ORDINANCE NO. 4325

AN ORDINANCE of the City Council of the City of Kent, Washington, adopting a zoning ordinance amending Title 15 of the Kent City Code by adding definitions of “transit operations and maintenance facilities” and “transportation and transit facilities including high capacity transit facilities,” by specifying that transit operations and maintenance facilities are permitted only in the CM-2 District, and repealing interim zoning Ordinance No. 4305, previously adopted by Council on January 15, 2019.

RECITALS

A. Chapters 36.70A and 35A.63 of the Revised Code of Washington place primary responsibility for planning for the development of land within Kent with its legislative body. The Washington Supreme Court has recognized the Growth Management Act (GMA) as a clear example of legislation that creates public policy to be implemented at the local level, by representatives more attuned to the individual needs, wants, and characteristics of the cities they serve.

B. The City is committed to meeting its core duty under the GMA to plan for growth and fashion regulations that ensure the wise use of land within Kent. To that end, the City has undertaken an expansive planning
process to shape the future development of the Midway area and to meet several specific goals of the GMA.

C. On December 13, 2011, in anticipation of the arrival of link light rail service, the Midway Subarea Plan and corresponding design guidelines were adopted to encourage urban growth where it is most appropriate, reduce sprawl, promote a variety of residential densities and housing types, and to encourage economic growth.

D. In furtherance of the overarching goals of the Midway Subarea Plan and the Midway Design Guidelines, the City has carefully crafted zoning regulations in the Midway area to ensure that future development is consistent with the adopted vision of the Plan, and that the community will benefit from the City’s extensive long-range planning efforts.

E. The City Council adopted the Midway Subarea Plan as the result of a collaborative, multi-jurisdictional planning effort taking place over several years. It was a culmination of extensive community involvement, substantial expense of time and public resources, and environmental review.

F. Community involvement leading up to the Midway Subarea Plan’s adoption included dozens of public meetings over the course of several years, including stakeholder committees, developer forums, open house meetings, public workshops, neighborhood meetings, joint advisory meetings between the leadership of Kent and Des Moines, Land Use and Planning Board workshops and meetings, City Council workshops and committee meetings, and public hearings.

G. The overall goal of the Midway Subarea Plan is to: "Create a dense, pedestrian-friendly, sustainable community that provides jobs,
housing, services and public open space around nodes of high capacity mass transit while maintaining auto-oriented uses between the transit oriented nodes." It envisions a well-designed built environment, including pedestrian friendly streetscapes, multimodal connections, and a variety of housing types and jobs that support transit use.

H. On December 13, 2011, the City adopted zoning to support the implementation of the Midway Subarea Plan, including zones such as the Midway Commercial/Residential District and the Midway Transit Community District that are north of approximately South 245th Street, and the Commercial Manufacturing-2 District south of South 245th Street.

I. The Midway Subarea Plan specifically identifies a distinction between the Midway areas north and south of approximately South 245th Street. To the north, the intended uses are categorized as Transit-Oriented Community and include high intensity transit supportive mixed-use with a residential focus and strong pedestrian orientation, with no single use, big box, industrial or auto-dependent uses. To the south, the intended uses are categorized as Highway Commercial Corridor and include a wide range of community, citywide, or regional commercial and light industrial uses that are primarily vehicle-dependent.

J. The Midway Commercial/Residential District and Midway Transit Community District prohibit uses such as outdoor storage of trucks, heavy equipment, and contractor storage yards. These uses are inconsistent with and detrimental to the strong pedestrian orientation of the Midway Commercial/Residential and Midway Transit Community Districts due to the size and scale, as well as noise impacts. In general, uses with large footprints are not compatible with pedestrian-oriented development, as large footprints severely limit pedestrian connectivity and interest, and result in a greater need for vehicular transportation.
K. The Commercial Manufacturing-2 District south of South 245th Street, however, allows uses such as outdoor storage of trucks, heavy equipment, and contractor storage yards. Uses of this type, size, and scale fit with the existing and planned scale of the area, are further removed from the pedestrian-oriented transit station, and are consistent with vehicle-dependent uses.

L. The City desires to see the Midway Subarea Plan realized to enhance the Midway area and catalyze appropriate development. To ensure such appropriate development, and to avoid incompatible land uses, the City Council adopted emergency interim zoning regulations through Ordinance 4305 on January 15, 2019. Ordinance 4305 specifically addressed transit stations and transit operations and maintenance facilities, creating definitions of each and permitting operations and maintenance facilities only in the Commercial Manufucutring-2 District.

