney
Building/Planning

Exhibits:
Resolution – Adoption of Annexation Policy/Notice of Intent to Adopt Potential Annexation Areas
Attachment "A": Annexation Policy
Attachment "B": Potential Annexation Areas

Committee:

Budgeted Amount:

Summary Statement:
One of the Department of Community objectives for 2001 was the adoption of an annexation policy for the City by June of 2001. In developing the policy document, staff discovered that the City had not formally adopted, nor submitted for adoption, a Potential Annexation Areas policy to the King County Executive.

The purpose in adopting annexation policy and PAA's is to ensure that the City is committed to, and capable of, providing urban levels of services to those areas identified in the PAA. The proposed PAA consists of those areas adjacent to the City's boundary which are within the current urban growth boundary and which represent logical extensions of the City's boundaries. The proposed annexation policy essentially reflects criteria that has been manifested under the provisions of the Growth Management Act, state statutes on annexation criteria and the King

County County-Wide Planning Policies. The attached Potential Annexation Area Map includes all of those areas within the Urban Growth Area Boundary which are adjacent to the City.

Following the adoption of the resolution, the City will proceed to formalize the policy through the appropriate steps including submittal to King County, adjacent cities and interested communities identified. As required, a public hearing may be conducted prior to finalization of the PAA's.

Recommended Motion:
Staff recommends Council to adopt the proposed resolution, adopting an annexation policy and providing a notice of intent to adopt proposed annexation areas.

CITY OF SAMMAMISH
WASHINGTON
RESOLUTION NO.___

A RESOLUTION OF THE CITY OF SAMMAMISH CITY COUNCIL RELATING TO THE ESTABLISHMENT OF ANNEXATION POLICY AND POTENTIAL ANNEXATION AREAS FOR THE CITY OF SAMMAMISH, ADOPTING ANNEXATION POLICIES FOR THE CITY OF SAMMAMISH AND A NOTICE OF INTENT TO ESTABLISH POTENTIAL ANNEXATION AREAS RESPECTIVE TO THE COUNTY WIDE PLANNING POLICIES.

WHEREAS, the City of Sammamish was incorporated on August 31 of 1999; and

WHEREAS, the City adopted portions of the King County Comprehensive Plan and Development Regulations as part of the interim Sammamish Development Code; and

WHEREAS, the City did not adopt Potential Annexation Areas at the time the Interim Comprehensive Plan and Development Regulations were adopted; and

WHEREAS, under the provisions of RCW 36.70A, the City of Sammamish must adopt a Comprehensive Plan within four years of the city's incorporation date; and

WHEREAS, the City's Planning Advisory Board is developing a Comprehensive Plan and Development Regulations for the City with a planned adoption date of no later than December 31, 2001; and

WHEREAS, the City Council finds it is in the best interest of the citizens of the City of Sammamish to formally establish annexation policy for the adjacent unincorporated urban growth areas; and

WHEREAS, the King County County-Wide Planning Policies, policy LU-31, requires that each city shall designate potential annexation areas in collaboration with adjacent cities and King County; and

WHEREAS, the King County County-Wide Planning Policies, policy LU-32, requires that annexations may only occur in Potential Annexation Areas (PAA); and

WHEREAS, pursuant to the requirements of the King County County-Wide Planning Policies, the City officially requests that the King County Executive consider and adopt potential annexation areas to the City of Sammamish.

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

Section 1. Adoption of Annexation Policy. The City Council hereby adopts annexation policy for the city as attachment "A" to this resolution.

Section 2. Adoption of Potential Annexation Areas. The City Council adopts potential annexation areas as depicted on attachment "B" to this resolution.

Section 3. Submittal to King County . The City Council directs the City Clerk to transmit a copy of this resolution and attachments to the King County Executive, the Mayors of Cities of Redmond and Issaquah and the King County Boundary Review Board

Section 4. Severability. Should any section, paragraph, sentence, clause or phrase of this Resolution, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Resolution be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Resolution or its application to other persons or circumstances.

ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE _____ DAY OF _____, 2001.

CITY OF SAMMAMISH

_____
Mayor H. Troy Romero

ATTEST/AUTHENTICATED:

Melonie Anderson, City Clerk

Approved as to form:

_____
Bruce L. Disend, City Attorney

Filed with the City Clerk: May 15, 2001
Passed by the City Council:
Resolution No.

Annexation Policies

Overview – Purpose and Relationship to GMA

This draft annexation policy is to identify unincorporated territory on the periphery of the City limits to which Sammamish is capable of providing services over the 20-year planning period, and to provide a policy direction for annexation of properties within such territory.

Although the Growth Management Act (RCW36.70A) does not mandate an annexation element or policy, it is sound planning management to include such a policy document as annexations are an intrinsic component in planning for, and establishing, urban growth areas between cities.

The King County County-Wide Planning Policies (KCCWPP) require cities to designate potential annexation areas (PAA), in collaboration with King County and adjacent counties or cities. Consultation with residential groups within the affected areas is also required.

Profile of the Planning Area

The City of Sammamish incorporated in August of 1999. The City comprises 21 square miles on the East Sammamish Plateau and as of January 2001 contained 34,104 residents, making it the 25th largest City in Washington State. It has experienced phenomenal population growth from the mid-1980's. Between 1990 and 2000, the Sammamish area grew by 58%. Sammamish is essentially a bedroom, commuter community, with the majority of residents employed in the major cities west of the Lake Sammamish, such as Bellevue, Seattle and Redmond. Since incorporation, there have not been any annexations to the City.

The City adopted, with modifications, the King County Comprehensive Plan and Development Regulations as the interim Sammamish Plan and Development Regulations. The Comprehensive Plan Map identifies several unincorporated areas within the urban growth boundary, adjacent to the city, which could constitute potential annexation areas. These areas are described in particular in the policy section of this document.

Pre-Annexation Policies

Policy 1. Annex the following areas when the residents or the property owners request annexation:

- Unincorporated areas in the Urban Growth Area adjacent to the City, including Klahanie, , Aldara Farms and the area immediately east of 244th;

- The Providence Point area, including the unincorporated property located on East Lake Sammamish Parkway, extending from approximately SE 46th Street, north, also including that portion lying west of East Lake Sammamish Parkway adjacent to Lake Sammamish;

Policy 2. Adjust the municipal boundaries with adjacent cities where the existing boundaries create unserviceable pockets of land.

Policy 3. Establish pre-annexation zoning for the entire potential annexation area, where practicable.

Policy 4. Make every effort, whether by interlocal agreement or other mechanism, to ensure that land which lies within King County's jurisdiction, but which lies within the City's Potential Annexation Area, develop under the City of Sammamish Comprehensive Plan policies and development standards which the city has developed for these areas.

Policy 5. Recognize the integrity of existing neighborhoods and the need for maintaining logical and reasonable service areas as a general direction when working with individual annexation requests.

Policy 6. Establish a minimum annexation area which includes reasonable boundaries for individual annexation requests.

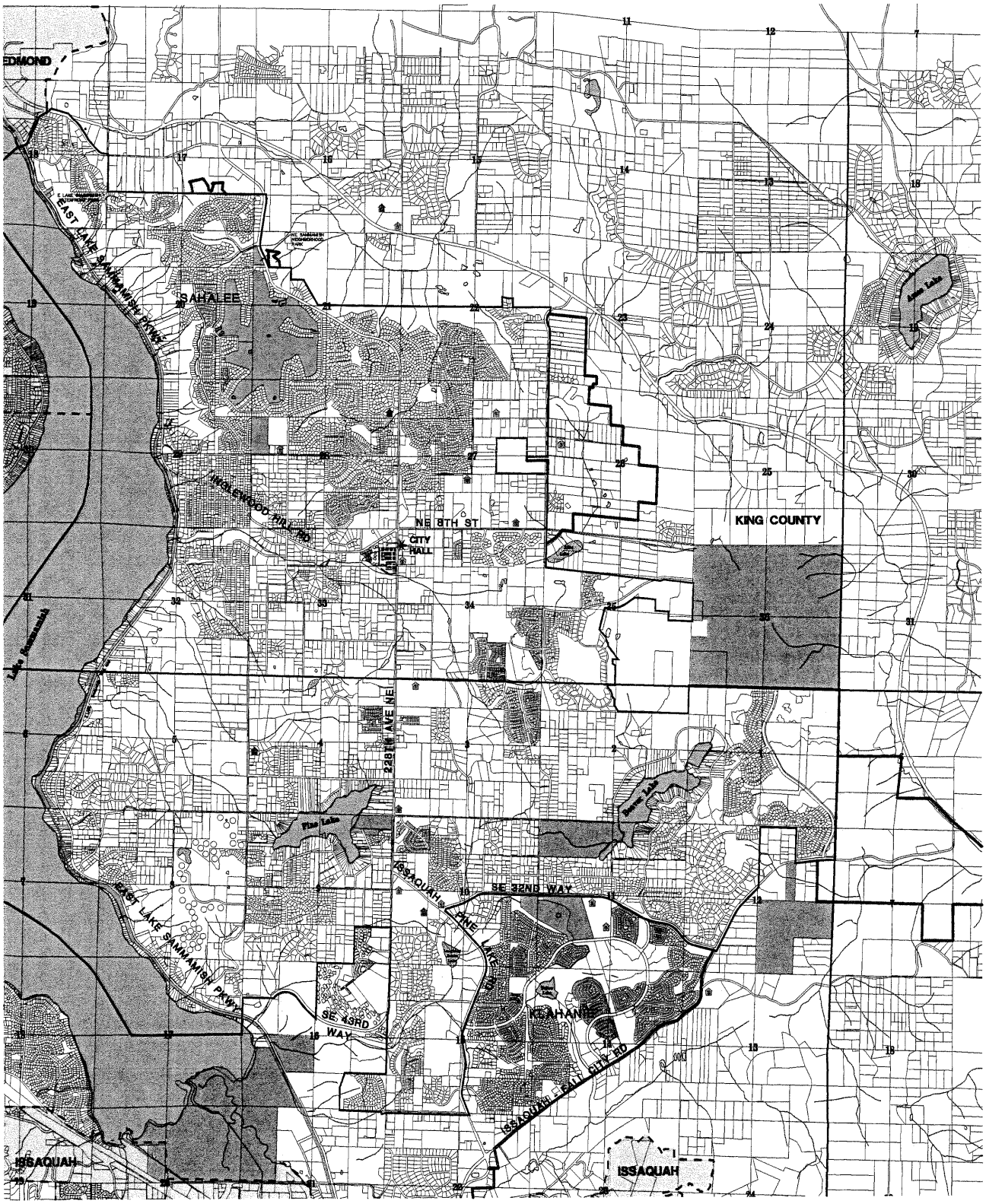
Policy 7. Require owners of land annexing to the city to be subject to their proportionate share of the City's bonded indebtedness.

