

City of Kenmore



City of Kenmore - 18120 68th Avenue NE Kenmore, WA 98028 Phone: 425-398-8900
Agendas also available at www.kenmorewa.gov E-mail: cityhall@kenmorewa.gov

City Council Regular Meeting

May 23, 2022 - 7 p.m.

VIA ZOOM - LINK: <https://us02web.zoom.us/j/81532364716>

US: +12532158782,,81532364716# or +13462487799,,81532364716#

Or Telephone: Dial US: +1 253 215 8782

Webinar ID: 815 3236 4716

I. CALL MEETING TO ORDER

II. ROLL CALL

III. PROCLAMATIONS

PROCLAIMED

- A. Pride Month - June 2022 - To be Accepted by Jenny Sayward, Northshore Pride Group
[Pride Proclamation - 2022](#)
- B. National Gun Violence Awareness Day - June 3, 2022
[Gun Violence Awareness Day Proclamation - 2022](#)

IV. FLAG SALUTE

V. AGENDA APPROVAL

VI. PUBLIC COMMENTS

- A. We welcome our community members to the Council's meeting. In this forum, the Council does not engage or dialogue with the public; the primary role of the Council is to listen. Please use the "raise hand" feature now if you wish to speak. Guest must address comments to the Mayor and City Council. The Clerk will acknowledge your request and call your name when it is your turn. Your time will start when we confirm that we can hear you. Please state your name and city of residence for the record and keep your comments to the allotted time. We will not split your time with others or reset your time except by express approval of the Presiding Officer. Screen-sharing is not allowed; you can submit materials to the Council or Clerk in advance. Please do not comment about pending development projects on which the Council will make future decisions as those are quasi-judicial matters, and Councilmembers must limit their communications about such matters. This meeting is being recorded. Thank you for taking the time to express your comments.

VII. CONSENT AGENDA**APPROVED (ITEMS A-C)**

- A. Approve Total Check #s 49605 through 49685 totaling \$618,162.56 and Total Payroll/Taxes/Flexible Spending/Retirement & Health Savings Account Electronic Deposits Dated 5/06/22 in the amount totaling \$178,930.64, and an ACH Payment to Road Construction NW in the amount of \$157,058.65, and an ACH Payment to Thomco Construction in the amount of \$117,877.52, and ACH Payment to WA Federal Bank in the amount of \$110,910.47.
[Voucher Approval Report Dated 5/13/22](#)
- B. Receive and File March 2022 Financial Report
[Monthly Financial Report - March 2022](#)
- C. Authorize the City Manager to execute Contract 22-C2767 with Verra Mobility in the amount of \$562,500 over 5 years to provide traffic safety camera services and equipment for the KAPE program
[Agenda Bill- Verra Mobility Award KAPE Program](#)
- D. Adopt Resolution 22-382, Approving the 2022 Pedestrian Facilities Plan
RESOLUTION 22-382 APPROVED AS AMENDED (NE 185th Tolt Trail 73rd-80th Project #92 Removed)
[Agenda Bill - 2022 Pedestrian Facility Plan](#)
[Resolution 22- 382 Adopting the 2022 Pedestrian Facilities Plan](#)
[2022 Pedestrian Facilities Plan - FINAL](#)

VIII. STUDY SESSION AGENDA**PRESENTED & DISCUSSED**

- A. Downtown Revitalization with guest Rod Stevens of Business Street, LLC
[Agenda Bill - Downtown Revitalization](#)
[Presentation Kenmore Next Generation PPT - Uploaded 6/2](#)

IX. BUSINESS AGENDA

- A. Affordable Housing Development Proposal Update, presented by Assistant City Manager/ ARPA Administrator Stephanie Lucash, *for Discussion*
PLYMOUTH HOUSING ANNOUNCED AS PROJECT PARTNER
[City Council Agenda Bill - Affordable Housing Update for Council - May 2022](#)
[Affordable Housing Council Presentation - May 23, 2022](#)
- B. National Pollutant Discharge Elimination System (NPDES) Surface Water Permit Update, presented by Environmental Services Manager Richard Sawyer, *for Information*
STAFF PRESENTED UPDATE
[Agenda Bill - NPDES and Storm Water Management](#)
[Presentation - Surface Water Management & NPDES](#)

X. STAFF REPORT

- A. In-Person Hybrid Meetings Discussion and Action - Anastasiya Warhol, City Clerk

COUNCIL WILL MOVE FORWARD WITH THE HYBRID OPTION

[Resuming In-Person Meetings Staff Memorandum - May 2022](#)

- B. Intersection Widths/Curb Bulbs on Juanita Drive - John Vicente, City Engineer

COUNCIL VOTED TO WIDEN CROSSING DISTANCE AT 163RD BY TWO FEET

[Intersection Widths-Curb Bulbs Staff Report - May 2022](#)

- C. State Planning Grant Opportunity - Debbie Bent, Community Development Director

CONSENSUS GATHERED FOR THE MAYOR TO SIGN GRANT LETTER

XI. COUNCILMEMBER REPORTS & COMMENTS

- A. Coffee with Council - Councilmember Kugler

AMENDED FORMAT TO BE DISCUSSED AGAIN IN JULY

XII. ADJOURNMENT

UPCOMING MEETINGS:

- A. June 3-4, 2022 Council Retreat
June 13, 2022 Special & Regular Meeting
June 21, 2022 (Tuesday) Regular Meeting
June 27, 2022 Regular Meeting

**City of Kenmore, Washington
Pride Month – June 2022
PROCLAMATION**

WHEREAS, The City and Council of Kenmore recognizes that one of our greatest strengths is the diversity, cultural richness, and intersectionality of our people; *and*

WHEREAS, we hold steadfast that all persons deserve to live with dignity, respect, and justice; and that acts of discrimination, violence and hate will not be tolerated; and

WHEREAS, the City of Kenmore recognizes the many contributions the LGBTQ+ community makes to our community, through the arts, literature, business, labor, and public service; and

WHEREAS, we recognize the many important strides and gains made by the LGBTQ+ community, with marriage equality; the freedom to be; and ability to love who you love; *and*

WHEREAS, the LGBTQ+ community continues to be a target of harassment, intimidation, discrimination, and violence; and

WHEREAS, the City of Kenmore passed Resolution #17-292, on March 6, 2017, Reaffirming Kenmore as a Safe, Inclusive and Welcoming City for All People, and in 2021 adopted the Safe Place Proclamation, then later that same year formed the Diversity Equity and Inclusion Taskforce; *and*

WHEREAS, the first Pride celebration was held in 1970, on the anniversary of the Stonewall riots; *and*

WHEREAS, the Kenmore City Council first recognized Pride Week in 2018 by proclamation, began flying the Pride Flag at City Hall in June of 2019, and recognized Pride Month beginning in 2020; *and*

WHEREAS, Pride Month is a time of celebration; highlighting and celebrating the many contributions and strides made by Lesbian, Gay, Bisexual, Queer and Transgender persons of our community and nation; and we further recognize that, LGBTQ+ rights are human rights; *and*

WHEREAS, The Kenmore City Council is renewing our commitment to LGBTQ+ rights with this 2022 Pride Proclamation, and will express this commitment by raising and flying the Pride Flag on June 1st at Kenmore City Hall, and throughout the month of June;

NOW, THEREFORE, I, Nigel Herbig, Mayor of the City of Kenmore, with and on behalf of the City Council, do hereby proclaim June 2022 as **PRIDE MONTH** and invite our community to celebrate throughout the City of Kenmore.

IN WITNESS WHEREOF, signed this 23rd day of May 2022.



Signed: _____
Mayor Nigel Herbig

Attested: _____
City Clerk Anastasiya Warhol

City of Kenmore, Washington

Gun Violence Awareness Day – June 3, 2022

PROCLAMATION

WHEREAS, in Washington State, someone is killed by a gun every 12 hours, and 75 percent of gun deaths are suicides; and

WHEREAS, in Washington State, the rate of gun suicide increased 19 percent and gun homicide increased 34 percent from 2010 to 2019. Beginning in 2020, the COVID-19 pandemic increased the risks of all types of gun violence; and

WHEREAS, protecting public safety in the community is the City of Kenmore's highest responsibility; and

WHEREAS, support for the Second Amendment rights of law-abiding citizens goes hand-in-hand with keeping guns away from people with dangerous histories; and

WHEREAS National Gun Violence Awareness Day was inspired by teenager Hadiya Pendleton who was tragically shot and killed; and

WHEREAS, to help honor Hadiya, along with the numerous Americas whose lives are cut short, and the countless survivors who are injured by shootings every day, a national coalition of organizations has designated June 3rd as National Gun Violence Awareness Day; and

WHEREAS, this idea was inspired by a group of Hadiya's friends who asked their classmates to commemorate her life by wearing orange; they chose this color because hunters wear orange to announce themselves to other hunters when out in the woods and orange is a color that symbolizes the value of human life; and

WHEREAS, by wearing orange on June 3rd Americans will raise awareness about gun violence and honor the lives of gun violence victims and survivors; and

WHEREAS we renew our commitment to reduce gun violence and pledge to do all we can to keep firearms out of the wrong hands and encourage responsible gun ownership to help keep our children safe.

NOW, THEREFORE, I, Nigel Herbig, Mayor of the City of Kenmore, on behalf of the City Council, do hereby proclaim **June 3, 2022**, to be **NATIONAL GUN VIOLENCE AWARENESS DAY** in the City of Kenmore and encourage our community to wear orange on that day. **IN WITNESS WHEREOF**, signed this 23rd day of May 2022.