M. "Transit stations" are commonly understood to be primarily passenger-serving for the purpose of connecting users to other destinations in the transit network. "Transit operations and maintenance facilities" serve a distinctly different purpose, encompass significantly different characteristics, and carry substantially different development impacts.

N. Transit operations and maintenance facilities have large scale footprints, generally in the range of dozens of acres. They operate in the middle of the night due to the vehicles being available for maintenance during the hours when there is no transit service. They provide little value or interest for pedestrians and displace potential pedestrian-oriented land uses such as store fronts, personal services, restaurants and entertainment.
O. The Midway Commercial/Residential District and Midway Transit Community 1 and 2 Districts are intended for dense, compact development including retail, office and residential. A large footprint light industrial use such as an operations and maintenance facility would be detrimental to the public interest by making pedestrian-oriented redevelopment less appealing. The characteristics of transit operations and maintenance facilities makes them inappropriate in the Midway Commercial/Residential District and the Midway Transit Community 1 and 2 Districts. These facilities are incompatible with the long established Midway goals, policies, and development regulations and are incompatible with the pedestrian orientation of a transit station.

P. The characteristics of transit operations and maintenance facilities are, however, appropriate for and are compatible with the Commercial Manufacturing-2 District south of South 245th Street. Not only is the Midway Commerical-Manufacturing-2 District appropriate for these facilities, several sites for operations and maintenance facilities are available in this zone.

Q. Due to the characteristics of operations and maintenance facilities and their incompatibility with transit-oriented development, the interim zoning regulations established through Ordinance 4305 must be made permanent. If the development of an operations and maintenance facility is not subject to reasonable zoning and permitting considerations that provide adequate locations for siting the facility, the development may be located in an area contrary to the Midway Subarea Plan goals and policies, as well as contrary to the best interests of Kent as a whole.

R. It is in the best interests of the health, safety, and welfare of the current and future residents of Kent to enact permanent zoning regulations relating to the siting and development of transit operations and maintenance facilities. The failure to enact permanent zoning regulations
may result in the location of a transit operations and maintenance facility without proper consideration of the impacts to future planned development and existing plans. Such development would adversely impact future development and long-range planning performed as part of the Midway Subarea Plan and result in significantly decreased realization of the vision therein.

S. The City has a strong interest in fostering a vibrant and productive economic environment and a growth management goal to promote economic opportunity within the City through land use planning. The City Council concludes that zoning regulations prohibiting transit operations and maintenance facilities in all Districts except the Midway Commercial Manufacturing-2 District are required.

T. The City has an ongoing workplan item to create an Industrial Valley Subarea Plan; this plan will update the industrial land use categories in Kent City Code. Analysis done as part of this workplan may reveal other zoning opportunities for siting transit operations and maintenance facilities in industrial areas of Kent. If such opportunities are identified, the City may update the zoning for these facilities accordingly.

U. On March 27, 2019, the City notified the state Department of Commerce of the proposed amendment, and requested expedited review under RCW 36.70A.106. On April 11, 2019, the state Department of Commerce granted the City expedited review. No comments were received.

V. On May 17, 2019, the City’s SEPA responsible official issued an Addendum to City of Kent Comprehensive Plan Review and Midway Subarea Planned Action Environmental Impact Statement (EIS) (#ENV-2010-3) and City of Kent Downtown Subarea Action Plan Planned Action
Supplemental Environmental Impact Statement (SEIS) (#ENV-2012-30) for the code amendment, pursuant to KCC 11.03, Environment Policy.

W. After appropriate public notice, a public hearing was held before the City Council on June 4, 2019.

X. Prior to Council’s adoption of this ordinance, it adopted Ordinance No. 4320 which established interim zoning regulating trucking-intensive land uses. Ordinance No. 4320 also amended KCC 15.04.050. Therefore, the code changes authorized by this ordinance are based on the version of KCC 15.04.050 as adopted by Ordinance No. 4320.

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

ORDINANCE

SECTION 1. – Interim Zoning Repealed. The interim zoning adopted by Council on January 15, 2019, through Ordinance No. 4305 shall be repealed upon the date this ordinance goes into effect as provided for in Section 9 below.