Policy 8. Establish appropriate zoning district designations in proposed annexation areas that would implement the City's Comprehensive Plan.

Policy 9. Evaluate proposed annexations within the potential annexation area based upon the following:

- The ability of the City to provide public services at a level equal to or better than that available from the current service provider;
- The ability of the City to provide public services at the City's adopted level of services standard;
- Whether the annexation would eliminate an unincorporated island or which could be expanded to eliminate an unincorporated island;
- Whether the annexation follow logical boundaries, such as streets, waterways, or substantial topographical changes;
- Whether the annexation would eliminate an irregularity or irregularities in the City's boundaries, thereby improving service delivery;
- The relative costs to serve the proposed annexation versus the revenue to be derived from the annexation, with the acknowledgement that a negative net revenue projection by itself should not considered grounds for disapproval.

ATTACHMENT "B"



LEGEND

- CITY LIMITS
- URBAN GROWTH AREA BOUNDARY
- SCHOOL
- FIRE STATION
- POTENTIAL ANNEXATION AREAS

City of Sammamish Washington

POTENTIAL ANNEXATION AREAS

Policy 10. Plan the extension of City services throughout the planning area so as to prevent "leapfrog" development from occurring.

Policy 11. Develop and implement a standardized, user-friendly computer program for conducting fiscal feasibility studies to determine the economic impact of proposed annexations.

Policy 12. Prioritize annexations within the Potential Annexation Area. Annexations processed at the request of property owners will be prioritized as received.

Policy 13. Use available public information media such as the City's web-page, the City newsletter, informational brochures, and periodic meetings to provide information about annexations to residents.

Post-Annexation Policies

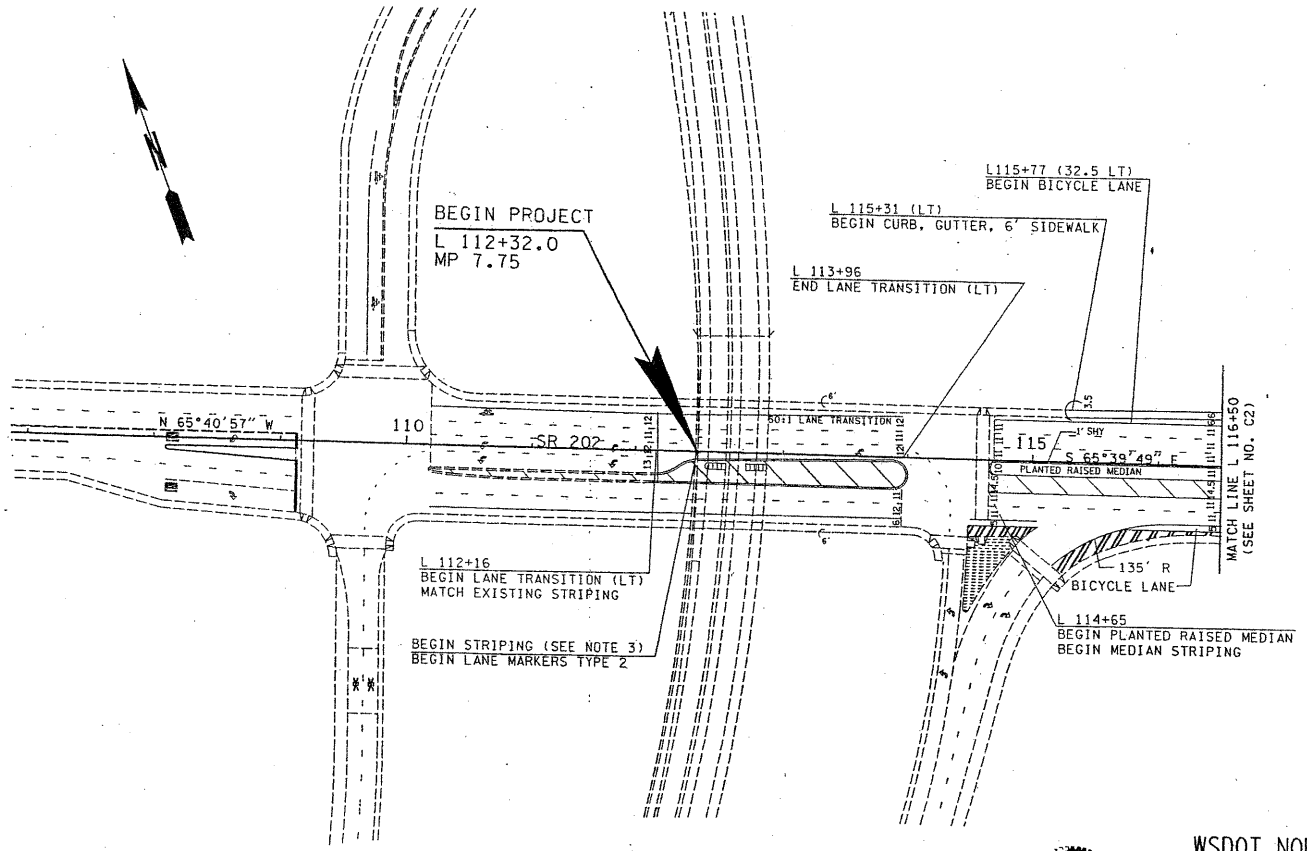
Policy 14. Upon final adoption and approval of an annexation, transfer all review authority for all development applications pending review in King County to the City of Sammamish. For those projects which have been approved by King County, review authority remains with King County.

Policy 15. Make every effort to ensure a smooth transition from County to City Administration.

Policy 16. Charge owners and residents of newly annexed, fully developed territory only the same utility upgrading costs for which current residents are responsible (excluding special improvement or benefit districts that may be created).

Policy 17. Coordinate all development activities between the City and King County within the Potential Annexation Area. Where possible, joint development review should occur.

T.25N. R.5E. W.M.



NOTES

1. DESIGN SPEED - 30 MPH
2. DESIGN VEHICLE - SU
3. USE RAISED PAVEMENT MARKERS TO DELINEATE LANE LINES AS PER CITY OF REDMOND STANDARD DETAIL (SHEET CHDT1)
4. SEE CITY OF REDMOND STANDARD DETAILS FOR CROSSWALK AND STOP BAR (SHEET CHDT2)
5. SEE CITY OF REDMOND STANDARD DETAILS FOR PAVEMENT MARKING (SHEET CHDT3)
6. SEE CITY OF REDMOND STANDARD DETAILS FOR BICYCLE LANE TREATMENTS (SHEET CHDT4)
7. SEE ROADWAY CROSS SECTION ON SHEET-C4

STANDARD PROFESSIONAL ENGINEER STATE OF WASHINGTON 24511 REGISTERED PROFESSIONAL ENGINEER 4-11-01 EXPIRES 4-21-01

WSDOT NORTHWEST REGION
CHANNELIZATION PLAN

Approved Traffic Design Engineer - South Date 4/11/01

Approved Engineering Manager - East King Area Date 4/16/01

DESIGNED BY	A. MOSTOWFY				
ENTERED BY	T. NGUYEN				
CHECKED BY	G. MCKEE				
PROJ. ENGR.	D. EDWARDS				
REGIONAL ADM.	J. OKAMOTO				
	DATE	DATE	REVISION	BY	

REGION NO.	STATE	FED.AID PROJ.NO.
10	WASH	
JOB NUMBER		
CONTRACT NO.		

ENVIRONMENTAL AND ENGINEERING SERVICE CENTER

Washington State Department of Transportation

SR 202 MP 7.75 TO MP 10.53
SR 520 TO SAHALEE WAY NE
ROADWAY WIDENING
KING COUNTY OCTOBER, 2000

CHANNELIZATION PLAN

C1

SHEET 1 OF 12 SHEET

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T.25N. R.5E. W.M.

CURVE DATA					
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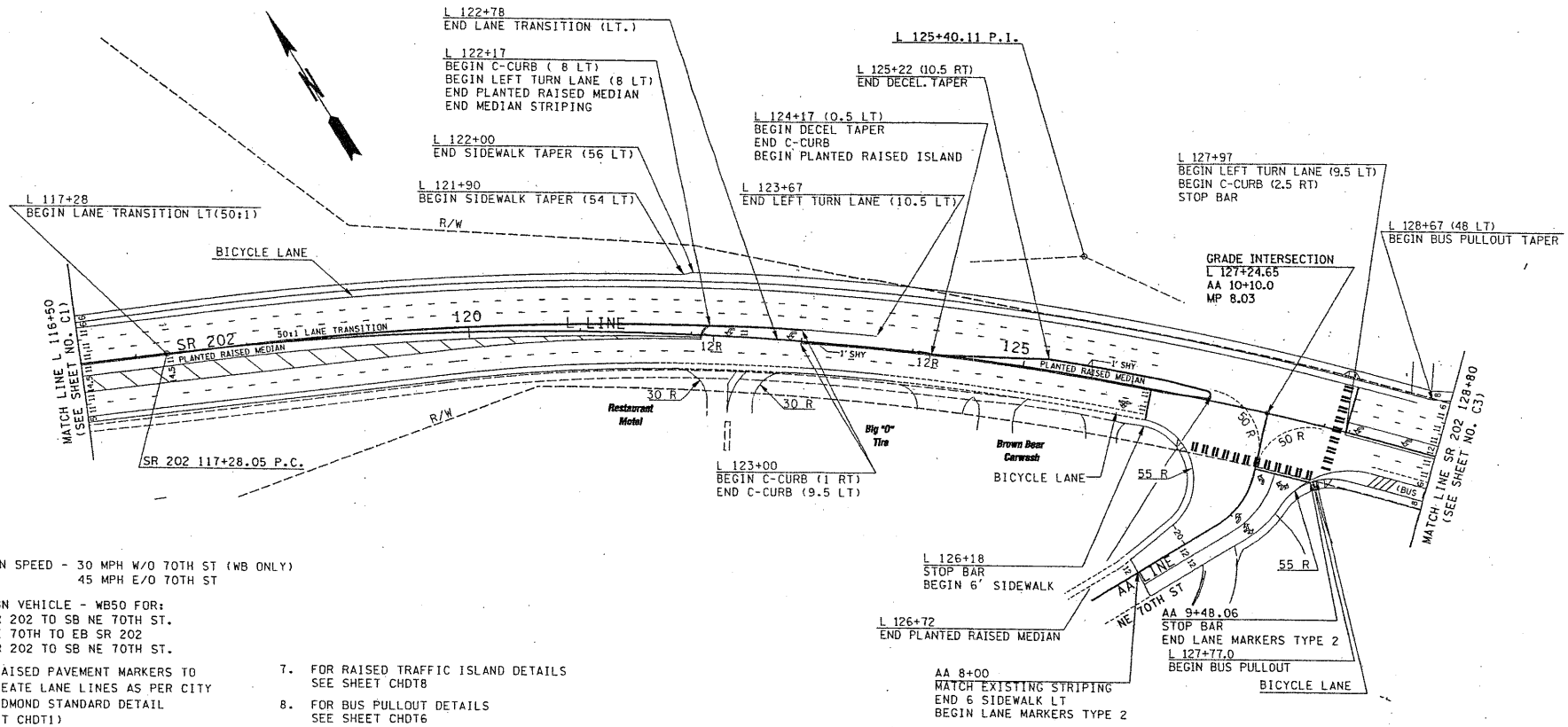
AA 9+17.207	48°23'56"	75.000	33.705	63.354	