Signed: _____
Mayor Nigel Herbig

Attested: _____
City Clerk Anastasiya Warhol



Voucher Certification and Approval

City of Kenmore

DATE RANGE:

04/30/2022 - 05/13/2022

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

Total Check #s 49605 through 49685: \$618,162.56

Total Payroll/Taxes/Flexible Spending/Retirement & Health Savings Acct Electronic Deposits Dated: 05/06/2022 \$178,930.64

ACH Payment to Road Construction NW: \$157,058.65

ACH Payments to Thomco Construction: \$117,877.52

ACH Payment to WA Federal Bank: \$110,910.47

Rob Karlinsey
Rob Karlinsey (May 16, 2022 17:32 PDT)

May 16, 2022

City Manager / Date

Leticia Salcido
Leticia Salcido (May 16, 2022 17:05 PDT)

May 16, 2022

Finance Director / Date

Vendor Name	Check #	Date	Description	Amount
ROAD CONSTRUCTION NW, INC.	1139	05/13/2022	21-C2669 2/21-4/30 Log Boom Waterfront Proj.	157,058.65
THOMCO CONSTRUCTION, INC.	1140	05/13/2022	20-C2144 Apr. Juanita Dr. Ped/Bike Construction	117,877.52
WASHINGTON FEDERAL BANK	1141	05/13/2022	Retainage for Strider Const. Pay Estimates 1-4	110,910.47
AMERICAN GENERAL LIFE GPO/400S	49605	05/06/2022	Life Insurance	279.92
ICMA RETIREMENT C/O ALLFIRST BANK / 109964	49606	05/06/2022	City of Kenmore 401a	19,958.92
ICMA RETIREMENT TRUST 457 / 304745	49607	05/06/2022	ICMA 457 Deferred Comp	7,267.12
STATE OF FLORIDA DISBURSEMENT UNIT	49608	05/06/2022	Employee Deduction	275.00
STEPHANIE LUCASH	49609	05/06/2022	Per Diem/Mileage for ICMA W. Coast Conference	406.43
ALPHAGRAPHS	49610	05/13/2022	Police Dept. Business Cards - 4 Employees	248.65
AMERICALL	49611	05/13/2022	Aptil After Hours Call Out Service	131.66
APPLEONE EMPLOYMENT SERVICES	49612	05/13/2022	Engineering Dept. Temporary Svcs Week Ending 4/22	1,053.45
APPLEONE EMPLOYMENT SERVICES	49613	05/13/2022	Engineering Dept. Temporary Svcs Week Ending 4/29	1,053.45
ASSOCIATION OF WA CITIES	49614	05/13/2022	AWC GIS Consortium 70 Addtl. Consulting Hrs.	9,100.00
BOTHELL KENMORE CHAMBER OF COMMERCE	49615	05/13/2022	April KBA Support	300.00
BRIEN, GAYLYNN	49616	05/13/2022	Feb. Sales Tax Data Conversion Services	50.00
CADMAN MATERIALS, INC.	49617	05/13/2022	Asphalt for Surface Water Project Patching	368.32
CASCADIA CONSULTING GROUP, INC.	49618	05/13/2022	21-C2679 11/26-12/31/21 Climate Action Plan Svcs	2,689.37

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CASCADIA LAW GROUP	49619	05/13/2022	20-C2229 April Cadman PSCAA Legal Matters	10,406.25
CASCADIA LAW GROUP	49620	05/13/2022	20-C2229 Feb. Cadman Legal Svcs	1,125.00
CHASEWEST VENTURES, INC.	49621	05/13/2022	Management Team Organizational Health Consulting	15,000.00
COMCAST	49622	05/13/2022	May City Hall & Hangar Internet	2,035.92
CONFLUENCE ENVIRONMENTAL COMPANY	49623	05/13/2022	April '18' a '20' a d i s Proj. Prof. Svcs	1,300.00
CONFLUENCE ENVIRONMENTAL COMPANY	49624	05/13/2022	April Log Boom Park Waterfront Proj. Prof. Svcs	6,245.38
DEPARTMENT OF COMMERCE	49625	05/13/2022	Public Works Trust Loan Payment	41,907.76
EBIX, INC.	49626	05/13/2022	Top Health Online Subscription Renewal	118.38
FIRE PROTECTION, INC	49627	05/13/2022	City Hall Fire Sprinkler Repairs	7,489.55
FOSTER GARVEY PC	49628	05/13/2022	March Legal Svcs - Moore Condemnation	1,045.00
FOSTER GARVEY PC	49629	05/13/2022	March Legal Svcs - General Condemnation	2,535.00
FOSTER GARVEY PC	49630	05/13/2022	Mar. Legal Svcs - Ben Holt Property Acquisition	4,819.00
GARDNER, TELA	49631	05/13/2022	Conference Expense Reimbursement	443.29
HOME DEPOT CREDIT SERVICES	49632	05/13/2022	April Purchases - Tools/Park Materials	505.16
HONEY BUCKET	49633	05/13/2022	5/2-5/29 Public Works Yard Rental	156.75
ICLEI	49634	05/13/2022	Annual Membership Dues (CAP)	1,200.00
J. A. BRENNAN ASSOCIATES, PLLC	49635	05/13/2022	3/2-3/25 Log Boom Park Interpretive Design Svcs	1,177.50
J. A. BRENNAN ASSOCIATES, PLLC	49636	05/13/2022	3/26-4/25 Log Boom Park Interpretive Design Svcs	3,834.00
KING COUNTY FINANCE	49637	05/13/2022	April Indigency Screening	81.00
LIGHTHOUSE CONSULTING INC	49638	05/13/2022	April IT Services	3,288.27
LIGHTHOUSE CONSULTING INC	49639	05/13/2022	Apr SiteProtector/Archiving/Backup/Website Hosting	9,355.47
LOUDEDGE, INC.	49640	05/13/2022	Fly Away 5K Tshirt & Medal Design	150.00
MINUTEMAN PRESS	49641	05/13/2022	ADA Transition Postcard Mailer & Postage	4,229.82
MOTT MACDONALD GROUP, INC.	49642	05/13/2022	17-C1657 March Squire's Landing Design/Permitting	28,530.26
MULTICARE CENTERS OF OCCUPATIONAL MEDICINE	49643	05/13/2022	Public Works Dept. DOT Exams	238.00
NORTHSHORE SCHOOL DISTRICT	49644	05/13/2022	April School Impact Fee Remittance	44,152.00
NORTHSHORE UTILITY DIST	49645	05/13/2022	Apr Fleet Fuel/Maint & Future PW Shop Site Water/Sewer	6,120.24
OFFICE DEPOT	49646	05/13/2022	Office Supplies - Monitor Stands	55.04
OFFICE DEPOT	49647	05/13/2022	Misc. Office Supplies	88.78
OFFICE DEPOT	49648	05/13/2022	Misc. Office Supplies	253.66
OFFICE DEPOT	49649	05/13/2022	Misc. Office Supplies	66.02
OLYMPIC ENVIRONMENTAL RESOURCES INC	49650	05/13/2022	Recycling Event Management	2,362.50
OSBORN CONSULTING INC.	49651	05/13/2022	19-C2012 Jan-Mar '18' a '20' a d i s Waterfront Proj.	178,958.85
OSBORN CONSULTING INC.	49652	05/13/2022	19-C2012 Mar. NE 190th Culvert Ph 2 Prof Svcs	2,926.23
PACE ENGINEERS, INC.	49653	05/13/2022	Jan. On-Call Engineering Svcs	1,367.50
PACIFIC TOPSOILS	49654	05/13/2022	3/30-4/14 Materials Purchased & Dump Fees	479.16
PUGET SOUND ENERGY	49655	05/13/2022	4/2-4/30 Street Lights	31,546.79
QUALITY WATER FINANCIAL	49656	05/13/2022	2nd Floor Monthly Filtered Water System Fee	50.59

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QUALITY WATER FINANCIAL	49657	05/13/2022	1st Floor Monthly Filtered Water System Fee	66.00
RELIABLE TRANSLATIONS, INC.	49658	05/13/2022	DEI Spanish Translation for Diversity Survey	280.16
REPUBLIC SERVICES	49659	05/13/2022	April City Hall Solid Waste Svcs	686.59
REPUBLIC SERVICES	49660	05/13/2022	April Rhododendron Park Solid Waste Svcs	425.36
RYAN GOTTFREDSON	49661	05/13/2022	Vertical Development Workshops 4/26 & 5/3	3,500.00
SCHWARZWALTER, MARK	49662	05/13/2022	Work Boot Reimbursement	313.41
SCORE	49663	05/13/2022	4/4 Medical Transport	211.25
SCORE	49664	05/13/2022	4/27 Medical Transport	455.00
SCORE	49665	05/13/2022	April Inmate Housing/Mental Health/Booking	18,095.80
SEATTLE & KING COUNTY PUBLIC HEALTH	49666	05/13/2022	Farmer's Market Field Plan Review/Teir 1 Permit	1,262.00
SHERWIN WILLIAMS CO. #8099	49667	05/13/2022	Park Restroom Paint	165.69
STAPLES ADVANTAGE	49668	05/13/2022	City Hall & Hangar Maintenance Supplies	216.69
STAPLES ADVANTAGE	49669	05/13/2022	City Hall Maintenance Supplies	18.16
STAPLES ADVANTAGE	49670	05/13/2022	Parks Maintenance Supplies	446.03
STAPLES ADVANTAGE	49671	05/13/2022	Hangar Bldg. - Paper Towel Rolls	61.66
STAPLES ADVANTAGE	49672	05/13/2022	60 Gal. Trash Can Liners for Parks	154.93
STAPLES ADVANTAGE	49673	05/13/2022	City Hall Maintenance Supplies	224.56
STRIDER CONSTRUCTION CO., INC.	49674	05/13/2022	21-C2670 April 1st & 2nd & 3rd Park Construction	119,713.43
TOTAL LANDSCAPE CORP	49675	05/13/2022	NS Summit/1st & 2nd & 3rd/Moorlands Landscaping	4,514.10
TRUGREEN	49676	05/13/2022	Moorlands Field Lawn Service	317.91
UPS STORE KENMORE	49677	05/13/2022	PRR4066 Large Format B/W Scanning	24.30
UTILITIES UNDERGROUND LOCATION CTR	49678	05/13/2022	April Locate Services	251.55
UTILITIES UNDERGROUND LOCATION CTR	49679	05/13/2022	February Utility Locate Services	264.45
VENTILATION POWER CLEANING, INC.	49680	05/13/2022	Vac Truck/Storm Drain Cleaning Svcs	2,400.00
VENTILATION POWER CLEANING, INC.	49681	05/13/2022	Vac Truck/Storm Drain Cleaning Svcs	2,835.00
VERIZON WIRELESS	49682	05/13/2022	Staff Cell Phones & Data Plans	80.08
WA STATE DEPT OF TRANSPORTATION	49683	05/13/2022	Feb. 175th & 181st/68th Traffic Signal Maintenance	1,555.99
WA STATE DEPT OF TRANSPORTATION	49684	05/13/2022	March W. Sammamish Bridge Proj. Mgmt.	147.52
ZIPLY FIBER	49685	05/13/2022	4/28-5/27 City Hall Phones	648.53
DRS 457	DFT0001280-1281	05/06/2022	DRS 457 Deferred Comp	810.57
AVIDIA HEALTH	DFT0001282	05/06/2022	Employee Health Savings Contribution	100.00
DEPARTMENT OF RETIREMENT SYSTEMS	DFT0001283-1288	05/06/2022	Public Employees Retirement	29,454.45
NAVIA	DFT0001289	05/06/2022	Employee Flexible Spending Account	562.64
BANK OF AMERICA 941	DFT0001290	05/06/2022	Federal Taxes	22,740.46
PAYROLL	Electronic Dep.	5/6/2022	Direct Deposit	125,262.52
TOTAL				<u><u>1,182,939.84</u></u>