SECTION 2. – Amendment – New KCC 15.02.527.5. Chapter 15.02 of the Kent City Code, entitled “Definitions,” is hereby amended to add a new section 15.02.527.5, entitled “Transit operations and maintenance facilities,” as follows:

Sec. 15.02.527.5. Transit operations and maintenance facilities. Transit operations and maintenance facilities means facilities that serve the primary purpose of storing, refueling, cleaning, repairing, refurbishing, rehabilitating, reconstructing, renovating, rebuilding, improving or otherwise maintaining transit vehicles. Transit operations and maintenance facilities are characterized as being used to support the
function of fixed route or fixed track transit systems, but not serving passengers directly. Transit operations and maintenance facilities may include, but are not limited to, buildings or structures, including office space, as well as outdoor storage space and large areas of track to support said facilities.

SECTION 3. - Amendment - New KCC 15.02.528.5. Chapter 15.02 of the Kent City Code, entitled “Definitions,” is hereby amended to add a new section 15.02.528.5, entitled “Transportation and transit facilities, including high-capacity transit facilities” as follows:

Sec. 15.02.528.5. Transportation and transit facilities, including high-capacity transit facilities. Transportation and transit facilities, including high-capacity transit facilities means heavy rail stations, light rail stations, and bus depots that serve the primary purpose of boarding, alighting, or otherwise transferring passengers onto or off of transit vehicles. Transportation and transit facilities do not include bus stops within the right of way. Transportation and transit facilities, including high-capacity transit facilities, may include such appurtenances as ticketing systems, rider amenities, loading and unloading zones, parking lots, driver comfort stations, traction power substations, security offices, or other similar uses that are accessory to the primary purpose of serving passengers of the particular heavy rail station, light rail station, or bus depot at which they are located.

SECTION 4. - Amendment - Revise KCC 15.04.050. Section 15.04.050 of the Kent City Code, entitled “Manufacturing land use development conditions,” is hereby amended as follows:

Sec. 15.04.050. Manufacturing land use development conditions.
1. The following uses require a conditional use permit:
   a. Manufacture of such types of basic materials as follows:
      i. Gum and wood chemicals and fertilizers, and basic industrial organic and inorganic chemicals or products such as alkalis and chlorine, industrial and liquid petroleum, gases, cellophane, coal tar products, dyes and dye products, impregnated products, tanning compounds, and glue and gelatin.
      ii. Hydraulic cement, concrete, gypsum, lime, carbon, carbon black, graphite, coke, glass, and similar products.
   b. Manufacture of products such as the following:
      i. Ammunition, explosives, fireworks, matches, photographic film, missile propellants, and similar combustibles.
      ii. Rubber from natural, synthetic, or reclaimed materials.
      iii. Paving and roofing materials or other products from petroleum derivatives.
   c. Refining of materials such as petroleum and petroleum products, metals and metal ores, sugar, and fats and oils.
   d. Distilling of materials such as bone, coal, coal tar, coke, wood, and other similar distillates.
   e. Heavy metal processes, such as ore reduction or smelting, including blast furnaces, and including drop forging, drop hammering, boiler plate works, and similar heavy metal operations:
      i. Asphalt batching plants.
      ii. Concrete mixing and batching plants, including ready-mix concrete facilities.
      iii. Rock crushing plants and aggregate dryers.
      iv. Sandblasting plants.
f. Animal and food processing, including the following and similar operations:
   i. Tanning, dressing, and finishing of hides, skins, and furs.
   ii. Meat and seafood products, curing, canning, rendering, and slaughtering.
   iii. Nitrating of cotton and other materials.
   iv. Rendering of animal grease or tallow, fish oil, and similar materials.
   v. Slaughtering, stockyard, feedlot, dairy, and similar operations.
   vi. Pickling and brine curing processes.
   vii. Wholesale produce markets.

g. Salvage, wrecking, and disposal activities, including the following and similar operations:
   i. Automobile and building wrecking and salvage.
   ii. Salvage of industrial waste materials such as metal, paper, glass, rags, and similar materials.
   iii. Sewage disposal and treatment plants.
   iv. Dump and sump operations for such uses as rubbish, garbage, trash, and other liquid and solid wastes.