NOTES

1. DESIGN SPEED - 30 MPH W/O 70TH ST (WB ONLY)
   45 MPH E/O 70TH ST
2. DESIGN VEHICLE - WB50 FOR:
   WB SR 202 TO SB NE 70TH ST.
   NB NE 70TH TO EB SR 202
   WB SR 202 TO SB NE 70TH ST.
3. USE RAISED PAVEMENT MARKERS TO DELINEATE LANE LINES AS PER CITY OF REDMOND STANDARD DETAIL (SHEET CHDT1)
4. SEE CITY OF REDMOND STANDARD DETAILS FOR CROSSWALK AND STOP BAR (SHEET CHDT2)
5. SEE CITY OF REDMOND STANDARD DETAILS FOR PAVEMENT MARKING (SHEET CHDT3)
6. SEE CITY OF REDMOND STANDARD DETAILS FOR BICYCLE LANE TREATMENTS (SHEET CHDT4)
7. FOR RAISED TRAFFIC ISLAND DETAILS SEE SHEET CHDT8
8. FOR BUS PULLOUT DETAILS SEE SHEET CHDT6
9. FOR PLANTED RAISED MEDIAN SEE SHEET CHDT9
10. FOR PAINTED TRAFFIC ISLAND DETAILS SEE SHEET CHDT9
11. FOR TURNING RADIUS GUIDE DETAILS USE WSDOT "CHICKEN TRACKS" SEE SHEET CHDT10
12. SEE ROADWAY CROSS SECTION ON SHEET-C4

0 50 100
SCALE IN FEET

DAVID L. EDWARDS, STATE OF WASHINGTON, 18404, REGISTERED PROFESSIONAL ENGINEER — 4-4-01
EXPIRES 9-21-01

WSDOT NORTHWEST REGION CHANNELIZATION PLAN

Approved _____ Date 4/11/01
Traffic Design Engineer - South

Approved _____ Date 4/11/01
Engineering Manager - East King Area

DESIGNED BY	A. MOSTOWFY				
ENTERED BY	T. NGUYEN				
CHECKED BY	G. MCKEE				
PROJ. ENGR.	D. EDWARDS				
REGIONAL ADM.	J. OKAMOTO				
		DATE	DATE	REVISION	BY

REGION NO.	STATE	FED. AID PROJ. NO.
10	WASH	
JOB NUMBER		
CONTRACT NO.		

ENVIRONMENTAL AND ENGINEERING SERVICE CENTER

Washington State Department of Transportation

SR 202 MP 7.75 TO MP 10.53
SR 520 TO SAHALEE WAY NE
ROADWAY WIDENING
KING COUNTY OCTOBER, 2000

CHANNELIZATION PLAN

C2

SHEET 2 OF 12 SHEETS

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T.25N. R.5E. W.M.
T.25N. R.6E. W.M.

CURVE DATA					
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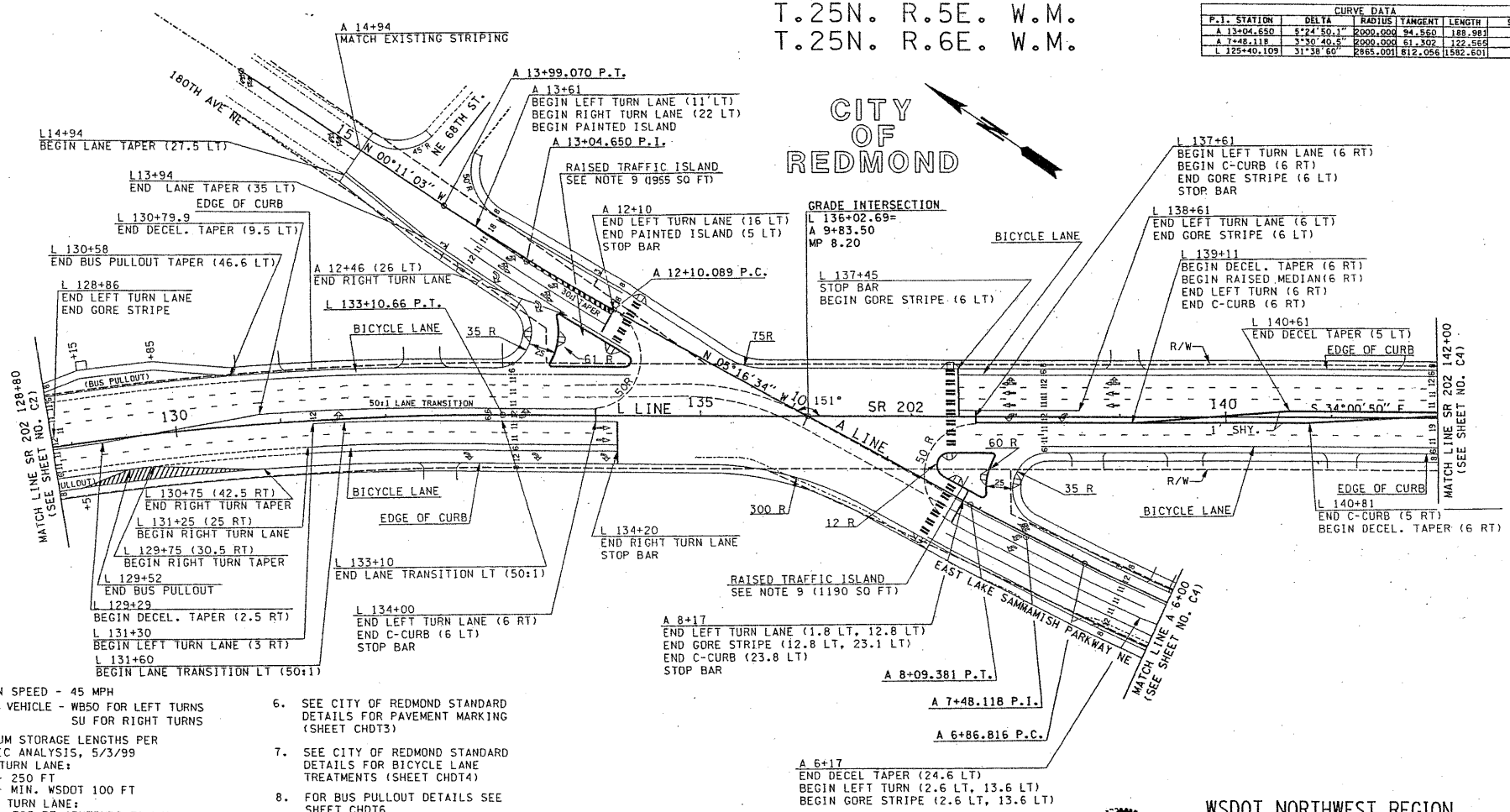
A 7+48.118	3°30'40.5"	2000.000	61.302	122.565	
L 125+40.109	31°38'60"	2865.001	812.056	1582.601	



NOTES

1. DESIGN SPEED - 45 MPH
2. DESIGN VEHICLE - WB50 FOR LEFT TURNS
   SU FOR RIGHT TURNS
3. MINIMUM STORAGE LENGTHS PER TRAFFIC ANALYSIS, 5/3/99
   LEFT TURN LANE:
   EB - 250 FT
   WB - MIN. WSDOT 100 FT
   RIGHT TURN LANE:
   EB - 725 FT (EXTENDS TO MAXIMUM AT NE 70TH ST. - 670 FT.)
   WB - 610 FT
4. USE RAISED PAVEMENT MARKERS TO DELINEATE LANE LINES AS PER CITY OF REDMOND STANDARD DETAIL (SHEET CHDT1)
5. SEE CITY OF REDMOND STANDARD DETAILS FOR CROSSWALK AND STOP BAR (SHEET CHDT2)
6. SEE CITY OF REDMOND STANDARD DETAILS FOR PAVEMENT MARKING (SHEET CHDT3)
7. SEE CITY OF REDMOND STANDARD DETAILS FOR BICYCLE LANE TREATMENTS (SHEET CHDT4)
8. FOR BUS PULLOUT DETAILS SEE SHEET CHDT6
9. FOR RAISED TRAFFIC ISLAND DETAILS SEE SHEET CHDT7
10. FOR TURNING RADIUS GUIDE DETAILS USE WSDOT "CHICKEN TRACKS" SEE SHEET CHDT10
11. FOR PAINTED TRAFFIC ISLAND DETAILS SEE SHEET CHDT9
13. SEE ROADWAY CROSS SECTION ON SHEET-C4