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City of Kenmore

Vendor Purchasing Report

For Date Range 01/01/2022 - 05/13/2022

Vendor Set: Vendor Set 01

Vendor	Name	Volume
0014	AMERICAN PLANNING ASSOCIATION	1336
0022	ASSOCIATION OF WA CITIES	9100
0024	BAKER, DAVID	468.43
0064	CASCADE PEST CONTROL	618.32
0067	CENTER FOR HUMAN SERVICES	9300
0076	CITY OF BELLEVUE	56973.5
0081	CITY OF KENMORE	2961.1
0083	CITY OF LAKE FOREST PARK	51948
0099	CONSOLIDATED PRESS	4945.76
0109	DAILY JOURNAL OF COMMERCE	1495
0121	REPUBLIC SERVICES	4322.94
0130	EMPLOYMENT SECURITY DEPARTMENT	9313.56
0137	FERGUSON ENTERPRISES INC #3011	3366.74
0151	CALPORTLAND COMPANY	78.52
0173	HOME DEPOT CREDIT SERVICES	2436.78
0184	INSLEE, BEST, DOEZIE & RYDER, P.S.	146070.45
0189	INTERNATIONAL CITY/CNTY MGMT ASSOC	1400
0191	INTERNATIONAL INST OF MUNI CLERKS	215
0197	JET CITY PRINTING	385.35
0204	KENMORE COMMUNITY CLUB	180
0205	KENMORE HERITAGE SOCIETY	25
0206	KENMORE MIDDLE SCHOOL	5300
0212	KING COUNTY FINANCE W.L.R.D.	5426
0213	KING COUNTY ANIMAL SVCS	460
0218	KING COUNTY FINANCE	1847.99
0219	KING COUNTY FINANCE	12413.87
0230	KING COUNTY RADIO COMM SERVICES	300.57
0235	KING COUNTY TREASURY	65728.48
0251	LIGHTHOUSE CONSULTING INC	63734.93
0261	PENDLETON CONSULTING LLC	3575
0267	MR. T'S TROPHIES & AWARDS LLC	1063.56
0285	NORTHSHORE FIRE DEPT	2020
0286	NORTHSHORE SCHOOL DISTRICT	148568
0287	NORTHSHORE SENIOR CENTER	19000
0288	NORTHSHORE UTILITY DIST	79169.14
0292	HONEY BUCKET	5257.56
0299	EBIX, INC.	118.38
0300	OFFICE DEPOT	1896.55
0304	OLYMPIC ENVIRONMENTAL RESOURCES INC	8924.4
0310	PACIFIC TOPSOILS	3954.2
0311	PARAMETRIX INC	40240.17
0327	PUGET SOUND CLEAN AIR AGENCY	19183
0328	PUGET SOUND ENERGY	157120.12
0345	SEATTLE TIMES	3133.82
0355	STAPLES ADVANTAGE	3675.35
0357	STEWART MACNICHOLS HARMELL, INC.	20000
0359	SOUND CITIES ASSOC	16314.32
0365	TOTAL LANDSCAPE CORP	31405.34
0371	UNITED STATES POSTMASTER	3856.36
0375	US POSTAL SERVICE (HASLER)	4060.98
0385	WA ASSOC OF BUILDING OFFICIALS	1375
0387	WA CITIES INSURANCE AUTHORITY	486509

Vendor Purchasing Report

For Date Range 01/01/2022 - 05/13/2022

Vendor Set: Vendor Set 01

Vendor	Name	Volume
0389	WASHINGTON CITY/COUNTY MGMT ASSOC	315
0400	WASHINGTON STATE DEPT OF REVENUE	6535.1
0401	WA STATE DEPT OF TRANSPORTATION	14456.39
0405	WASHINGTON STATE OFFICE CASH MGMT	1236
0412	WM CORPORATE SVCS - COLUMBIA RIDGE LANDFILL	13353.99
0424	ICMA RETIREMENT TRUST 457 / 304745	73497.95
0425	DRS 457	10460.37
0426	AFLAC	864.76
0428	BANK OF AMERICA 941	228458.66
0429	AWC EMPLOYEE BENEFIT TRUST	306005.86
0431	DEPARTMENT OF RETIREMENT SYSTEMS	280578.58
0432	DEPARTMENT OF LABOR AND INDUSTRIES	17165.62
0434	UNITED WAY OF KING COUNTY	320
0436	NATIONAL LIFE OF VERMONT	492.68
0448	UPS STORE KENMORE	125.64
0450	AURORA RENTS	2475.11
0542	AMERICAN SOCIETY OF COMPOSERS	390
0550	KING COUNTY RECORDER'S OFFICE	272.5
0558	SNOHOMISH COUNTY	1784
0586	QUADIENT LEASING USA, INC.	710.14
0588	ENVIRONMENTAL SYSTEMS RESEARCH INST	9164.74
0610	WA STATE DEPT OF TRANSPORTATION	316.46
0617	KING COUNTY FINANCE	17059.62
0685	PACE ENGINEERS, INC.	3325
0692	HDR ENGINEERING, INC	225793.93
0696	AMERICAN GENERAL LIFE GPO/400S	1399.6
0764	OUSLEY, NANCY	23.99
0781	QUALITY BUSINESS SYSTEMS INC.	815.57
0791	NORTHSHORE ROTARY CLUB	600
0817	GRAINGER	453.35
0851	EVERMARK, LLC	781.49
0892	JACOBS ENGINEERING GROUP	35598.52
0898	ZONAR SYSTEMS	731.12
0899	SHRED IT, C/O STERICYCLE, INC>	190.96
0913	KENMORE ELEMENTARY	2500
0937	ZUMAR	1591.69
0981	COMCAST BUSINESS	934.64
0994	GORDON THOMAS HONEYWELL	12900
1003	iWORQ SYSTEMS	2800
1010	WESTLAKE HARDWARE WA-153	571.61
1034	EMERALD FIRE LLC	705
1045	HORIZON DISTRIBUTORS INC	810.67
1052	FIRE PROTECTION, INC	9828.08
1053	INTERNATIONAL CODE COUNCIL, INC	600
1068	WA STATE DEPT OF LABOR & INDUSTRIES	230
1123	AM TEST, INC	400
1140	PAWS	832
1152	WASHINGTON ENERGY SERVICES CO. LLC	285.6
1197	MILLER STEPHENS, MARY	3750
1215	STATE OF FLORIDA DISBURSEMENT UNIT	2475
1226	CONTECH ENGINEERED SOLUTIONS, INC	600
1267	AUTOMATED CONTROLS/ALBIREO ENERGY	2161.81
1299	VERIZON WIRELESS	327.73
1313	BOTHELL KENMORE CHAMBER OF COMMERCE	2700
1331	KBA INC.	280224.86
1333	WELWEST CONSTRUCTION INC.	10000
1337	STATE OF WA DEPT. OF LICENSING	1.52
1345	SHERWIN WILLIAMS CO. #8099	225.06

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Vendor Set: Vendor Set 01

Vendor	Name	Volume
1356	KARLINSEY, ROB	2470.6
1358	ALPHAGRAPHS	744.69
1359	EVERGREEN FIRE AND SAFETY, INC.	214.14
1383	CHICAGO TITLE	15.44
1390	UTILITIES UNDERGROUND LOCATION CTR	1197.12
1403	OSBORN CONSULTING INC.	336709.3
1410	SEATTLE & KING COUNTY PUBLIC HEALTH	1262
1431	BRIEN, GAYLYNN	200
1452	CITY OF KENT	500
1459	FLEMINGS HOLIDAY LIGHTING LLC	1491.99
1464	ROAD CONSTRUCTION NW, INC.	653361.04
1465	WA TRUST FOR HISTORIC PRESERVATION	75
1478	HERBIG, NIGEL	27.38
1504	SCORE	122160.95
1555	LINCOLN NATIONAL LIFE INSURANCE	6452.85
1605	ALL CITY FENCE CO.	11943.98
1661	GARDNER, TELA	443.29
1673	KPFF CONSULTING ENGINEERS	215997.14
1689	MOTT MACDONALD GROUP, INC.	111687.19
1711	SOFTWAREONE, INC.	13724.9
1712	SITEIMPROVE, INC.	3356.95
1715	THE WIDE FORMAT COMPANY	346.82
1739	FIX AUTO	10000
1754	RFI ENTERPRISES INC.	236.72
1774	OWEN EQUIPMENT COMPANY	1371.61
1798	OLBRECHTS & ASSOCIATES, PLLC	1089
1816	NAVIA	12603.77
1820	PIPER SANDLER	23920
1828	QUALITY BUSINESS SYSTEMS / WELLS FARGO	2704.56
1829	SHI INTERNATIONAL CORP.	219.52
1838	AVIDIA HEALTH	900
1884	CADMAN MATERIALS, INC.	1311.22
1885	NATIONAL BARRICADE CO., LLC	1003.28
1889	WILLIAMS, KASTNER & GIBBS PLLC	3730
1930	T MOBILE USA, INC.	5239.68
1932	U.S. BANK N.A. / CUSTODY	126
1936	SUPERION, LLC	4590
1948	MULTICARE CENTERS OF OCCUPATIONAL MEDICINE	238
1956	GARZA, WILLIAM	148.51
1979	MSPT XXII, LLC C/O FLYWAY RETAIL + LIVING	3000
1980	HRA VEBE TRUST	20203.44
1993	HYAS GROUP, LLC	3750
1999	KING COUNTY POLICE CHIEFS ASSOCIATION	50
2004	RED BARN ENGINEERING, INC.	14632.5
2010	JUDHA OF LION LANDSCAPING AND SERVICES LLC	26952.48
2016	STREETSAVER	1500
2024	DFR LAW GROUP, LLC	600
2027	MERIT HOMES, INC.	34120.4
2047	PUGET SOUND PLANTS	1341.1
2048	SMS CLEANING, INC.	25980
2052	J. A. BRENNAN ASSOCIATES, PLLC	5011.5
2081	SHANNON & WILSON, INC.	5135
2095	TRANSPO GROUP USA INC.	2368.9
2097	ROBINSON AND NOBLE, INC.	2850
2113	WA ASSOC. OF SHERIFFS & POLICE CHIEFS	180
2126	SCHWARZWALTER, MARK	313.41
2142	ICMA RETIREMENT C/O ALLFIRST BANK / 109964	193134.31
2145	NORTHWEST ELECTRIC AND SOLAR	1970.79