h. Storage of the following kinds of goods:
   i. Bulk storage of oil, gas, petroleum, butane, propane, liquid petroleum gas, and similar products, and bulk stations and plants.
   ii. Used building materials, mover's equipment, relocated buildings, impounded vehicles, and similar materials.
   iii. Explosives or fireworks, except where incidental to a principally permitted use.
   iv. Fertilizer or manure.
2. Light manufacturing is permitted in the Downtown Commercial Enterprise District as follows:
   a. Laboratory and related industrial research and development uses are permitted, including such uses as hardware or robotics testing, industrial showrooms and training facilities for industrial machinery.
   b. Operations of sorting, packaging, recycling or distribution are not permitted except as accessory uses to the on premise manufacturing.
   c. Heavy industrial uses that have significant external impacts such as noise, olfactory pollution, or vibration, such as those listed in KCC 15.04.050(1) are not permitted.
   d. All processing, fabricating or assembly of products (i.e., light manufacturing) takes place wholly within an enclosed building.
      i. Assembly is defined as creation of a component or end item made from a number of parts and subassemblies. This does not include the putting together of kits, gift baskets, or packaging items produced elsewhere for purposes of e-commerce or wholesale trading.
   e. Storage is limited to items consumed, produced or altered on the premises.
      i. Outdoor storage shall only be allowed as an accessory use to another principal use.
         A. The material(s) being stored shall not exceed 12 feet in height at any point.
         B. The material(s) being stored shall be wrapped or enclosed to prevent wind-blown debris.
         C. The storage area shall not exceed 15 percent of the building footprint or 5 percent of the lot area, whichever is less.
D. Outdoor storage shall be screened from public view from Class A and B streets (as defined in the Downtown Design Guidelines) and from trails by Type I landscaping and minimum 6-foot tall fence or wall.

E. Outdoor storage shall be sited to minimize visibility.

f. Truck storage is only permitted as an accessory use to a principally permitted use on sites 2.5 acres or larger that also have access to a principal arterial or higher classification roadway within 500 feet of the property, or as otherwise approved by the director.

g. Areas designated for truck parking or loading shall be concealed from view along public streets or trails. Dock-high doors for truck loading are permitted at a ratio of one door per 25,000 square feet of building area.

h. Dock-high loading doors shall be set back, recessed and/or screened so as not to be visible from adjacent local streets or residential properties.

i. The office portion of a manufacturing use shall be adjacent to the public street with the highest classification.

j. Buildings must have entries on abutting Class A and B streets (as defined in the Downtown Design Guidelines) and those entries shall include substantial fenestration on the associated façade, to emphasize the entry.

3. Small scale light manufacturing operations as follows: stamping, brazing, testing, electronic assembly, and kindred operations where the building, structure, or total operation does not encompass more than 10,000 square feet of area. The 10,000-square-foot total shall include all indoor and outdoor storage areas associated with the manufacturing
operation. Only one 10,000-square-foot manufacturing operation shall be permitted per lot.

4. Conditional use for manufacturing of paint, but manufacturing of paint is permitted outright in the M3 zone.

5. Contractor shops where most of the work is done on call, and which do not rely on walk-in trade, but where some incidental storage or semi-manufacturing work is done on the premises, such as carpentry, heating, electrical, or glass shops, printing, publishing, or lithographic shops, furniture, upholstery, dry cleaning, and exterminators.

6. Accessory uses include sales of product accessory to and directly related to the manufacturing or warehousing use on the site.

7. For permitted uses, accessory hazardous substance land uses, including onsite hazardous waste treatment or storage facilities, which are not subject to cleanup permit requirements of Chapter 11.02 KCC, subject to the provisions of KCC 15.08.050, except offsite hazardous waste treatment or storage facilities, which are not permitted in this district. Fuel farm facilities are not allowed in AG or A-10 zones.

8. For permitted uses, hazardous substance land uses, including onsite hazardous waste treatment or storage facilities, which are not subject to cleanup permit requirements of Chapter 11.02 KCC and which do not accumulate more than 5,000 pounds of hazardous substances or wastes or any combination thereof at any one time on the site, subject to the provisions of KCC 15.08.050, except offsite hazardous waste treatment or storage facilities, which are not permitted in this district.

9. Includes incidental storage facilities and loading/unloading areas.
10. Includes incidental storage facilities, which must be enclosed, and loading/unloading areas.

11. Includes transportation and transit terminals with repair and storage facilities, and rail-truck transfer uses, except classification yards in the category of “hump yards.”