EVALUATE UPGRADE

1. INTERSECTION ANGLE
   WSDOT DM 910.03(3) - 75 TO 105 DEGREES

DAVID J. EDWARDS — STATE OF WASHINGTON — 24811 — REGISTERED PROFESSIONAL ENGINEER — 4-11-01
EXPIRES 9-21-01

0 50 100
SCALE IN FEET

WSDOT NORTHWEST REGION CHANNELIZATION PLAN

Approved _____ Traffic Design Engineer - South Date 4/11/01

Approved _____ Engineering Manager - East King Area Date 4/12/01

DESIGNED BY A. MOSTOWFY				REGION NO. 10	STATE WASH	FED.AID PROJ.NO.
ENTERED BY T. NGUYEN				JOB NUMBER		
CHECKED BY G. MCKEE				CONTRACT NO.		
PROJ. ENGR. D. EDWARDS						
REGIONAL ADM. J. OKAMOTO						
	DATE	DATE	REVISION	BY		

ENVIRONMENTAL AND ENGINEERING SERVICE CENTER

Washington State Department of Transportation

SR 202 MP 7.75 TO MP 10.53
SR 520 TO SAHALEE WAY NE
ROADWAY WIDENING
KING COUNTY OCTOBER, 2000

CHANNELIZATION PLAN

C3

SHEET 3 OF 12 SHEETS

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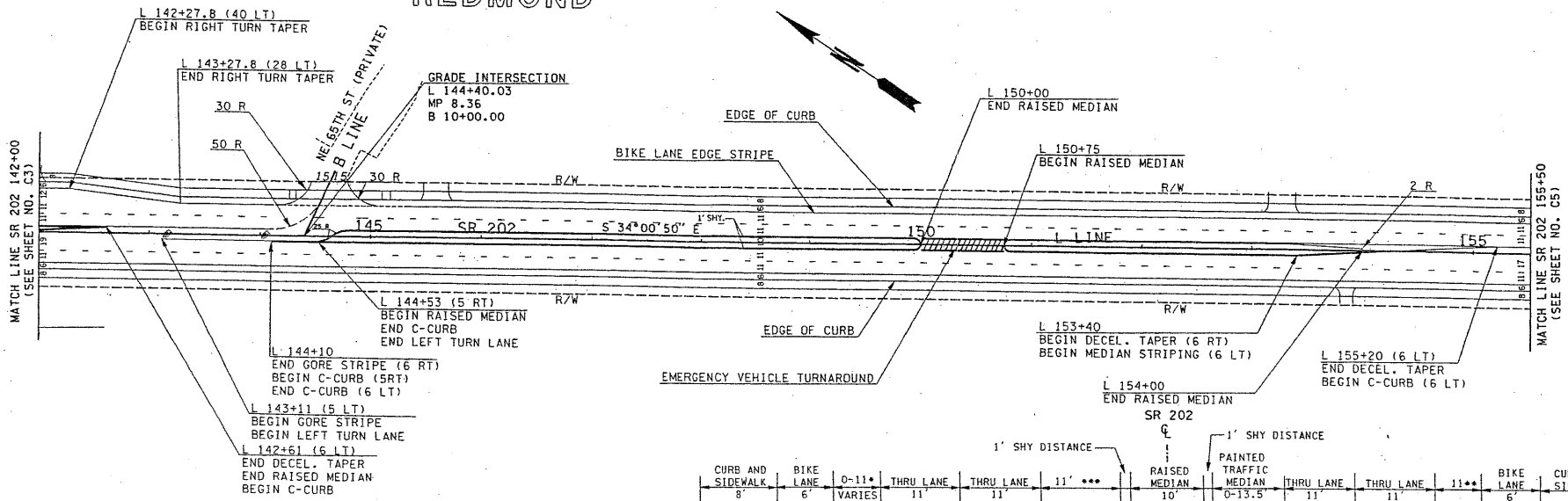
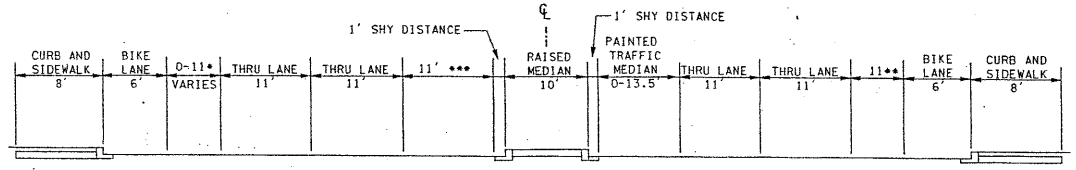


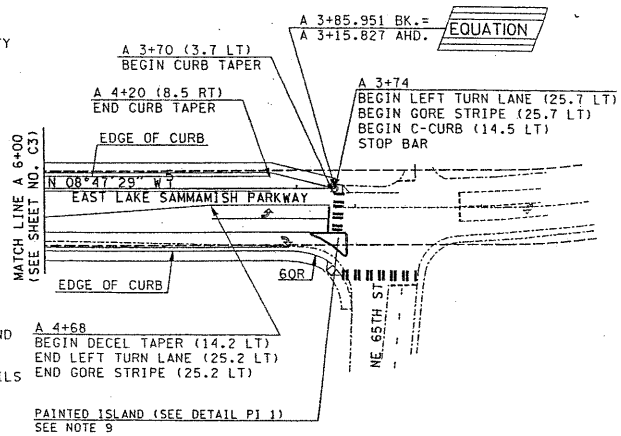


TYPICAL SECTION

L 114+65 TO L 189+00
L 114+65 TO L 135+50 LT***
L 127+25 TO L 134+20 RT**
L135+50 TO L 143+27.8 LT *

NOTES

1. DESIGN SPEED - 45 MPH
2. DESIGN VEHICLE - SU
3. USE RAISED PAVEMENT MARKERS TO DELINEATE LANE LINES AS PER CITY OF REDMOND STANDAR DETAIL (SHEET CHDT1)
4. SEE CITY OF REDMOND STANDARD DETAILS FOR CROSSWALK AND STOP BAR (SHEET CHDT2)
5. SEE CITY OF REDMOND STANDARD DETAILS FOR PAVEMENT MARKING (SHEET CHDT3)
6. SEE CITY OF REDMOND STANDARD DETAILS FOR BICYCLE LANE TREATMENTS (SHEET CHDT4)
7. INSTALL 10' WIDE RAISED MEDIAN AS PER DETAIL ON SHEET CHDT5
8. FOR EMERGENCY VEHICLE TURNAROUND DETAILS SEE SHEET CHDT6
9. FOR RAISED TRAFFIC ISLAND DETAILS SEE SHEET CHDT7
10. SEE ROADWAY CROSS SECTION ON SHEET-C4



0 50 100
SCALE IN FEET

DAVID L. EDWARDS
STATE OF WASHINGTON
34584
REGISTERED PROFESSIONAL ENGINEER
4-11-01
EXPIRES 9-21-01

WSDOT NORTHWEST REGION CHANNELIZATION PLAN

Approved Mark P. Doth Date 4/11/01
Traffic Design Engineer - South

Approved [signature] Date 4/16/01
Engineering Manager - East King Area

DESIGNED BY	A. MOSTOWFY				REGION NO.	STATE	FED.AID PROJ.NO.
ENTERED BY	T. NGUYEN				10	WASH	
CHECKED BY	G. MCKEE				JOB NUMBER		
PROJ. ENGR.	D. EDWARDS				CONTRACT NO.		
REGIONAL ADM.	J. OKAMOTO						
		DATE	DATE	REVISION	BY		

ENVIRONMENTAL AND ENGINEERING SERVICE CENTER

Washington State Department of Transportation

SR 202 MP 7.75 TO MP 10.53
SR 520 TO SAHALEE WAY NE
ROADWAY WIDENING
KING COUNTY OCTOBER, 2000
CHANNELIZATION PLAN

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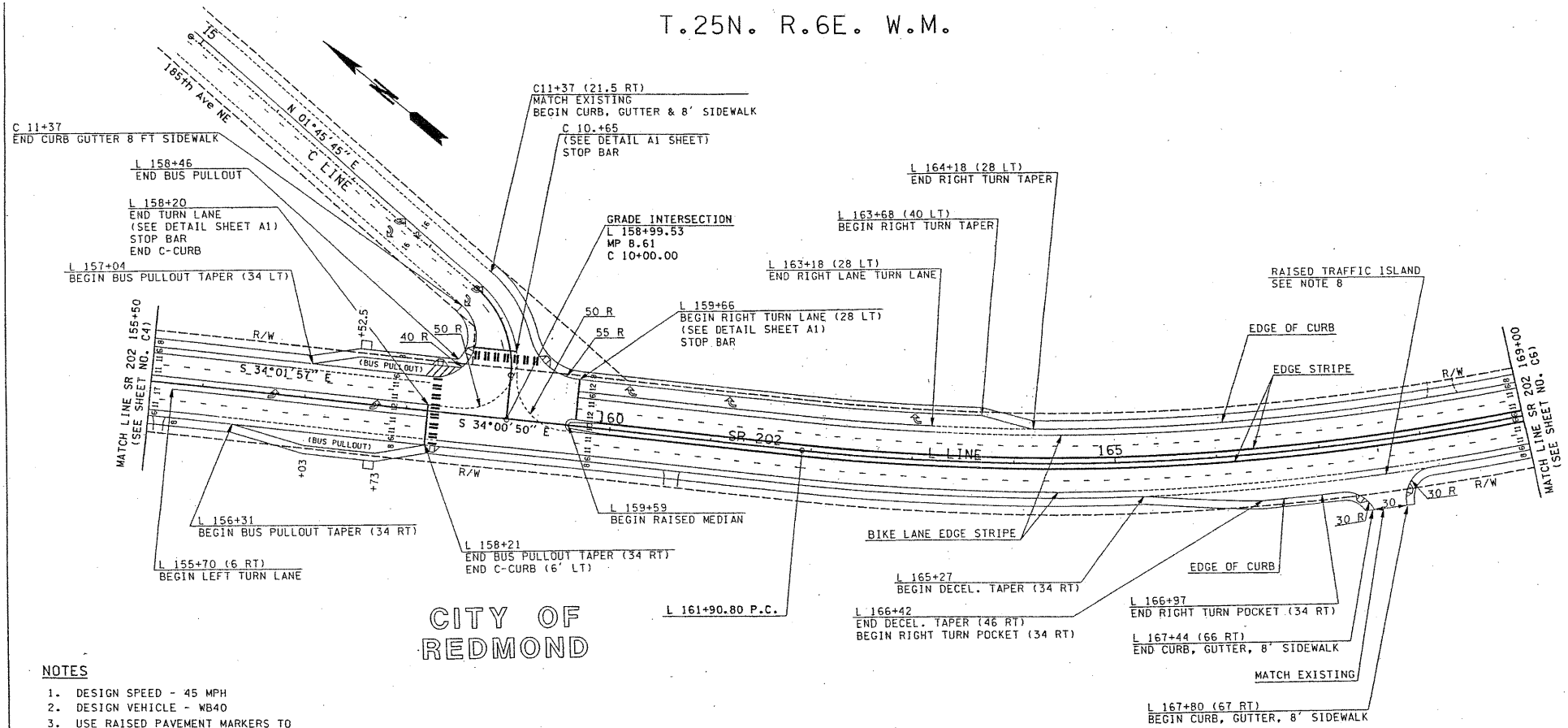
T.25N. R.6E. W.M.