VII. A. Approve Total Check #s 49605 through 49685 totaling \$618,162.56 ...

Vendor Purchasing Report

For Date Range 01/01/2022 - 05/13/2022

Vendor Set: Vendor Set 01

Vendor	Name	Volume
2149	CLIFTON, CURTIS	663.44
2157	SOUND SAFETY PRODUCTS CO.	350
2161	BENNETT GOLD, TOBIN	116
2175	ELECTRONIC BUSINESS MACHINES	519.24
2176	CANON FINANCIAL SERVICES, INC.	1064.32
2183	SISKUN POWER EQUIPMENT	457.16
2194	CONFLUENCE ENVIRONMENTAL COMPANY	7545.38
2209	MORUP SIGNS, INC.	781.72
2211	PRECISION FUEL SOLUTIONS	1640.49
2221	O'REILLY/FIRST CALL	103.43
2236	COMCAST	9621.91
2242	MARY'S PLACE	6250
2249	KING COUNTY BAR ASSOCIATION	500
2250	NAMI EASTSIDE	750
2252	TRUGREEN	2398.8
2254	U.S. BANK PURCHASE CARDS	58505.12
2259	MINUTEMAN PRESS	16771.4
2270	LAKESIDE INDUSTRIES	1007.42
2272	BIELENBERG, TERRI	149.45
2285	QUALITY WATER FINANCIAL	846.95
2304	ESTABROOK, MEGAN	2800
2327	PACIFIC AIR CONTROL, INC.	2622.86
2337	HUANG, ANGELINA	3848.9
2353	NORTHSHORE SCHOOLS FOUNDATION	351270
2362	CHASEWEST VENTURES, INC.	15000
2368	JEFF LUKE PHOTOGRAPHY LLC	5364.77
2377	NORTH URBAN HUMAN SVCS ALLIANCE	1000
2386	CECCANTI, INC.	1521934.14
2392	DEPARTMENT OF COMMERCE	41907.76
2396	ZIPLY FIBER	3212.51
2402	PACIFIC OFFICE AUTOMATION	368.16
2403	AMERICALL	685.8
2413	ICLEI	1200
2425	THOMCO CONSTRUCTION, INC.	1186579.93
2437	LOUDEDGE, INC.	150
2439	7 STAR TOWING LLC	10000
2459	NELSON ELECTRIC, INC.	410.67
2464	D.P. NICOLI, INC.	166.67
2485	192 BREWING COMPANY	15000
2486	CASCADIA LAW GROUP	26138.25
2489	THE ORIGINAL POOP BAGS	1453.2
2503	NORTH AMERICAN SAFETY, INC.	1111.5
2512	CARASOFT TECHNOLOGY CORPORATION	3633.3
2522	TRC ENVIRONMENTAL CORPORATION	5462.22
2530	CASCADIA CONSULTING GROUP, INC.	29426.54
2531	BCN TELECOM, INC.	1537.97
2537	HUNTINGTON TECHNOLOGY FINANCE	44525.18
2540	CHILD CARE RESOURCES	750
2543	FOSTER GARVEY PC	34320
2544	ACTION SERVICES CORPORATION	1512
2545	KLB CONSTRUCTION, INC.	2370185.15
2549	DAVID EVANS	226.44
2553	TICOR TITLE	50000
2573	WHISTLE WORKWEAR	248.16
2577	APPLEONE EMPLOYMENT SERVICES	10300.4
2578	CENTRICITY GIS, LLC	9843.75
2579	CHANIN KELLY-RAE CONSULTING LLC	40420
2584	AQUALIS	14519.44

VII. A. Approve Total Check #s 49605 through 49685 totaling \$618,162.56 ...

Vendor Purchasing Report

For Date Range 01/01/2022 - 05/13/2022

Vendor Set: Vendor Set 01

Vendor	Name	Volume
2598	WAGNER ARCHITECTS	7870
2599	CEDAR GROVE COMPOSTING, INC.	277.46
2603	COMMERCIAL FENCE CORPORTATION	14588.25
2609	DTG RECYCLE	1223.06
2612	KENMORE WATERFRONT ACTIVITIES CENTER	1691.1
2614	SEATOWN ELECTRIC, PLUMBING, HEATING & AIR	285.6
2617	STRIDER CONSTRUCTION CO., INC.	2331337.99
2618	STEPHANIE LUCASH	1079.77
2621	TRACY BANASZYNSKI	47
2622	IMPERIAL NW CONSTRUCTION LLC	462.42
2623	TOLO EVENTS LLC	10000
2624	CBRE, INC. - VALUATION & ADVISORY SERVICES	11300
2625	BRIMSTONE FIRE SAFETY MANAGEMENT LLC	279.31
2626	DAVIS HEETER	285.6
2627	BOB'S HEATING & AIR CONDITIONING LLC	444.15
2629	GARRETT OPPENHEIM	539.93
2630	OLD REPUBLIC TITLE	50000
2631	SAM OTIS	240
2632	JULIANA POOLEY	320
2633	MARCO BALLESTEROS	320
2634	JUANITA AGUILAR	320
2635	DAVID G. MOORE	12422
2636	CHRISTINA MARTIN	775
2637	AISHA JALLOW	80
2638	AMERICAN RED CROSS	3470
2639	GREAT WESTERN RECREATION, LLC	4254.43
2640	OPTICOS DESIGN, INC.	9625.5
2641	VENTILATION POWER CLEANING, INC.	10020
2642	WASHINGTON AUDIOLOGY SERVICES, INC.	997.6
2643	OLANA LLC	10000
2644	SOUTHSHORE REHAB PROSTHETICS AND ORTHOTICS	10000
2645	LANN THAI HOUSE LLC	10000
2646	CHRISTINE SUZUKI INSTALLATIONS, INC.	10000
2647	BACKFLOWS NORTHWESTINC.	1871.7
2648	CM HEATING INC.	444.15
2649	UNIVERSITY OF WASHINGTON	925
2650	JOHN SUTHERLAND	225.57
2651	TITAN EARTHWORK, LLC	210409
2652	DOMANIK MOSES	1500
2655	RELIABLE TRANSLATIONS, INC.	355.16
2656	WASHINGTON STATE FARMERS MARKET ASSOCIATIOI	150
2659	RYAN GOTTFREDSON	3500
2660	WASHINGTON FEDERAL BANK	110910.47
Vendor Set Vendor Set 01 Total:		13776714.1

VII. A. Approve Total Check #s 49605 through 49685 totaling \$618,162.56 ...









05-13-2022

Final Audit Report

2022-05-17

Created:	2022-05-16
By:	Carla Schnee (cschnee@kenmorewa.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAATa4EdsxC-cyZw0TUPjPhAgPxFY8wmlmV

