

December 14, 1993
93-499S2.VG(dd/ssj)
clerk

Introduced by: Laing

Proposed No.: 93-499

11169

ORDINANCE NO.

AN ORDINANCE relating to the establishment of Southeast 277th Street, South 274th Way, 116th Avenue Southeast from 83rd Avenue South to Kent-Kangley Road, and 114th Avenue Southeast north of Southeast 274th Way, and adding conditions prior to the effective date.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. The director of the department of public works has made an examination of South 277th Street, Southeast 274th Way, and 116th Avenue Southeast between 83rd Avenue South and Kent-Kangley Road along a course and description set forth below and has made a favorable report upon same, as required by R.C.W. 36.81.050.

SECTION 2. South 277th Street, Southeast 274th Way and 116th Avenue Southeast shall be established along the following described centerline: commencing at a point on the centerline of 83rd Avenue South (East Valley Highway South), said point being north $75^{\circ}23'21''$ east 178.36 feet from the southwest corner of R.H. Beaty donation land claim no. 37 within the northeast quarter of Section 36, Township 22 North, Range 4 East, W.M. and at engineer's station 111+96.21 as shown on Green River Bridge No. 3216 plan and profile, said point being designated as engineer's station 8+38.84 as surveyed by the city of Kent and the beginning of establishment; thence south $88^{\circ}59'57''$ east parallel with said south boundary of R.H. Beaty donation land claim a distance of 3425.56 feet; thence along a tangent curve to the left having a radius of 10500.00 feet through a central angle of $4^{\circ}14'09''$ for an arc distance of 776.23 feet; thence north $86^{\circ}45'54''$ east a distance of 471.22 feet; thence along a curve to the left having a radius of 3000.00 feet through a central angle of $19^{\circ}56'33''$ for an arc distance of 1044.19 feet; thence north $66^{\circ}49'21''$ east a distance of 419.77 feet; thence along a curve to the right having a radius of 2500.00 feet through a central angle of

1 20°11'39" for an arc distance of 881.14 feet; thence north
 2 87°01'00" east a distance of 2681.03 feet; thence along a curve
 3 to the left having a radius of 1000.00 feet through a central
 4 angle of 85°49'48" for an arc distance of 1498.02 feet to a
 5 point on the east line of section 29, township 22 north, range
 6 5 east, W.M., said point being north 1°11'12" west a distance
 7 of 371.48 feet from the southeast corner of said subdivision;
 8 thence north 1°11'12" east along said east line a distance of
 9 1206.61 feet; thence along a tangent curve to the right having
 10 a radius of 5729.30 feet through a central angle of 1°23'27" an
 11 arc distance of 139.06 feet; thence north 2°34'39" east a
 12 distance of 190.55 feet; thence along a tangent curve to the
 13 left having a radius of 5729.30 feet through a central angle of
 14 1°23'27" an arc distance of 139.06 feet; thence north 1°11'12"
 15 east a distance of 589.53 feet; thence north 0°57'14" east a
 16 distance of 643.07 feet to the center line of Kent-Kangley Road
 17 (sec. state highway no. 5-A; county road no. 1306) and terminus
 18 point; said point being south 0°43'28" west a distance of
 19 1997.88 feet from northeast corner section 28, township 22
 20 north, range 5 east, W.M.

21 14,105.04 lineal feet = 2.67 miles

22 SECTION 3. South 277th Street, Southeast 274th Way and
 23 116th Avenue Southeast shall be established at a width of 100
 24 feet, having 48 feet right and 52 feet left from engineer's
 25 station 8+38.84 to engineer's station 42+64.40; thence the
 26 width right of centerline shall transition from 48 feet to
 27 150.83 feet at engineer's station 58+00 and continue left of
 28 centerline with 52 feet to engineer's station 50+40.63; thence
 29 the width left of centerline shall transition from 52 feet to
 30 129.00 feet at engineer's station 56+00; thence the width left
 31 of centerline shall be 50 feet from engineer's station 56+00 to
 32 engineer's station 58+00; thence commencing at engineer's
 33 station 58+00 the establishment shall be 100 feet in width
 34 having 50 feet left and 50 feet right of the centerline to
 35 engineer's station 82+91.64; thence said establishment shall be

1 117 feet in width having 67 feet right and 50 feet left to
2 engineer's station 91+90; thence said width shall transition
3 from 117 feet at engineer's station 91+90 to 100 feet at
4 engineer's station 97+40 having a constant 50 feet in width on
5 the left and transitioning from 67 feet to 50 feet on the
6 right; thence continuing at 100 feet in width having 50 feet
7 left and 50 feet right to engineer's station 136+77.24; thence
8 at engineer's station 136+77.24 said width shall be 80 feet
9 having 32 feet right and 48 feet left to engineer's station
10 140+00; thence at engineer's station 140+00 the width shall be
11 90 feet having 32 feet right and 58 feet left to engineer's
12 station 143+36.29; thence at engineer's station 143+36.29 the
13 width shall be 100 feet having 50 feet left and 50 feet right
14 to engineer's station 149+79.36 and the end of establishment.