CITY OF REDMOND

NOTES

1. DESIGN SPEED - 45 MPH
2. DESIGN VEHICLE - WB40
3. USE RAISED PAVEMENT MARKERS TO DELINEATE LANE LINES AS PER CITY OF REDMOND STANDARD DETAIL (SHEET CHDT1)
4. SEE CITY OF REDMOND STANDARD DETAILS FOR CROSSWALK AND STOP BAR (SHEET CHDT2)
5. SEE CITY OF REDMOND STANDARD DETAILS FOR PAVEMENT MARKING (SHEET CHDT3)
6. SEE CITY OF REDMOND STANDARD DETAILS FOR BICYCLE LANE TREATMENTS (SHEET CHDT4)
7. INSTALL 10' WIDE RAISED MEDIAN AS PER DETAIL ON SHEET CHDT5
8. FOR RAISED TRAFFIC ISLAND DETAILS SEE SHEET CHDT8
9. FOR BUS PULLOUT DETAILS SEE SHEET CHDT6

EVALUATE UPGRADE

INTERSECTION RADII - RIGHT TURN
WSDOT DM FIG. 910-7

0 50 100
SCALE IN FEET

4-11-01
EXPIRES 7-21-01

WSDOT NORTHWEST REGION CHANNELIZATION PLAN

Approved _____ Traffic Design Engineer - South Date 4/11/01

Approved _____ Engineering Manager - East King Area Date 4/11/01

DESIGNED BY	A. MOSTOWFY				
ENTERED BY	T. NGUYEN				
CHECKED BY	G. MCKEE				
PROJ. ENGR.	D. EDWARDS				
REGIONAL ADM.	J. OKAMOTO				
		DATE	DATE	REVISION	BY

REGION NO.	STATE	FED.AID PROJ.NO.
10	WASH	

JOB NUMBER

CONTRACT NO.

ENVIRONMENTAL AND ENGINEERING SERVICE CENTER

Washington State Department of Transportation

SR 202 MP 7.75 TO MP 10.53
SR 520 TO SAHALEE WAY NE
ROADWAY WIDENING
KING COUNTY OCTOBER, 2000

CHANNELIZATION PLAN

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T.25N. R.6E. W.M.

CURVE DATA					
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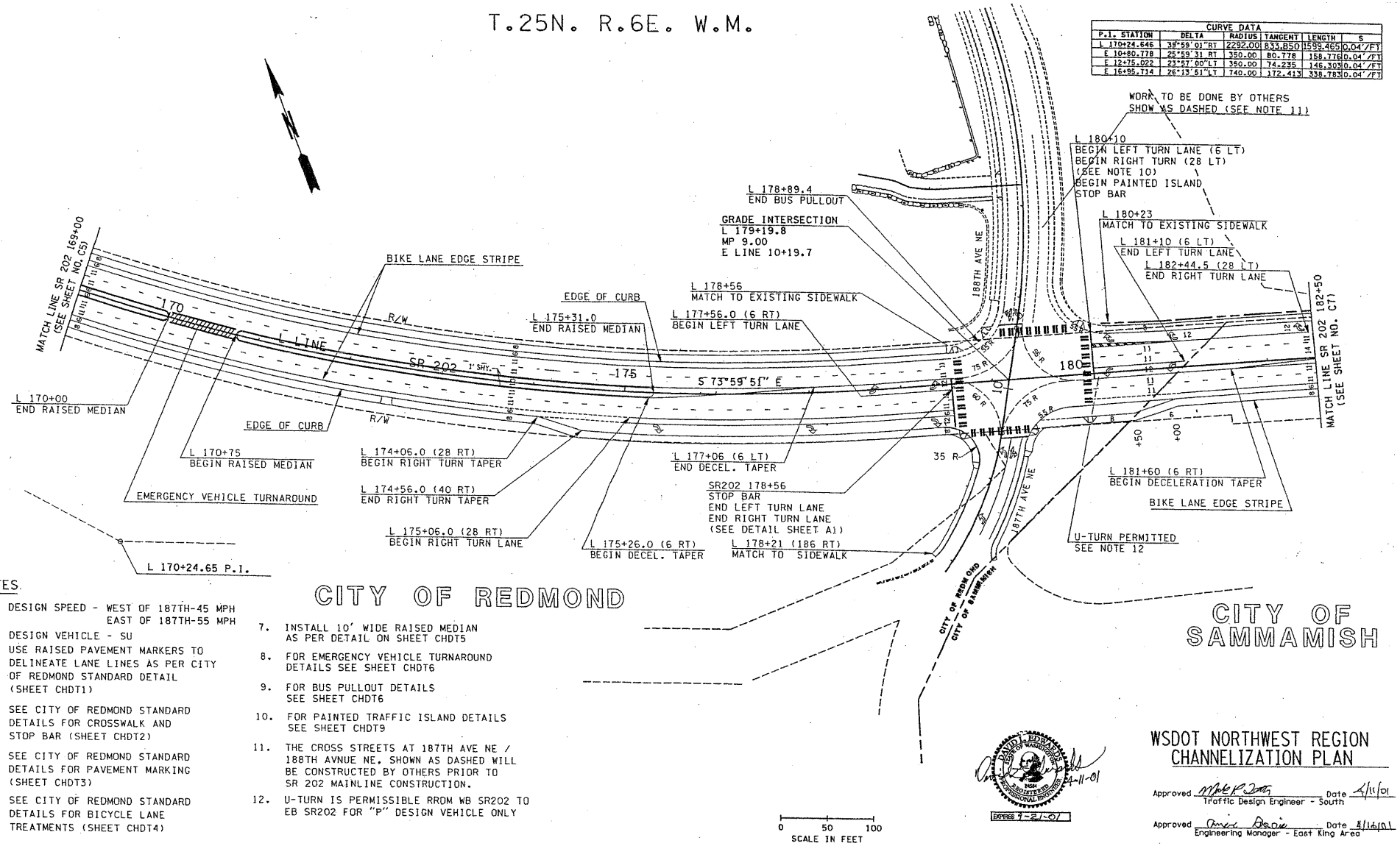
L 170+24.646	39°59'01"RT	2292.00	833.850	1599.465	0.04'/FT
E 10+80.778	25°59'31 RT	350.00	80.778	158.776	0.04'/FT
E 12+75.022	23°57'00"LT	350.00	74.235	146.303	0.04'/FT
E 16+95.714	26°13'51"LT	740.00	172.413	338.783	0.04'/FT



NOTES

1. DESIGN SPEED - WEST OF 187TH-45 MPH
   EAST OF 187TH-55 MPH
2. DESIGN VEHICLE - SU
3. USE RAISED PAVEMENT MARKERS TO DELINEATE LANE LINES AS PER CITY OF REDMOND STANDARD DETAIL (SHEET CHDT1)
4. SEE CITY OF REDMOND STANDARD DETAILS FOR CROSSWALK AND STOP BAR (SHEET CHDT2)
5. SEE CITY OF REDMOND STANDARD DETAILS FOR PAVEMENT MARKING (SHEET CHDT3)
6. SEE CITY OF REDMOND STANDARD DETAILS FOR BICYCLE LANE TREATMENTS (SHEET CHDT4)
7. INSTALL 10' WIDE RAISED MEDIAN AS PER DETAIL ON SHEET CHDT5
8. FOR EMERGENCY VEHICLE TURNAROUND DETAILS SEE SHEET CHDT6
9. FOR BUS PULLOUT DETAILS SEE SHEET CHDT6
10. FOR PAINTED TRAFFIC ISLAND DETAILS SEE SHEET CHDT9
11. THE CROSS STREETS AT 187TH AVE NE / 188TH AVNUE NE, SHOWN AS DASHED WILL BE CONSTRUCTED BY OTHERS PRIOR TO SR 202 MAINLINE CONSTRUCTION.
12. U-TURN IS PERMISSIBLE RROM WB SR202 TO EB SR202 FOR "P" DESIGN VEHICLE ONLY

DAVID J. EDWARDS, STATE OF WASHINGTON, 36304, REGISTERED PROFESSIONAL ENGINEER
4-11-01
EXPIRES 4-2-01

WSDOT NORTHWEST REGION
CHANNELIZATION PLAN

Approved Mark R. Doth Date 4/11/01
Traffic Design Engineer - South

Approved Omer Osie Date 4/16/01
Engineering Manager - East King Area

DESIGNED BY	A. MOSTOWFY				
ENTERED BY	T. NGUYEN				
CHECKED BY	G. MCKEE				
PROJ. ENGR.	D. EDWARDS				
REGIONAL ADM.	J. OKAMOTO				
		DATE	DATE	REVISION	BY

REGION NO.	STATE	FED.AID PROJ.NO.
10	WASH	
JOB NUMBER		
CONTRACT NO.		