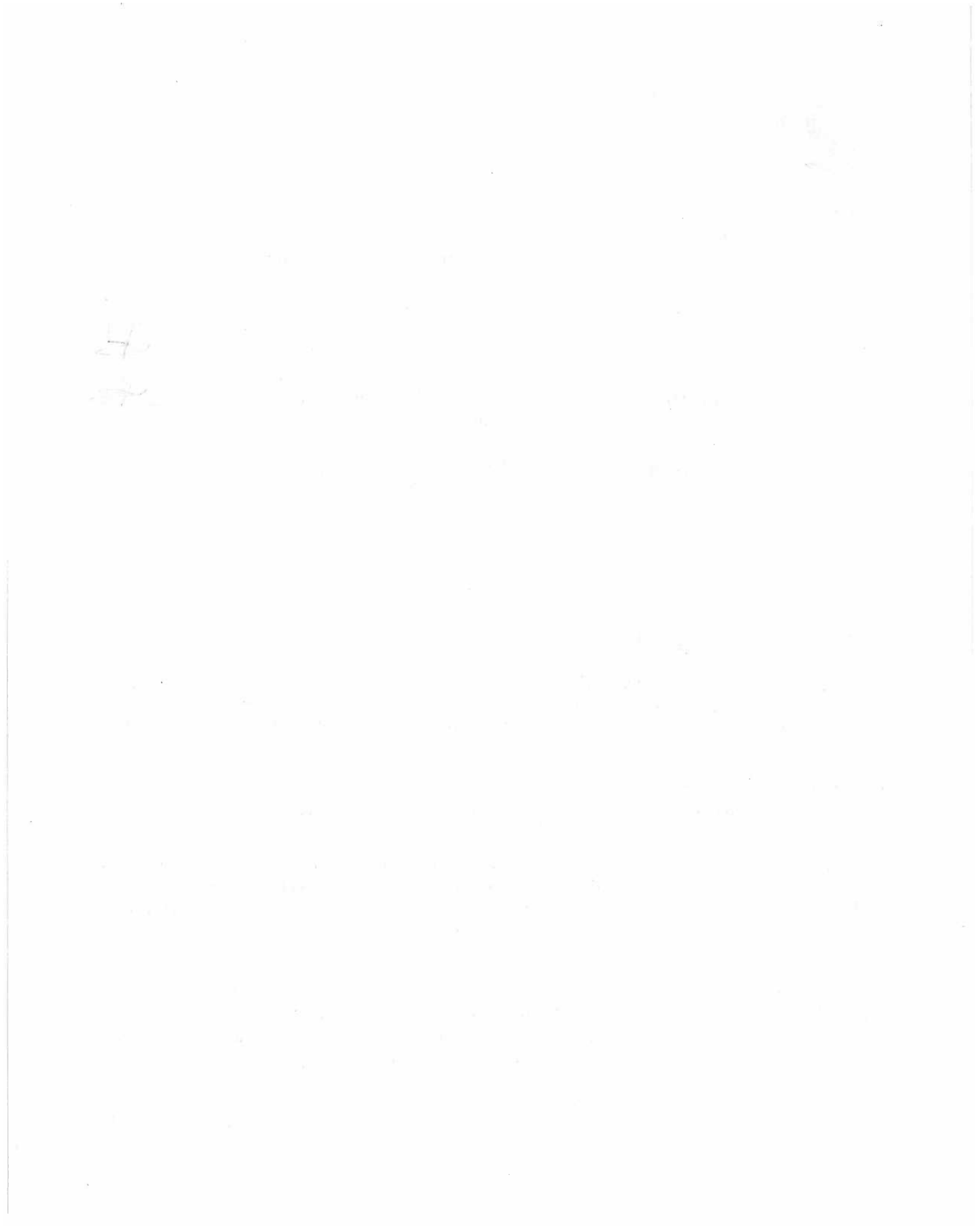
"05-13-2022" History

-  Document created by Carla Schnee (cschnee@kenmorewa.gov)
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-  Document emailed to Leticia Salcido (lsalcido@kenmorewa.gov) for signature
 2022-05-16 - 11:57:43 PM GMT
-  Email viewed by Leticia Salcido (lsalcido@kenmorewa.gov)
 2022-05-17 - 0:05:08 AM GMT- IP address: 50.235.209.34
-  Document e-signed by Leticia Salcido (lsalcido@kenmorewa.gov)
 Signature Date: 2022-05-17 - 0:05:14 AM GMT - Time Source: server- IP address: 50.235.209.34
-  Document emailed to Rob Karlinsey (rkarlinsey@kenmorewa.gov) for signature
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-  Email viewed by Rob Karlinsey (rkarlinsey@kenmorewa.gov)
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-  Document e-signed by Rob Karlinsey (rkarlinsey@kenmorewa.gov)
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-  Agreement completed.
 2022-05-17 - 0:32:50 AM GMT



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VII. B. Receive and File March 2022 Financial Report



Sales Tax revenue generated \$4.5 million through March 31, 2022. This represents 75% of the amended biennium budget amount of \$6 million.

Sales tax revenue for the month of March 2022 was 7% higher than the amount received in March 2021. In comparison March 2021 receipts were 34% higher than amount received in 2020.

Sales Tax revenues for the three months of 2022 were \$892,739 or 2% lower than the amount received in 2021 for the same period. The major decrease came from the construction industry. The following is the decrease from 2021 to 2022:

<u>Industry</u>	<u>Amount</u>	<u>% change</u>
Construction	\$101,417	<34%>

A review of the top 506 sales tax remitters accounting for 89% of total remittances in the month of March indicates that 25% of the total was generated from internet-based companies. In the retail category approximately 55% of the revenue was from internet sales.

Utility Taxes totaled \$1.4 million or 57% of the amount budgeted of \$2.4 million.

Development fees & permits revenue was \$1.6 million or 94% of the amount budgeted for the biennium (\$1.7 million).

Expenditures:

Expenditures totaled \$16.4 million for the first fifteenth months of the biennium. This is 57% of the budgeted amount of \$28.7 million.

Fund Balance:

The ending fund balance for the General fund, as of March 31, 2022, was \$5.8 million

Street Fund:

As of March 31, 2022, the year-to-date revenues totaled \$2 million or 53% of total budgeted revenues in the amount of \$3.8 million. Expenditures for the same time totaled \$1.8 million or 53% of total budget expenditures in the amount of \$3.3 million. The ending cash balance in this fund as of March 31, 2022, was \$1.8 million.

Surface Water Management Fund:

As of March 31, 2022, biennium to date revenues totaled \$3.1 million or 50% of the amended budgeted amount (\$6.2 million). Expenditures during the same time-period, totaled \$2.6 million or 34% of the amended biennial budgeted amount of \$7.7 million. Expenditures are lower during this time of the year as the transfer out (expense) to the Surface Water Management Capital Fund will be made at the end of the year.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

Kenmore budget Policy 9a: A revenue/expenditure report will be produced monthly so that it can be directly compared to the actual results of the fiscal year to date.

Kenmore Budget Policy 9b: All budget amendments, both revenues and expenditures, will be noted in the monthly report.

Priority Based budgeting Result: Governance: Supports decision making with timely and accurate short-term and long-range analysis that enhances vision and planning.



18120 68TH AVE. NE
KENMORE, WASHINGTON 98028

MEMORANDUM

TO: Rob Karlinsey, City Manager
FROM: Leticia Salcido, Finance Director
DATE: May 6, 2022
RE: March 2022 Financial Reports for the City of Kenmore, Washington

March 2022 financial information is presented for your review and delivery to the City Council. Attached you will find the following reports:

- General Fund Summary
- General Fund Revenue Graphs
- General Fund Expenditure Graphs
- Street Fund Summary
- Cash and Investment Report
- Investment Schedule and Portfolio Analysis
- Sales Tax Receipts by Business Type
- Retail Sales and Use Tax Distribution

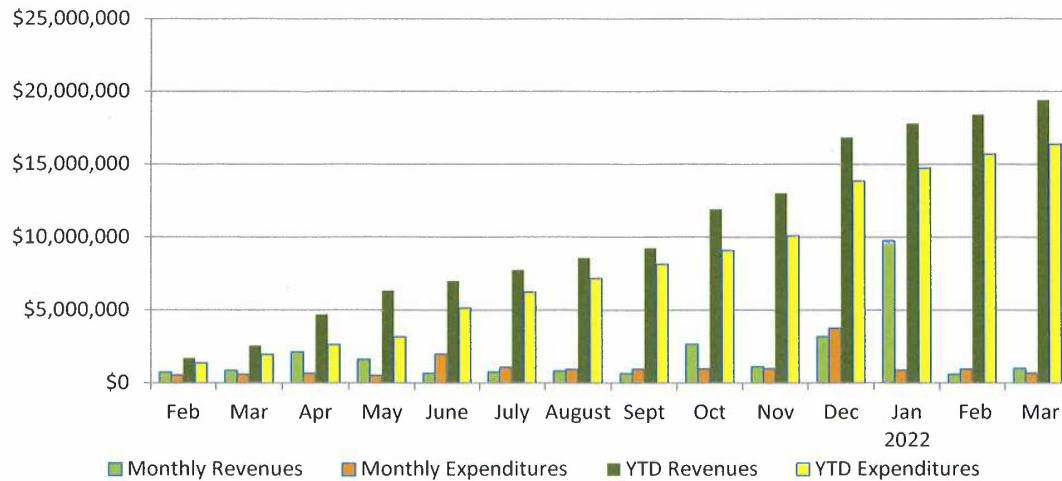
If you would like additional information or have any questions regarding the financial reports, please feel free to contact me.

GENERAL FUND

The first section of the monthly financial report is a review of the General Fund. This fund accounts for operational activities and includes all financial resources except those required or elected to be accounted for in another fund. Revenues include various taxes, per capita distributions from the State, fines and forfeitures, permits and licenses, and fees for service. In the context of the biennial budget, March is the fifteenth month (63%) of the 2021-2022 biennial budget period. For the month of March, revenues exceeded expenditures in the General Fund by \$315,786. Biennium to date, revenues exceed expenditures by \$3,031,876.

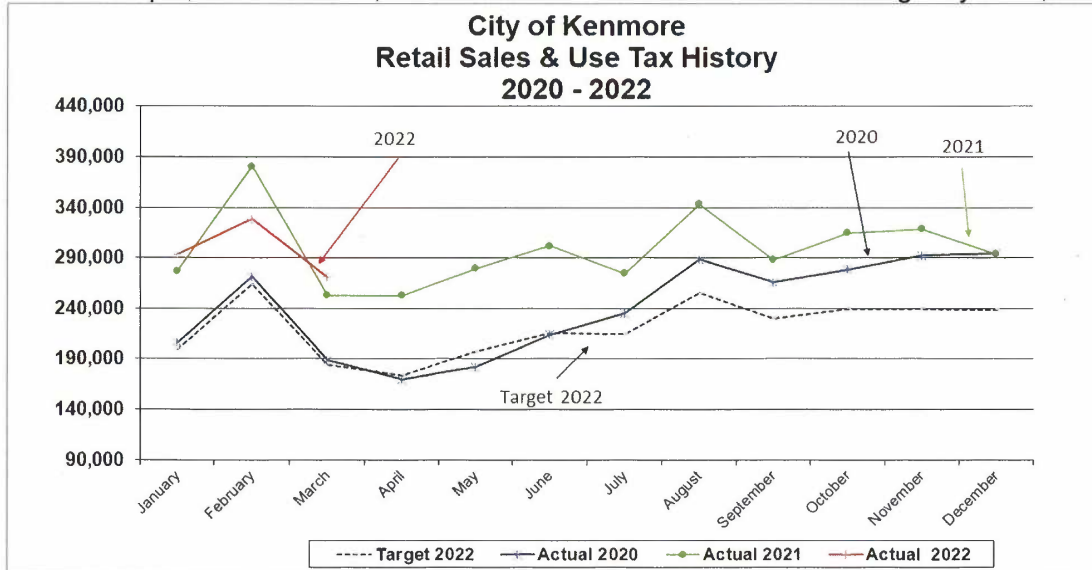
The following chart illustrates the monthly revenue and expenditure activity in the General Fund through March 2022.