15 SECTION 4. The director of the department of public works
16 has made an examination of 114th Avenue Southeast from
17 Southeast 274th Way to a point approximately 430 feet north
18 along a course and description set forth below and has made a
19 favorable report upon same, as required by R.C.W. 36.81.050.

20 SECTION 5. 114th Avenue Southeast shall be established at
21 not less than sixty feet in width, having thirty feet of such
22 width each side of the following described centerline:
23 Commencing at a point on the centerline of Southeast 274th Way,
24 said point being south $49^{\circ}11'25''$ west 821.22 feet from the
25 northeast corner of Section 32, Township 22 North, Range 5
26 East, W.M. and at engineer's station 109+00.92 as shown on King
27 County South 277th Street/Southeast 274th Way establishment
28 plan sheet 309-59D, said point being designated as engineer's
29 station 0+00N as surveyed by the city of Kent; thence north
30 $21^{\circ}44'52''$ west a distance of 61.53 feet; thence along a tangent
31 curve to the right having a radius of 300.00 feet through a
32 central angle of $33^{\circ}15'34''$ for an arc distance of 174.15 feet;
33 thence north $11^{\circ}30'42''$ east a distance of 127.69 feet; thence
34 along a tangent curve to the left having a radius of 375.00
35 feet through a central angle of $10^{\circ}11'56''$ for an arc distance

1 of 66.75 feet to the west line of the northeast quarter of the
2 northeast quarter of the northeast quarter of said Section 32
3 and terminus point; said terminus point being south 85°22'34"
4 east 1874.86 feet from the north quarter corner of said Section
5 32.

6 430 lineal feet = 0.08 miles.

7 SECTION 6. The King County Council finds that the
8 establishment of South 277th Street, Southeast 274th Way, 116th
9 Avenue Southeast, and 114th Avenue Southeast, along the course
10 and description set forth, is a public necessity and subject to
11 the conditions herein. The establishment will be effective
12 through a joint interlocal agreement, substantially in the form
13 in attachment A that has been approved between the city of Kent
14 and King County on the planning and implementation of the
15 proposed Kent North 277th corridor and the King County
16 Southeast 277th corridor.

17 This agreement is required:

18 Due to the unique proposal of the city of Kent to plan,
19 design, finance and build the North 277th corridor in
20 unincorporated King County, and a related connecting King
21 County proposed Southeast 277th corridor extension to SR 18.

22 To assure that the two proposed corridor projects are
23 coordinated and consistent with each other and with adopted
24 regional and King County policies and plans related to land use
25 and transportation.

26 A. CONDITIONS TO BE MET BY THE CITY OF KENT:

27 1. The city of Kent shall provide King County with
28 a financial plan for completion of the proposed corridor
29 improvements.

30 2. A contingency plan shall be prepared in case the
31 Kent corridor or financial plans are revised, and the city is
32 not able to proceed with the North 277th corridor project.

33 3. Sufficient right-of-way shall be acquired for
34 the Kent North 277th corridor to provide for the construction
35 of a five-lane facility provided that during the intermediate

1 design 35% completion phase of the project, a feasibility study
2 is performed which looks at utilizing two of the lanes for high
3 occupancy vehicles. At that time the city of Kent shall
4 present to the county department of public works for its
5 review, a noise impact and mitigation study. The county
6 department of public works shall assure that the mitigation is
7 consistent with noise standards the county imposes upon itself.

8 4. The Kent North 277th corridor west terminus will
9 be approved by the King County department of public works. The
10 west terminus of the project shall be designed consistent with
11 options set forth in the county proposed Southeast 277th
12 corridor.

13 5. Plans for constructing a widened and grade-
14 separated roadway west of the proposed north corridor terminus
15 shall be coordinated by King County with the city of Auburn and
16 the valley commuter rail sponsor during the preparation of an
17 environmental impact statement for the county's proposed
18 Southeast 277th corridor.

19 6. The city of Kent will design the north corridor
20 project, to meet all of King County's applicable environmental,
21 land use and road standards. Kent shall follow established
22 county procedures for obtaining approval of any necessary
23 variances or exceptions to those standards. The design of the
24 Kent north corridor project will place an appropriate emphasis
25 on protection of adjacent neighborhoods and the provisions of
26 landscaping, noise buffers, glare reduction from lights,
27 pedestrian walkways, bicycle lanes, safe access to protect the
28 future integrity of the road to the extent such emphasis is
29 consistent with the mitigation commitments in the city of
30 Kent's environmental impact statements for the North 277th
31 corridor project.