ENVIRONMENTAL AND ENGINEERING SERVICE CENTER

Washington State Department of Transportation

SR 202 MP 7.75 TO MP 10.53
SR 520 TO SAHALEE WAY NE
ROADWAY WIDENING
KING COUNTY OCTOBER, 2000

CHANNELIZATION PLAN

C6

SHEET 6 OF 12 SHEETS

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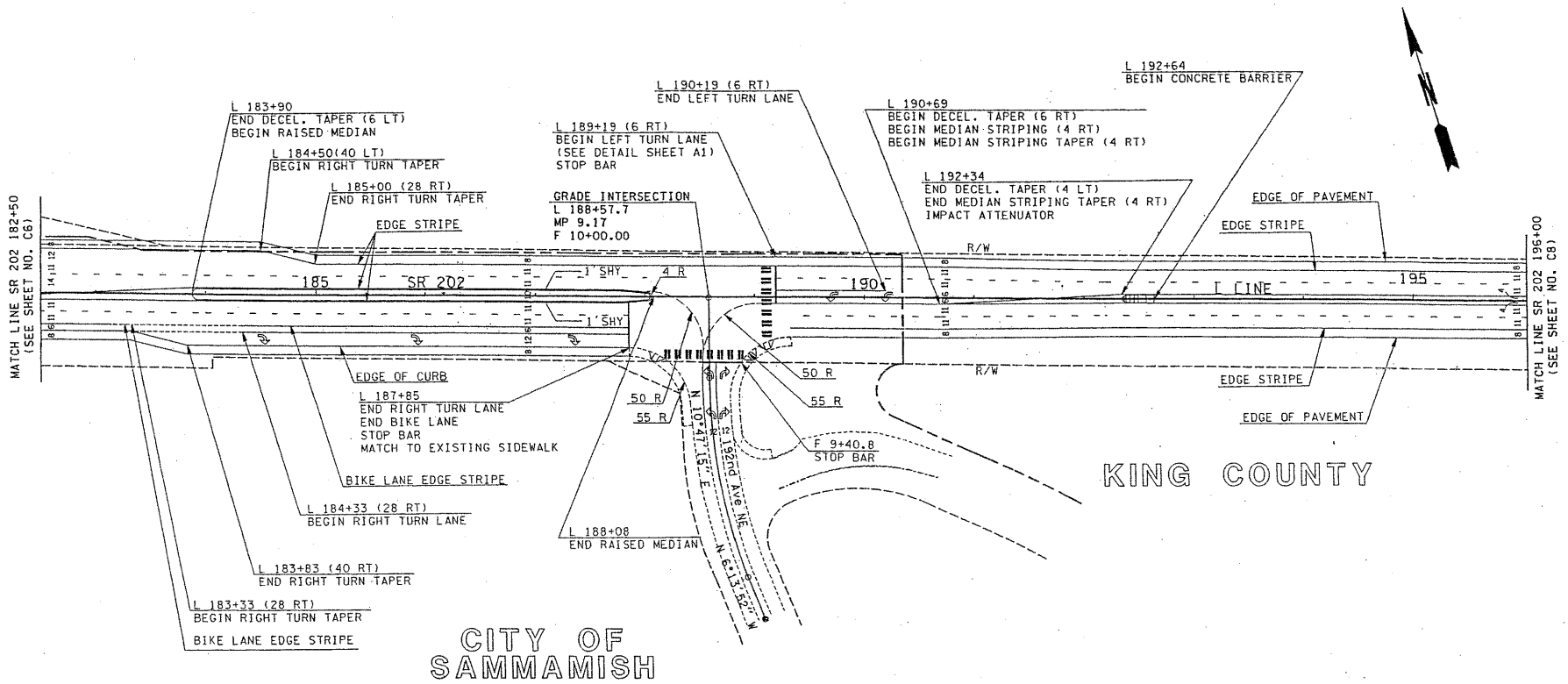
T.25N. R.6E. W.M.



NOTES

1. DESIGN SPEED - 55 MPH
2. DESIGN VEHICLE - SU
3. SEE STANDARD PLANS H-3 THRU H-3A FOR PAVEMENT MARKING DETAILS
4. CROSSWALK STRIPING AND PAVEMENT MARKINGS PER STANDARD PLAN H-5C
5. CURB RAMPS PER STANDARD PLAN F-3
6. INSTALL 10' WIDE RAISED MEDIAN AS PER DETAIL ON SHEET CHDT5
7. INSTALL CONCRETE BARRIER TYPE 2 AS PER STANDARD PLAN C-8

0 50 100
SCALE IN FEET

DAVID L. EDWARDS
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER
4-11-01
EXPIRES 9-21-01

WSDOT NORTHWEST REGION CHANNELIZATION PLAN

Approved _____ Date 4/11/01
Traffic Design Engineer - South

Approved _____ Date 4/16/01
Engineering Manager - East King Area

DESIGNED BY A. MOSTOWFY				REGION NO. 10	STATE WASH	FED.AID PROJ.NO.
ENTERED BY T. NGUYEN				JOB NUMBER		
CHECKED BY G. MCKEE						
PROJ. ENGR. D. EDWARDS				CONTRACT NO.		
REGIONAL ADM. J. OKAMOTO						
	DATE	DATE	REVISION	BY		

ENVIRONMENTAL AND ENGINEERING SERVICE CENTER

Washington State Department of Transportation

SR 202 MP 7.75 TO MP 10.53
SR 520 TO SAHALEE WAY NE
ROADWAY WIDENING
KING COUNTY OCTOBER, 2000

CHANNELIZATION PLAN

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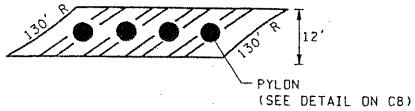
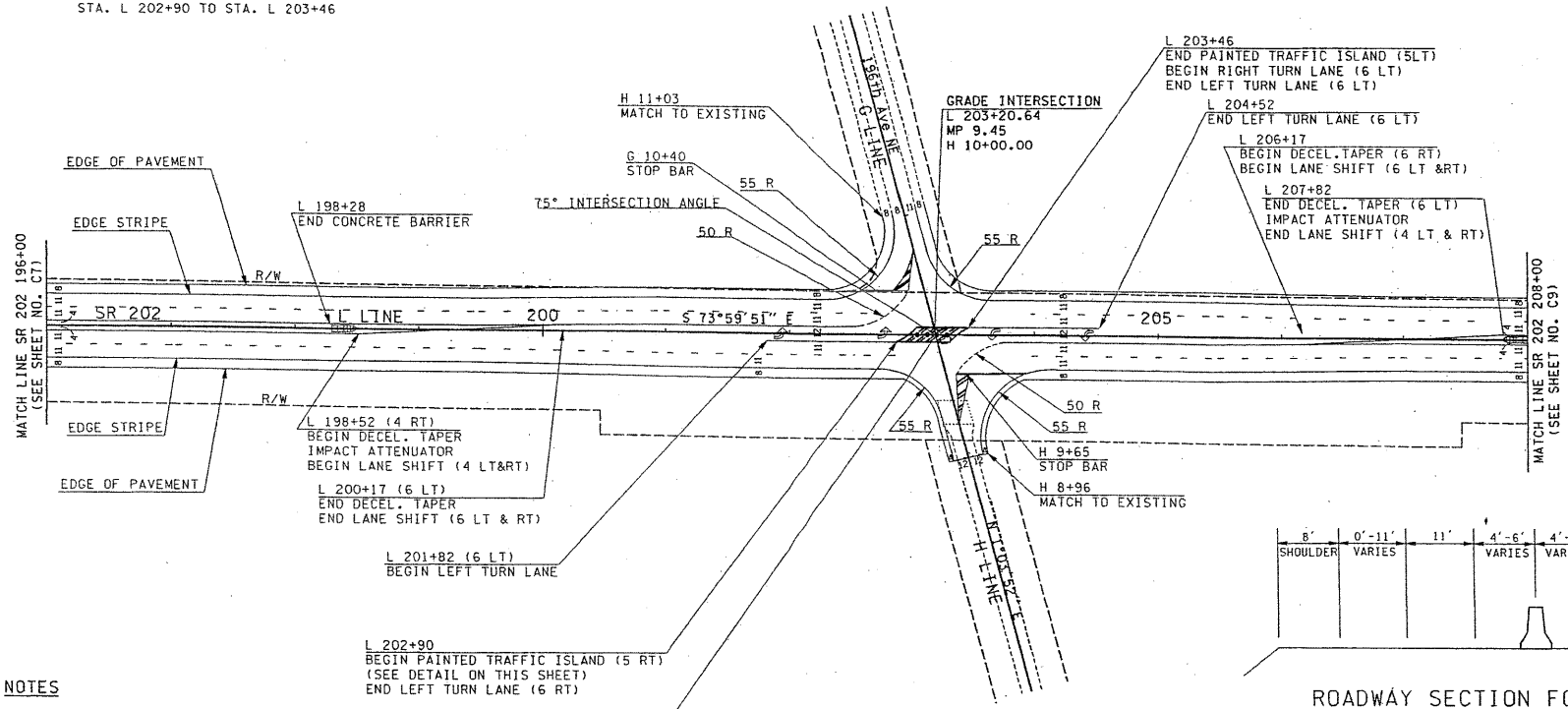
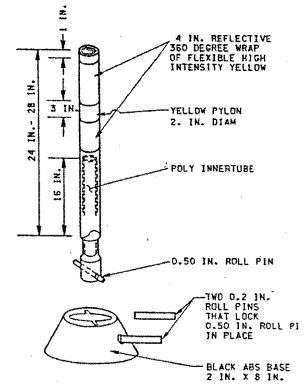
T.25N. R.6E. W.M.



PAINTED TRAFFIC ISLAND DETAIL

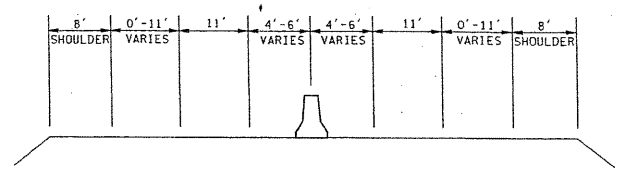
STA. L 202+90 TO STA. L 203+46





TRAFFIC PYLON

(SEE SPECIAL PROVISIONS)



ROADWAY SECTION FOR KING COUNTY

L 189+00 TO L 257+32

NOTES

1. DESIGN SPEED - 55 MPH
2. DESIGN VEHICLE - SU
3. SEE STANDARD PLANS H-3 THRU H-3A FOR PAVEMENT MARKING DETAILS
4. CROSSWALK STRIPING AND PAVEMENT MARKINGS PER STANDARD PLAN H-5C
5. FOR THE DETAIL PERTAINING TO THE PAINTED ISLAND SEE SHEET C8

0 50 100
SCALE IN FEET

DAVID L. EDWARDS
STATE OF WASHINGTON
24584
REGISTERED PROFESSIONAL ENGINEER
4-11-01
EXPIRES 9-21-01

WSDOT NORTHWEST REGION CHANNELIZATION PLAN

Approved _____ Date 4/11/01
Traffic Design Engineer - South

Approved _____ Date 4/16/01
Engineering Manager - East King Area

DESIGNED BY A. MOSTOWFY					
ENTERED BY T. NGUYEN					
CHECKED BY G. McKEE					
PROJ. ENGR. D. EDWARDS					
REGIONAL ADM. J. OKAMOTO					
	DATE	DATE	REVISION	BY	

REGION NO.	STATE	FED.AID PROJ.NO.
10	WASH	
JOB NUMBER		
CONTRACT NO.		