City of Kenmore, Washington
Monthly Financial Report
March 2022



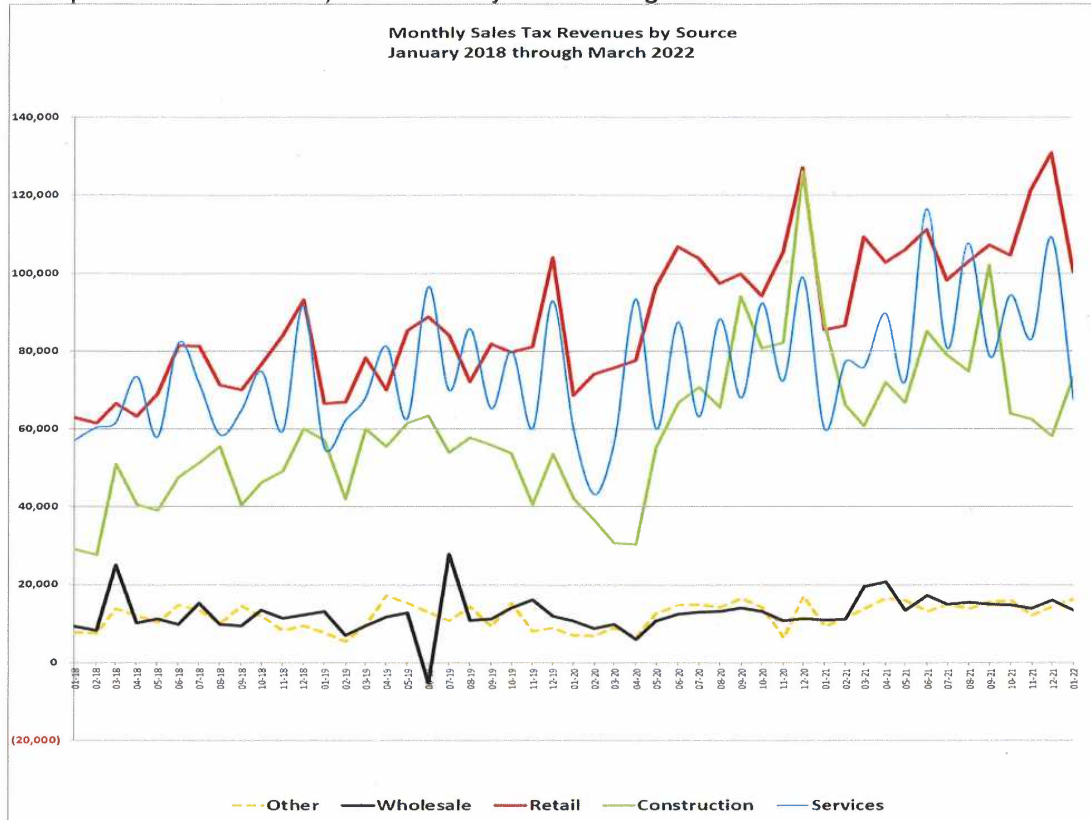
Total **revenues** for the month were **\$1,014,409**. Biennium to date revenues are \$19,418,687 which is 63.5% of the amended budgeted revenues of \$30,589,770. Primary sources of revenue for the month included property taxes in the amount of \$279,560, development fees & permits in the amount of \$105,187, retail sales and use taxes in the amount of \$271,188, intergovernment & grants in the amount of \$130,545, and utility taxes in the amount of \$225,812.

A summary of sales tax revenues received in **March** is attached. These receipts are based on **January** sales activity. The chart below gives a historical perspective of monthly sales tax receipts over the last several years. The black dotted Target 2022 line is a monthly average of actual receipts during 2019, 2020, and 2021. The red line represents 2022 actual receipts, which are \$17,855 below 2021 and ahead of the 2022 target by \$244,494.



City of Kenmore, Washington
Monthly Financial Report
March 2022

The following chart illustrates the historical trends of sales tax receipts from the major segments: construction, retail, wholesale, other (agriculture, services, manufacturing, transportation and utilities) from January 2018 through March 2022.



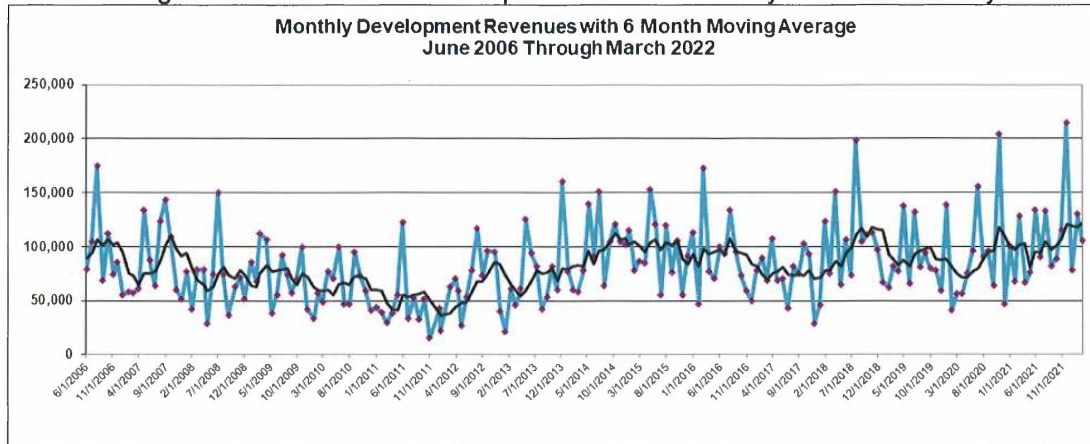
In March, the top 506 sales tax remitters, accounting for 89% or \$241,684 of total remittances, were reviewed for internet sales activity.

Of the \$241,684 of sales tax remitted by these companies in March, \$61,598 (25% of the total) was generated from internet-based companies. Below is a chart that illustrates the amount of internet based sales tax in the major segments that include it:

	Total Sales Tax Remitted in March	Internet Based Companies	% of Total Internet Sales Tax Collected
Retail Trade	\$74,903	\$41,060	55%
Information	8,949	2,439	27%
Services	52,056	15,236	29%
Wholesale	10,594	1,961	19%
Other	95,182	902	1%
	\$241,684	\$61,598	

City of Kenmore, Washington
Monthly Financial Report
March 2022

The following chart illustrates the development revenue activity over the last 15 years.



March 2022 expenditures were **\$698,623**. Biennium to date expenditures are \$16,386,811, which is 57% of the amended biennial budget expenditures of \$28,659,582.

Total City cash (\$23,963,264) and long-term investments (\$7,563,118), at the end of March, totaled \$31,526,382. Proposition 1 levy funds and ARPA Recovery Funds are included in this cash balance.

Total non-General Fund revenues were \$964,806 and total non-General Fund expenditures were \$3,439,745.

In the **Street Fund** revenue from gas tax distributions were \$29,029. \$76,420 was expended for maintenance and operations during the month.

In the **Transportation Capital Fund**, there were expenditures in the amount of \$1,093,970 on pedestrian safety projects & street maintenance. The fund received \$430,922 in grant reimbursements during the month.

The **Sammamish Bridge Replacement Fund** had \$808,913 in expenditures during the month. The fund received \$101,945 in bridge grant reimbursements during the month.

The **Park Impact Fee** fund received \$17,880 in revenues during the month.

There were \$37,717 in revenues for the **Transportation Impact Fee** fund during the month.

City of Kenmore, Washington
Monthly Financial Report
March 2022

The **Real Estate Excise Tax** Fund received \$137,629 of real estate excise taxes (REET) in March from sales activity that occurred in February. 26 transactions were reported during the month. The 2022 year to date revenue is lower than the 2021 revenue by \$67,676.

The **Park Capital** fund had \$1,200,121 in Park improvement expenditures during the month.

The **Walkways & Waterways Debt Service** Fund collected \$52,510 in property taxes related to the Prop 1 Bond for a biennium to date total revenue of \$86,210.

The **Transportation Benefit District** Fund received \$23,052 in vehicle license fees during the month.

SUMMARY

This concludes the financial report for the City of Kenmore as of **March 31, 2022**. I appreciate your feedback and encourage you to contact me if you have any questions prior to the City Council meeting.

City of Kenmore, Washington
General Fund Summary Report
March 31, 2022



	CURRENT PERIOD 2021-2022				PREVIOUS PERIOD 2019-2020			
	MONTH <u>March 2022</u>	BIENNIUM TO DATE <u>2021-2022</u>	% of <u>BUDGET</u>	AMENDED BIENNIUM BUDGET <u>2021-2022</u>	MONTH <u>March 2020</u>	BIENNIUM TO DATE <u>2019-2020</u>	% of <u>BUDGET</u>	AMENDED BIENNIUM BUDGET <u>2019-2020</u>
REVENUES								
Beginning Fund Balance		2,748,005		2,748,005		4,934,368		4,934,368
Property Taxes	279,560	5,661,041	52.1%	10,865,654	192,003	5,334,145	52.2%	10,224,205
Sales and Use Taxes	271,188	4,469,845	75.1%	5,954,280	244,917	4,346,349	70.0%	6,212,000
Utility Taxes	225,812	1,356,929	56.6%	2,399,290	103,394	1,360,425	55.2%	2,466,355
Other Taxes	333	131,656	72.3%	182,200	1,611	164,526	90.5%	181,868
Development Fees & Permits	105,187	1,609,952	93.6%	1,720,003	56,296	1,251,405	67.5%	1,854,042
Franchise Fees	0	1,088,169	62.3%	1,746,569	0	1,114,341	60.8%	1,831,835
Intergovernmental and Grants	130,545	1,803,507	73.5%	2,452,594	58,399	744,611	34.8%	2,142,292
Investment Interest	281	27,996	42.4%	66,000	2,496	96,193	100.9%	95,300
Fines and Forfeitures	0	2,341	0.0%	0	0	4,173	0.0%	0
Transfers and Other Revenues	1,503	3,267,252	62.8%	5,203,180	62,162	1,179,839	54.7%	2,155,352
Total Revenues	1,014,409	19,418,687	63.5%	30,589,770	721,279	15,596,006	57.4%	27,163,249