12. For permitted uses, accessory hazardous substance land uses, including onsite hazardous waste treatment or storage facilities, which are not subject to cleanup permit requirements of Chapter 11.02 KCC, subject to the provisions of KCC 15.08.050. Offsite hazardous waste treatment or storage facilities are not permitted in this district, except through a special use combining district.

13. Conditional use permit required for trucking terminals and rail-truck transfer uses.

14. For permitted uses, accessory hazardous substance land uses, including onsite hazardous waste treatment or storage facilities, which are not subject to cleanup permit requirements of Chapter 11.02 KCC, subject to the provisions of KCC 15.08.050, except offsite hazardous waste treatment or storage facilities, which require a conditional use permit in this district.

15. The following require a conditional use permit:
   a. Offsite hazardous waste treatment or storage facilities, subject to the provisions of KCC 15.08.050.
   b. Any hazardous substance land use that is not an accessory use to a principally permitted use.
16. Warehousing and distribution facilities and the storage of goods or products, except for those goods or products specifically described as permitted to be stored only as conditional uses in the M3 district.

17. Conditional use for car loading and distribution facilities, and rail-truck transfer uses.

18. Warehousing and distribution facilities and the storage of goods or products, including rail-truck transfer uses.

19. Miniwarehouses are limited to 40% of the gross leasable area of the building in which the miniwarehousing use is located, and cannot be located on the ground floor. For purposes of this title, miniwarehouses means any real property designed and used for the purpose of renting or leasing individual storage space to occupants who are to have access to the space for the purpose of storing and removing personal property on a self-service basis, but does not include a garage or other storage area in a private residence.

20. Prohibited are those manufacturing activities having potentially deleterious operational characteristics, such as initial processing of raw materials (forging, smelting, refining, and forming).

21. The ground level or street level portion of all buildings in the pedestrian overlay of the DC district, set forth in the map below, must be retail or pedestrian-oriented.
Pedestrian-oriented development shall have the main ground floor entry located adjacent to a public street and be physically and visually accessible by pedestrians from the sidewalk, and may include the following uses:

a. Retail establishments, including but not limited to convenience goods, department and variety stores, specialty shops such as apparel and accessories, gift shops, toy shops, cards and paper goods, home and home accessory shops, florists, antique shops, and book shops;

b. Personal services, including but not limited to barber shops, beauty salons, and dry cleaning;

c. Repair services, including but not limited to television, radio, computer, jewelry, and shoe repair;

d. Food-related shops, including but not limited to restaurants (including outdoor seating areas and excluding drive-in restaurants) and taverns;

e. Copy establishments;

f. Professional services, including but not limited to law offices and consulting services; and

Zoning Ordinance
Transit Ops. and Maint. Facilities
g. Any other use that is determined by the economic and community development director to be of the same general character as the above permitted uses and in accordance with the stated purpose of the district, pursuant to KCC 15.09.065, Interpretation of uses.

22. Permitted uses are limited to storage, warehousing, processing, and conversion of agricultural, dairy, and horticultural products, but not including slaughtering, meat packing, and fuel farm facilities.

23. Excluding slaughtering, rendering, curing, or canning of meat or seafood products.

24. Except for those goods or products specifically described as permitted to be stored as conditional uses.

25. Excluding explosive fuels and propellants.

26. Excluding predominantly drop forge and drop hammer operations.

27. Other accessory uses and buildings customarily appurtenant to a permitted use, except for onsite hazardous waste treatment and storage facilities, which are not permitted in residential zones.


29. Limited to 25 percent of gross floor area. Reference KCC 15.04.080(5).

30. Retail or services uses which exceed the 25 percent limit on an individual or cumulative basis shall be subject to review individually through the conditional use permit process. A conditional use permit shall be required on an individual tenant or business basis and shall be granted only when it is demonstrated that the operating characteristics of the use
will not adversely impact onsite or offsite conditions on either an individual or cumulative basis.

31. Reuse or replacement of existing structures for nonagricultural uses is allowed where it is shown that the existing structures are obsolete for agricultural use and will have no viable economic use unless they can be put to nonagricultural use. Any replacement structures must maintain or enhance the agricultural appearance of the property. Signs shall be limited to not more than 100 square feet in area per business, and of that amount, freestanding signs shall not exceed 40 square feet in area. No increase in the area of existing impervious surface shall be allowed in connection with a nonagricultural use.