ENVIRONMENTAL AND ENGINEERING SERVICE CENTER

Washington State Department of Transportation

SR 202 MP 7.75 TO MP 10.53
SR 520 TO SAHALEE WAY NE
ROADWAY WIDENING
KING COUNTY OCTOBER, 2000

CHANNELIZATION PLAN

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T.25N. R.6E. W.M.

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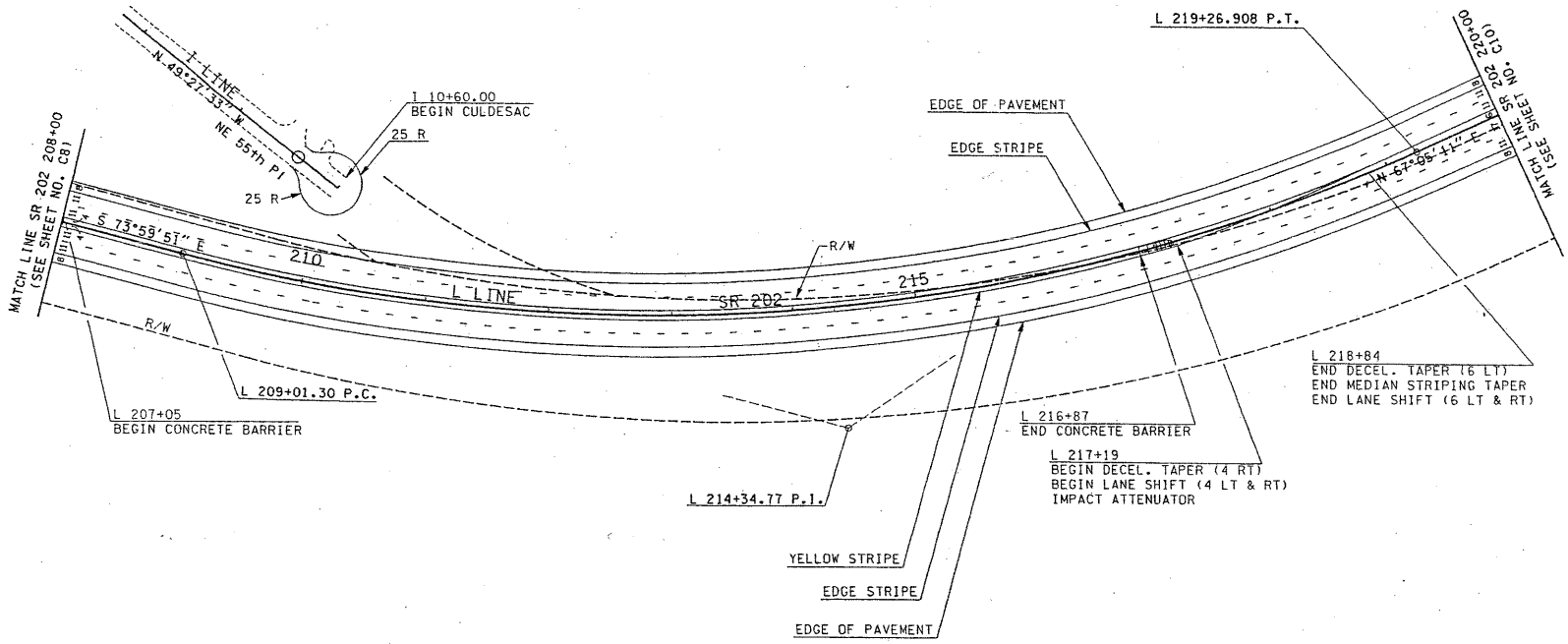

NOTES

1. DESIGN SPEED - 55 MPH
2. DESIGN VEHICLE - SU
3. SEE STANDARD PLANS H-3 THRU H-3A FOR PAVEMENT MARKING DETAILS
4. INSTALL CONCRETE BARRIER TYPE 2 AS PER STANDARD PLAN C-8

0 50 100
SCALE IN FEET

4-11-01
EXPIRES 9-21-01

WSDOT NORTHWEST REGION CHANNELIZATION PLAN

Approved [signature] Date 4/11/01
Traffic Design Engineer - South

Approved [signature] Date 4/16/01
Engineering Manager - East King Area

DESIGNED BY A. MOSTOWFY					REGION NO.	STATE	FED.AID PROJ.NO.
ENTERED BY T. NGUYEN					10	WASH	
CHECKED BY G. McKEE					JOB NUMBER		
PROJ. ENGR. D. EDWARDS							
REGIONAL ADM. J. OKAMOTO					CONTRACT NO.		
	DATE	DATE	REVISION	BY			

ENVIRONMENTAL AND ENGINEERING SERVICE CENTER

Washington State Department of Transportation

SR 202 MP 7.75 TO MP 10.53
SR 520 TO SAHALEE WAY NE
ROADWAY WIDENING
KING COUNTY OCTOBER, 2000

CHANNELIZATION PLAN

C9

Mon Apr 09 16:02:23 2001 D412348 T:\412348\A3A45F4~1.PLT MostowA 04/09/2001 03:49:02 PM PLOT8 c:\data\SR202\DGN(DOT)\channelization\202chanplans.dgn

T.25N. R.6E. W.M.

CURVE DATA					
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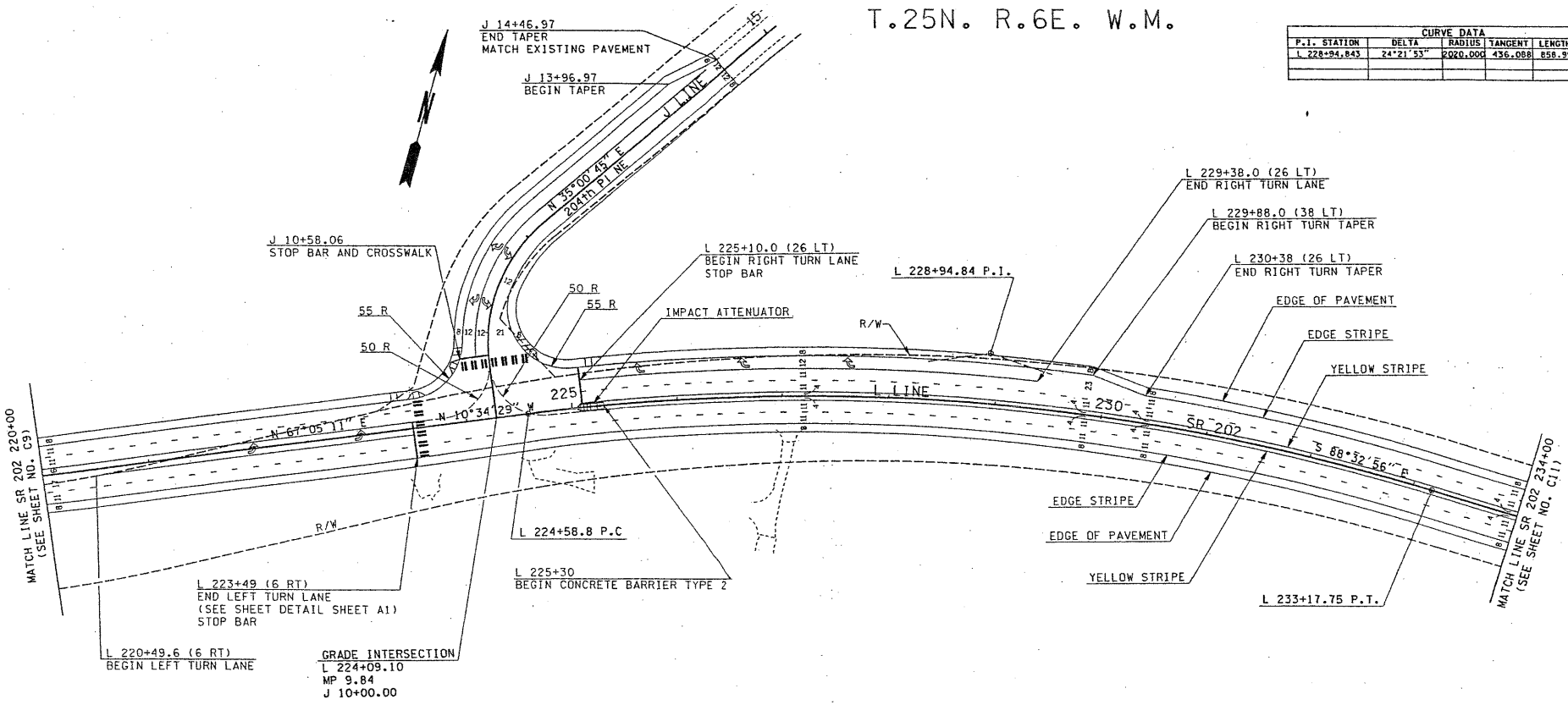

NOTES

1. DESIGN SPEED - 55 MPH
2. DESIGN VEHICLE - SU
3. SEE STANDARD PLANS H-3 THRU H-3A FOR PAVEMENT MARKING DETAILS
4. CROSSWALK STRIPING AND PAVEMENT MARKINGS PER STANDARD PLAN H-5C
5. CURB RAMPS PER STANDARD PLAN F-3
6. INSTALL CONCRETE BARRIER TYPE 2 AS PER STANDARD PLAN C-8

0 50 100
SCALE IN FEET

DAVID L. EDWARDS
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER
4-11-01
EXPIRES 9-21-01

WSDOT NORTHWEST REGION CHANNELIZATION PLAN

Approved [signature] Date 4/11/01
Traffic Design Engineer - South

Approved [signature] Date 4/16/01
Engineering Manager - East King Area

DESIGNED BY	A. MOSTOWFY			
ENTERED BY	T. NGUYEN			
CHECKED BY	G. McKEE			
PROJ. ENGR.	D. EDWARDS			
REGIONAL ADM.	J. OKAMOTO			
		DATE	DATE	REVISION	BY

REGION NO.	STATE	FED.AID PROJ.NO.
10	WASH	
JOB NUMBER		
CONTRACT NO.		