City of Kenmore, Washington
General Fund Summary Report
March 31, 2022



	CURRENT PERIOD 2021-2022				PREVIOUS PERIOD 2019-2020			
	MONTH	BIENNIUM	% of	AMENDED	MONTH	BIENNIUM	% of	AMENDED
	March 2022	TO DATE	BUDGET	BIENNIUM	March 2020	TO DATE	BUDGET	BIENNIUM
	March 2022	2021-2022	BUDGET	2021-2022	March 2020	2019-2020	BUDGET	2019-2020
EXPENDITURES								
<u>Cost Center</u>								
City Council	8,924	212,391	63.8%	332,711	12,300	236,851	70.4%	336,208
City Manager	112,406	1,771,082	56.7%	3,121,846	193,967	2,091,116	66.0%	3,170,520
City Clerk	71,553	549,682	58.7%	937,052	33,853	450,154	49.0%	919,466
Finance	48,699	1,520,314	68.7%	2,212,820	59,860	1,335,037	69.3%	1,925,756
Human Resources	12,693	159,020	0.0%	319,432		0	0.0%	0
Legal	93,852	569,513	100.8%	565,000	43,511	387,838	59.2%	654,782
Interfund Transfers	0	2,303,405	74.0%	3,110,617	0	2,606,529	80.8%	3,226,484
Public Safety	19,381	4,081,911	44.6%	9,152,371	86,245	4,448,594	49.6%	8,967,044
Engineering & Environmental Services	82,886	884,917	52.4%	1,689,574	43,301	823,596	52.9%	1,555,790
Community Development	62,237	1,056,562	62.3%	1,695,828	54,593	988,218	62.5%	1,580,826
Developmental Services	88,449	1,639,535	57.6%	2,845,428	80,202	1,571,648	83.9%	1,874,061
Parks & Facility Maintenance	97,542	1,638,478	61.2%	2,676,904	97,443	2,002,841	61.7%	3,247,606
Total Expenditures	698,623	16,386,811	57.2%	28,659,582	705,276	16,942,423	59.4%	28,543,158
Revenues over Expenditures	315,786	3,031,876		1,930,188	16,002	(1,346,416)		(1,379,909)
Ending Fund Balance		5,779,881		4,678,193	16,002	3,587,952	0	3,554,460

**City of Kenmore, Washington
General Fund Revenue Graphs
March 31, 2022**

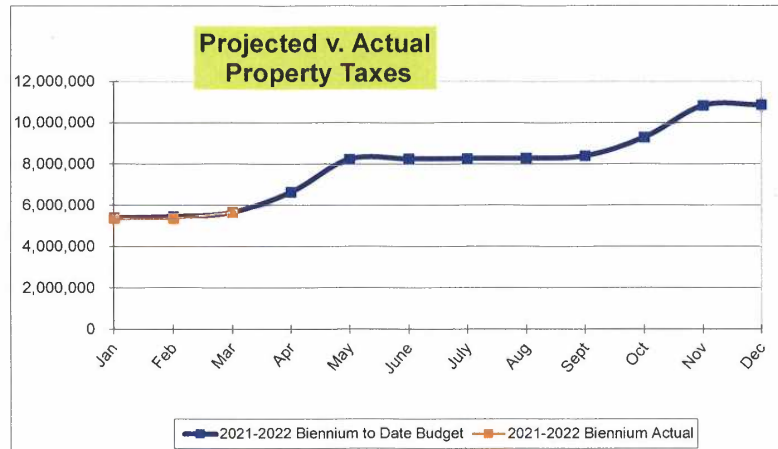
PROPERTY TAXES

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
2021	5,383,410	5,347,981
Jan	5,401,023	5,365,476
Feb	5,468,860	5,381,481
Mar	5,670,301	5,661,041
Apr	6,652,450	
May	8,244,136	
June	8,259,460	
July	8,274,655	
Aug	8,290,802	
Sept	8,401,090	
Oct	9,291,005	
Nov	10,834,497	
Dec	10,865,654	
2021-22	10,865,654	

Year To Date

Actual v. Projected

100%



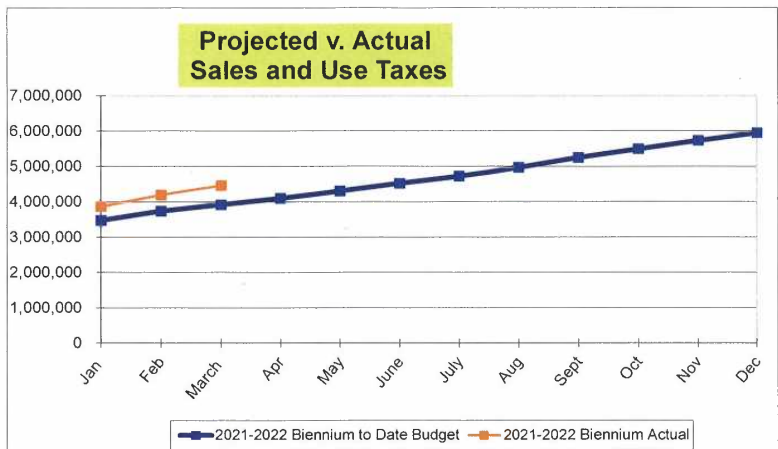
SALES & USE TAXES

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
2021	3,300,000	3,577,108
Jan	3,481,493	3,870,242
Feb	3,742,900	4,198,660
March	3,928,951	4,469,848
Apr	4,108,559	
May	4,315,086	
June	4,530,232	
July	4,730,589	
Aug	4,978,663	
Sept	5,258,728	
Oct	5,497,740	
Nov	5,739,531	
Dec	5,954,280	
2021-22	5,954,280	

Year To Date

Actual v. Projected

114%



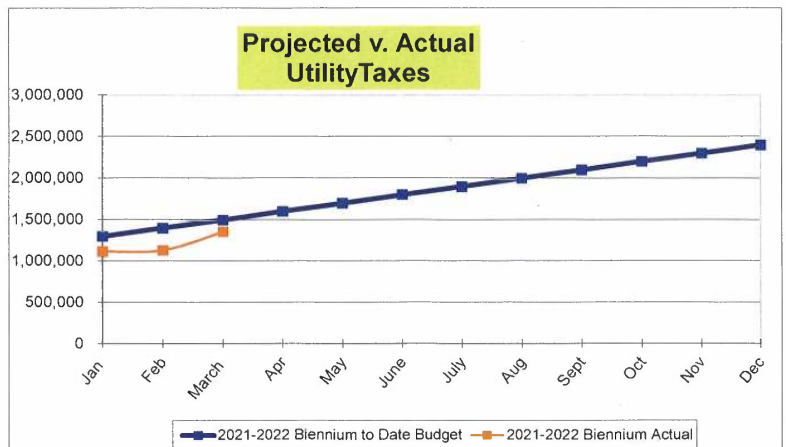
UTILITY TAXES

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
2021	1,199,640	933,662
Jan	1,299,611	1,117,517
Feb	1,399,582	1,131,117
March	1,499,553	1,356,930
Apr	1,599,523	
May	1,699,494	
June	1,799,465	
July	1,899,436	
Aug	1,999,407	
Sept	2,099,378	
Oct	2,199,348	
Nov	2,299,319	
Dec	2,399,290	
2021-22	2,399,290	

Year To Date

Actual v. Projected

90%

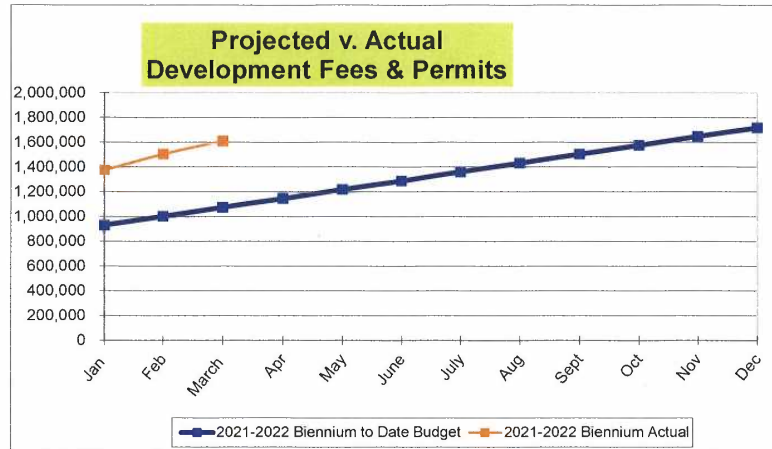


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**City of Kenmore, Washington
General Fund Revenue Graphs
March 31, 2022**

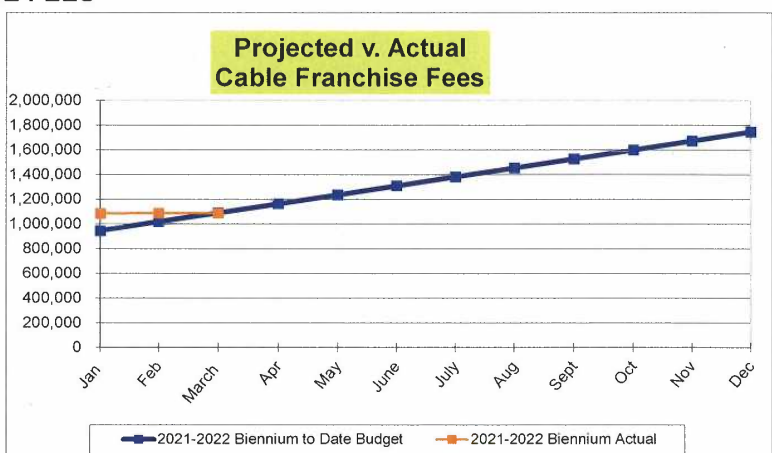
DEVELOPMENT FEES & PERMITS

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
2021	860,004	1,297,301
Jan	931,671	1,375,004
Feb	1,003,337	1,504,765
March	1,075,004	1,609,951
Apr	1,146,670	
May	1,218,337	
June	1,290,004	
July	1,361,670	
Aug	1,433,337	
Sept	1,505,003	
Oct	1,576,670	
Nov	1,648,336	
Dec	1,720,003	
'2021-22	1,720,003	
Year To Date		
Actual v. Projected		150%



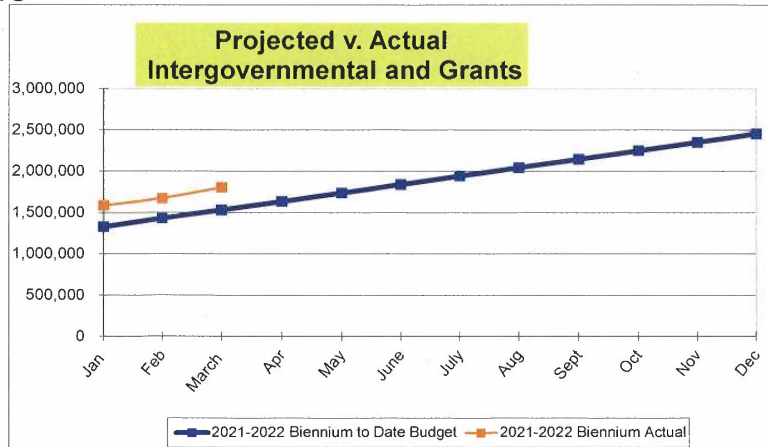
CABLE/WATER/SEWER FRANCHISE FEES

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
2021	873,288	848,118
Jan	946,061	1,085,513
Feb	1,018,835	1,088,169
March	1,091,608	1,088,169
Apr	1,164,382	
May	1,237,155	
June	1,309,929	
July	1,382,702	
Aug	1,455,475	
Sept	1,528,249	
Oct	1,601,022	
Nov	1,673,796	
Dec	1,746,569	
'2021-22	1,746,569	
Year To Date		
Actual v. Projected		100%