32 7. The city of Kent shall initiate value
33 engineering and prepare additional analysis as necessary to be
34 submitted to the King County department of development and

1 environmental services (DDES) in conjunction with permit
2 application for construction of the North 277th corridor.

3 B. CONDITIONS TO BE MET BY KING COUNTY:

4 1. King County shall include analysis of the
5 proposed transportation network during preparation of the EIS
6 for the Southeast 277th corridor. Access requirements from
7 adjacent properties to the corridor from existing roadways will
8 be analyzed. Establishment of routes to provide reasonable
9 access to the corridor will also be addressed in the EIS.

10 2. The King County department of development and
11 environmental services shall cooperate with the city of Kent to
12 facilitate timely review and action on permits for the North
13 277th corridor project and shall consult with the department of
14 public works as to the suitability of the proposed design to
15 assure the best management practices to protect the water
16 quality and fish in the Green River, meet King County's
17 sensitive areas ordinance policies for erosion control and
18 slope stability, and assure surface water drainage control and
19 grading measures are implemented during and after construction
20 to mitigate any environmental impacts.

21 C. CONDITIONS TO BE MET BY THE CITY OF KENT AND KING
22 COUNTY:

23 1. The King County council's transportation
24 committee will be updated on the status of the Kent North 277th
25 corridor and the proposed King County Southeast 277th corridor
26 projects on a semi-annual basis, or more frequently upon
27 request.

28 2. The city of Kent agrees to continue to involve
29 the King County Citizens' Action Committee for the county's
30 Southeast 277th corridor proposal in the development of the
31 city's project. The city also agrees to hold at least two
32 public meetings on the project at the 35% and 95% completion
33 phase of its project design. In addition, the city agrees to
34 inform the community including of all Kent citizens and
35 property owners and east and west hill residents within four

1 hundred feet of the final right-of-way of this project of
2 corridor activities and schedules by publishing a quarterly
3 newsletter.

4 3. The city of Kent will continue its efforts in
5 transportation demand management and will continue to work with
6 adjacent jurisdictions and the state to assure mobility so that
7 the latent demand does not replace the existing CBD traffic
8 that uses the proposed North 277th corridor.

9 4. The city of Kent and King County will continue
10 to participate in multi-modal efforts with Metro, the regional
11 transit authority, concerned citizens' organizations, and the
12 state DOT for HOV, park and ride lots and transit service to be
13 established to serve the area of the proposed corridor and the
14 proposed new valley commuter rail stations.

15 5. The city of Kent and King County will develop a
16 strategy to provide county review of plan and specification
17 development for construction of the north corridor. This
18 oversight will be provided in conjunction with the continued
19 involvement of the technical advisory committee during the
20 city's design of the north corridor project. The city will
21 also be required to use a King County staff inspector during
22 the construction of the roadway. At the 35% design review
23 phase, King County and the city of Kent shall consider proposed
24 areas of the corridor that should receive enhanced safety,
25 right-of-way buffers and/or berms, and related cost estimates.
26 King County will address access requirements from adjacent
27 properties to the corridor from existing roadways and the
28 establishment of new routes to protect adjacent community and
29 neighborhoods and provide reasonable access to the corridor.

30 6. The county executive is authorized to enter into
31 an agreement with the city of Kent for the purposes of
32 coordinating the design and construction of the city of Kent's
33 North 277th corridor project in accordance with the
34 requirements set forth herein. Amendments to the interlocal

1 agreement must be returned to the King County executive for
2 review and county council action.

3 D. The establishment shall take effect upon the
4 execution of an interlocal agreement between Kent and King
5 County in accordance with the terms of this ordinance, and
6 substantially in the form of attachment A.

7 Provided that the county executive will report back to the
8 county council by March 31, 1994 with a plan to coordinate
9 construction of the link between SR 167 and South Central
10 Avenue with the Kent project.

11 INTRODUCED AND READ for the first time this 28th day
12 of June, 1993.
13 PASSED this 13th day of December, 1993.

14 KING COUNTY COUNCIL
15 KING COUNTY, WASHINGTON

16 *Audrey Meyer*
17 Chair
18

18 ATTEST:
19 *Gerald A. Petrus*
20 Clerk of the Council

21 APPROVED this 27th day of DECEMBER, 1993.
22 *Jim Hill*
23 King County Executive

24 Attachment: A. Interlocal Agreement