ENVIRONMENTAL AND ENGINEERING SERVICE CENTER

Washington State Department of Transportation

SR 202 MP 7.75 TO MP 10.53
SR 520 TO SAHALEE WAY NE
ROADWAY WIDENING
KING COUNTY OCTOBER, 2000

CHANNELIZATION PLAN

C

Tue Apr 10 12:22:20 2001 D412348 T:\412348\A\OALM10~3.PLT
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T.25N. R.6E. W.M.

CURVE DATA					
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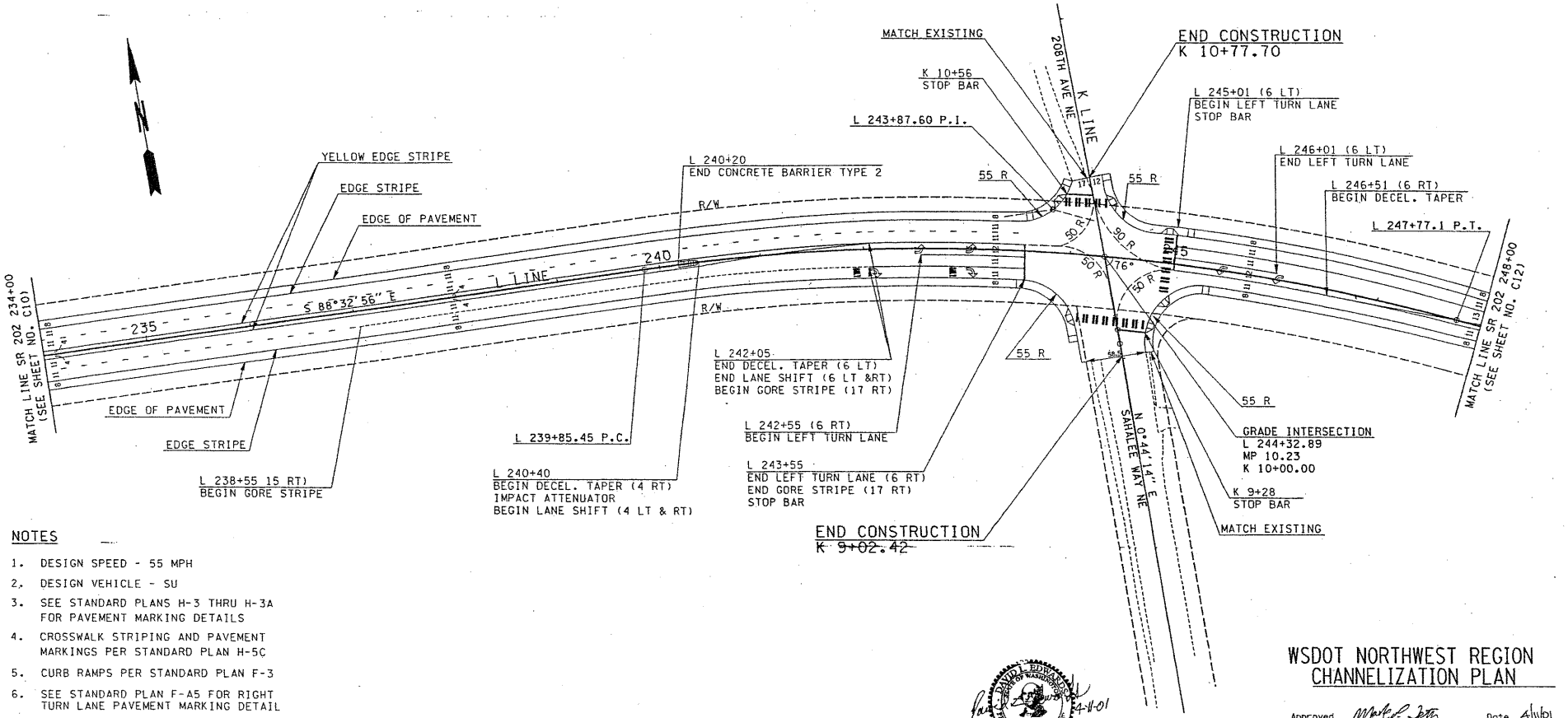

NOTES

1. DESIGN SPEED - 55 MPH
2. DESIGN VEHICLE - SU
3. SEE STANDARD PLANS H-3 THRU H-3A FOR PAVEMENT MARKING DETAILS
4. CROSSWALK STRIPING AND PAVEMENT MARKINGS PER STANDARD PLAN H-5C
5. CURB RAMPS PER STANDARD PLAN F-3
6. SEE STANDARD PLAN F-A5 FOR RIGHT TURN LANE PAVEMENT MARKING DETAIL
7. INSTALL CONCRETE BARRIER TYPE 2 AS PER STANDARD PLAN C-8

DAVID L. EDWARDS, STATE OF WASHINGTON, 24504, REGISTERED PROFESSIONAL ENGINEER — 4-11-01 — EXPIRES 9-21-01

WSDOT NORTHWEST REGION CHANNELIZATION PLAN

Approved [signature] Date 4/11/01
Traffic Design Engineer - South

Approved [signature] Date 4/16/01
Engineering Manager - East King Area

DESIGNED BY	A. MOSTOWFY			
ENTERED BY	T. NGUYEN			
CHECKED BY	G. McKEE			
PROJ. ENGR.	D. EDWARDS			
REGIONAL ADM.	J. OKAMOTO			
		DATE	DATE	REVISION	BY

REGION NO.	STATE	FED.AID PROJ.NO.
10	WASH	
JOB NUMBER		
CONTRACT NO.		

ENVIRONMENTAL AND ENGINEERING SERVICE CENTER

Washington State Department of Transportation

SR 202 MP 7.75 TO MP 10.53
SR 520 TO SAHALEE WAY NE
ROADWAY WIDENING
KING COUNTY OCTOBER, 2000

CHANNELIZATION PLAN

C

Tue Apr 10 12:19:20 2001 D412348 T:\412348\A\OALM10-4.PLT
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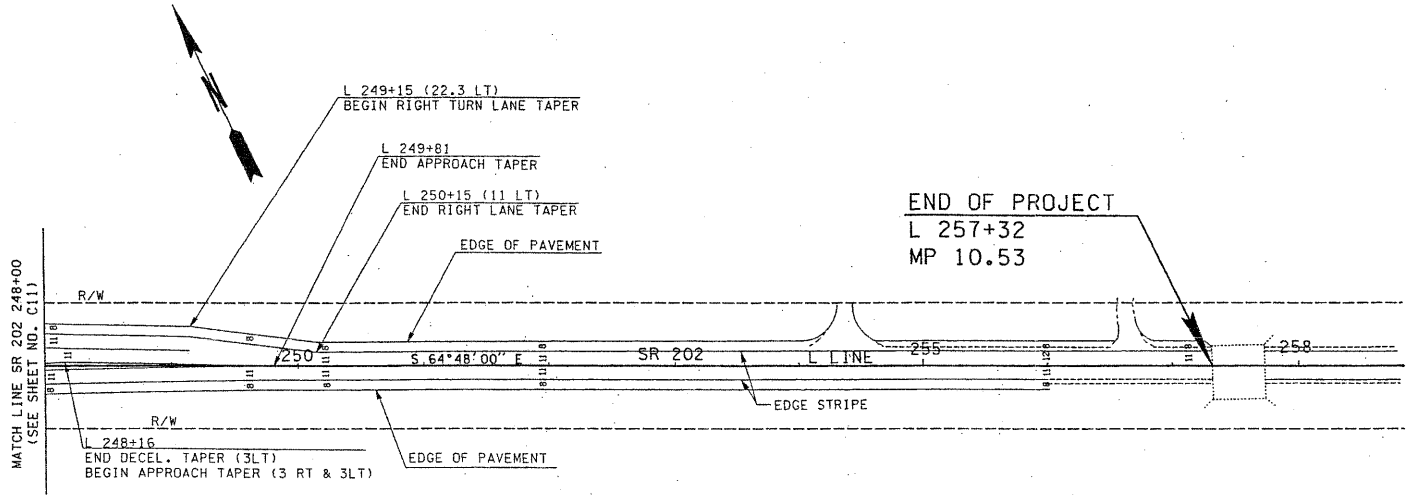
T.25N. R.6E. W.M.



NOTES

1. DESIGN SPEED - 55 MPH
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3. SEE STANDARD PLANS H-3 THRU H-3A FOR PAVEMENT MARKING DETAILS

0 50 100
SCALE IN FEET

DAVID L. EDWARDS
STATE OF WASHINGTON
24584
REGISTERED PROFESSIONAL ENGINEER
4-11-01
EXPIRES 4-21-01

WSDOT NORTHWEST REGION
CHANNELIZATION PLAN

Approved [signature] Date 4/11/01
Traffic Design Engineer - South

Approved [signature] Date 4/16/01
Engineering Manager - East King Area

DESIGNED BY A. MOSTOWFY					REGION NO.	STATE	FED.AID PROJ.NO.	ENVIRONMENTAL AND ENGINEERING SERVICE CENTER	Washington State Department of Transportation
ENTERED BY T. NGUYEN					10	WASH			
CHECKED BY G. MCKEE					JOB NUMBER				
PROJ. ENGR. D. EDWARDS									
REGIONAL ADM. J. OKAMOTO					CONTRACT NO.				
	DATE	DATE	REVISION	BY					

SR 202 MP 7.75 TO MP 10.53
SR 520 TO SAHALEE WAY NE
ROADWAY WIDENING
KING COUNTY OCTOBER, 2000
CHANNELIZATION PLAN

C1

PLOT11 c:\data\SR202\DGN(DOT)\channelization\202chanplans.dgn
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