32. Accessory structures composed of at least two walls and a roof, not including accessory uses or structures customarily appurtenant to agricultural uses, are subject to the provisions of KCC 15.08.160.

33. All uses within a complex must be principally permitted uses within the zoning district.

34. New buildings and additions to buildings (vested after April 2, 2019) are limited to no more than one dock-high loading door per 40,000 square feet of gross floor area; however, for buildings less than 40,000 square feet, one dock-high loading door is permitted. The footprint area of new buildings is limited to 125,000 square feet.

**SECTION 5. - Amendment - Revise KCC 15.04.060.** Section 15.04.060 of the Kent City Code, entitled “Transportation, public and utilities land uses,” is hereby amended as follows:
|----|----|------|----|----|------|-----|-----|-------|-----|----|----|-----|-----|-----|-----|--------|--------|------|------|-------|-----|-----|----|------|

**Key**
- a = Accessory
- c = Conditional
- s = Special uses
- p = Peculiar

**Zoning Districts**

Sec. 15.04.060. Transportation, public and utilities land uses.
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*Key: A = Accessory, B = Basic, C = Conditional, D = Special, E = Principal*
SECTION 6. - Amendment - Revise KCC 15.04.065. Section 15.04.065 of the Kent City Code, entitled "Transportation, public and utilities land use development conditions," is hereby amended as follows:

Sec. 15.04.065. Transportation, public and utilities land use development conditions.
1. For WTF towers 90 feet or less for a single user and up to 120 feet for two or more users.

2. For WTF towers that are within the allowable building height for the district in which they are located.

3. All WTFs are subject to applicable portions of KCC 15.08.035.

4. A conditional use permit for a WTF is required if it is greater than 90 feet for a single user or 120 feet for two or more users.

5. A conditional use permit is required if the WTF exceeds the allowable building height of the district.

6. Transportation and transit terminal, including repair and storage facilities and Includes rail-truck transfer uses, except classification yards in the category of "hump yards."

7. [Reserved].

8. If on property owned, leased or otherwise controlled by the city or other government entity subject to KCC 15.08.035(1).

9. Level 1 and 2 charging only.

10. Only as part of a general conditional use identified in KCC 15.08.030.
11. High capacity transit facilities shall be consistent with Chapter 15.15 KCC.

12. A conditional use permit is required for high capacity transit facilities that cross multiple zoning districts. No other transportation and transit facilities are allowed in the MHP zoning district.

13. Accessory structures composed of at least two walls and a roof, not including accessory uses or structures customarily appurtenant to agricultural uses, are subject to the provisions of KCC 15.08.160.

**SECTION 7.** - *Severability.* If any one or more section, subsection, or sentence of this ordinance is held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portion of this ordinance and the same shall remain in full force and effect.

**SECTION 8.** - *Corrections by City Clerk or Code Reviser.* Upon approval of the city attorney, the city clerk and the code reviser are authorized to make necessary corrections to this ordinance, including the correction of clerical errors; ordinance, section, or subsection numbering; or references to other local, state, or federal laws, codes, rules, or regulations.

**SECTION 9.** - *Effective Date.* This ordinance shall take effect and be in force thirty days from and after its passage, as provided by law.

DANA RALPH, MAYOR

June 4, 2019
Date Approved

KIMBERLEY A. KOMOTO, CITY CLERK

June 4, 2019
Date Adopted
APPROVED AS TO FORM:

ARThUR "Pat" FITZPATRICK, CITY ATTORNEY
STATE OF WASHINGTON, COUNTY OF KING }  
AFFIDAVIT OF PUBLICATION  
PUBLIC NOTICE  
Polly Shepherd, being first duly sworn on oath that she is the Publisher of the

Kent Reporter

a weekly newspaper, which newspaper is a legal newspaper of general circulation and is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a weekly newspaper in King County, Washington. The Kent Reporter has been approved as a Legal Newspaper by order of the Superior Court of the State of Washington for King County. The notice in the exact form annexed was published in regular issues of the Kent Reporter (and not in supplement form) which was regularly distributed to its subscribers during the below stated period. The annexed notice, a:

Public Notice

was published on June 7th, 2019.
The full amount of the fee charged for said foregoing publication is the sum of $157,17.

Polly Shepherd  
Publisher, Kent Reporter  
Subscribed and sworn to me this 7th day of June, 2019.

Gale Gwin, Notary Public for the State of Washington, Residing in Covington, Washington
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