INTERGOVERNMENTAL & GRANTS

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
2021	1,226,292	1,433,882
Jan	1,328,484	1,584,645
Feb	1,430,676	1,672,962
March	1,532,868	1,803,507
Apr	1,635,059	
May	1,737,251	
June	1,839,443	
July	1,941,635	
Aug	2,043,827	
Sept	2,146,019	
Oct	2,248,210	
Nov	2,350,402	
Dec	2,452,594	
'2021-22	2,452,594	
Year To Date		
Actual v. Projected		118%

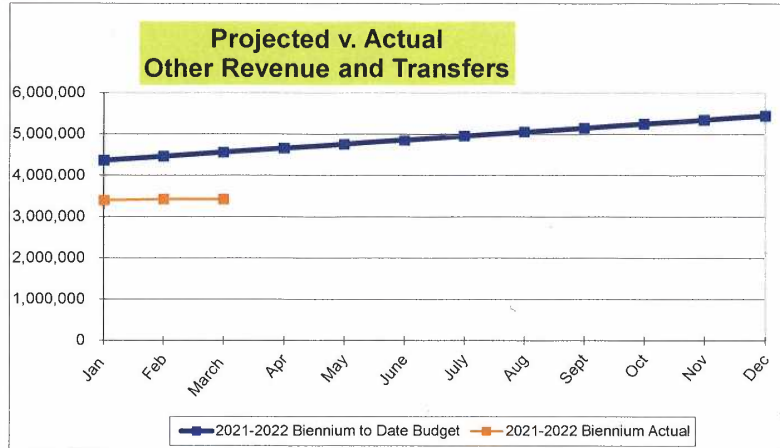


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**City of Kenmore, Washington
General Fund Revenue Graphs
March 31, 2022**

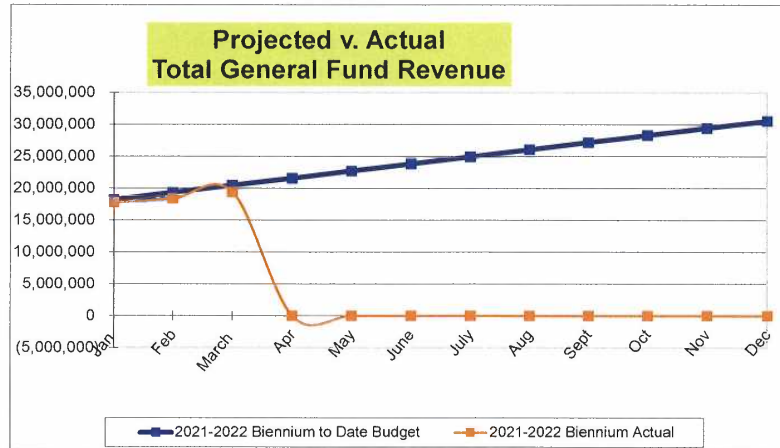
OTHER REVENUES AND TRANSFERS

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
2021	4,269,442	3,385,984
Jan	4,367,937	3,400,357
Feb	4,466,432	3,427,124
March	4,564,927	3,429,241
Apr	4,663,421	
May	4,761,916	
June	4,860,411	
July	4,958,906	
Aug	5,057,401	
Sept	5,155,896	
Oct	5,254,390	
Nov	5,352,885	
Dec	5,451,380	
'2021-22	5,451,380	
Year To Date		
Actual v. Projected		75%



TOTAL GENERAL FUND REVENUE

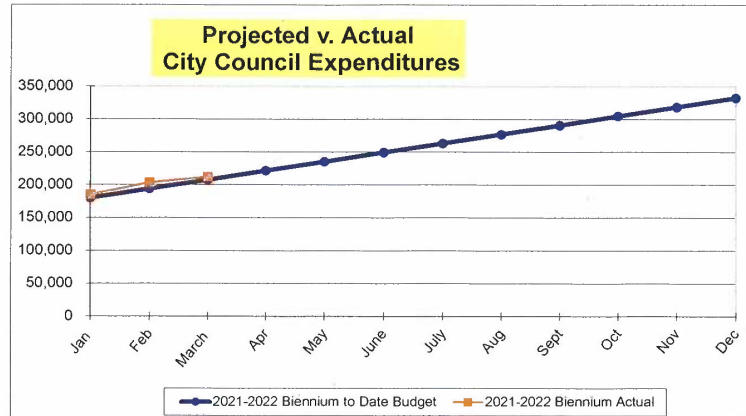
	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
2021	17,112,076	16,824,033
Jan	18,235,217	17,798,754
Feb	19,358,358	18,404,278
March	20,481,500	19,418,687
Apr	21,604,641	0
May	22,727,782	0
June	23,850,923	0
July	24,974,064	0
Aug	26,097,205	0
Sept	27,220,347	0
Oct	28,343,488	0
Nov	29,466,629	0
Dec	30,589,770	0
'2021-22	30,589,770	0
Year To Date		
Actual v. Projected		95%



City of Kenmore, Washington
General Fund Expenditure Graphs*
March 31, 2022

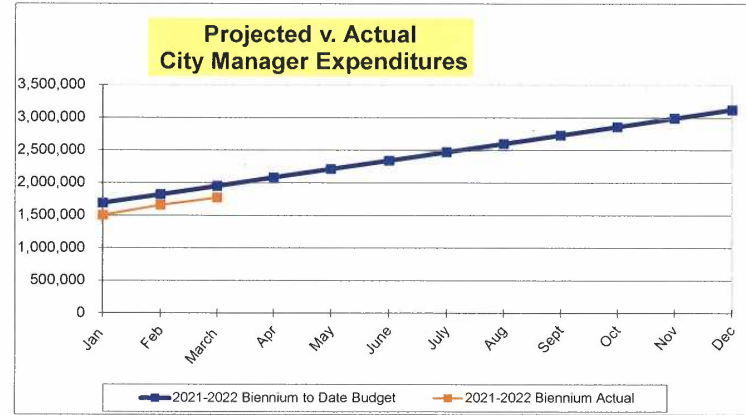
CITY COUNCIL

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
2021	166,356	141,202
Jan	180,219	185,182
Feb	194,082	203,467
March	207,945	212,391
Apr	221,808	
May	235,671	
June	249,534	
July	263,396	
Aug	277,259	
Sept	291,122	
Oct	304,985	
Nov	318,848	
Dec	332,711	
2021-22	332,711	
Year To Date		
Actual v. Projected		102%



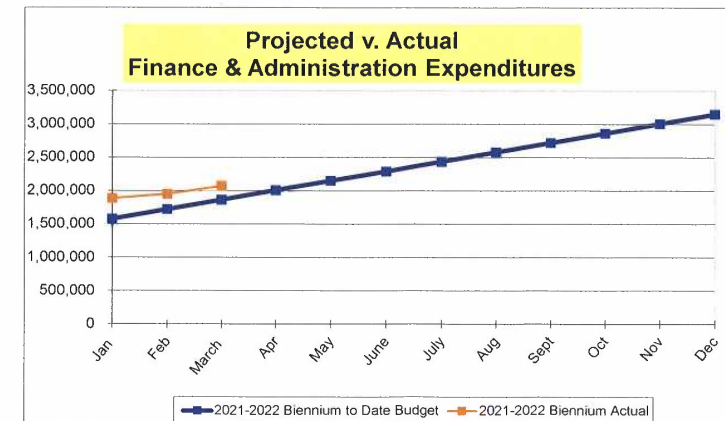
CITY MANAGER

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
2021	1,560,924	1,405,465
Jan	1,691,001	1,501,723
Feb	1,821,078	1,658,675
March	1,951,155	1,771,082
Apr	2,081,231	
May	2,211,308	
June	2,341,385	
July	2,471,462	
Aug	2,601,539	
Sept	2,731,616	
Oct	2,861,692	
Nov	2,991,769	
Dec	3,121,846	
2021-22	3,121,846	
Year To Date		
Actual v. Projected		91%



FINANCE & ADMINISTRATION

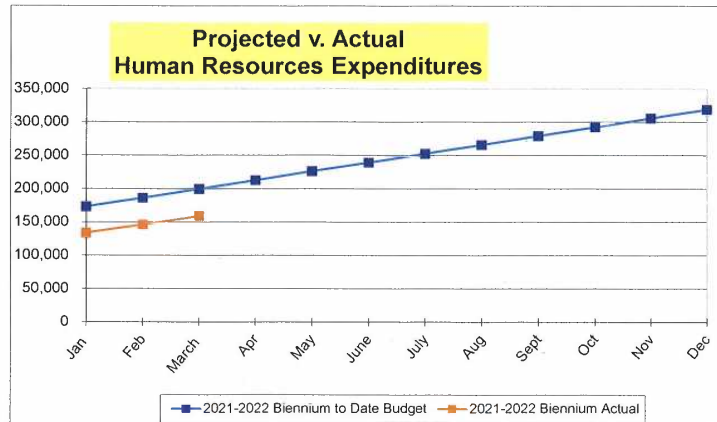
	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
2021	1,436,124	1,466,725
Jan	1,578,936	1,885,672
Feb	1,721,749	1,949,745
March	1,864,561	2,069,996
Apr	2,007,373	
May	2,150,185	
June	2,292,998	
July	2,435,810	
Aug	2,578,622	
Sept	2,721,434	
Oct	2,864,247	
Nov	3,007,059	
Dec	3,149,871	
2021-22	3,149,871	
Year To Date		
Actual v. Projected		111%



**City of Kenmore, Washington
General Fund Expenditure Graphs*
March 31, 2022**

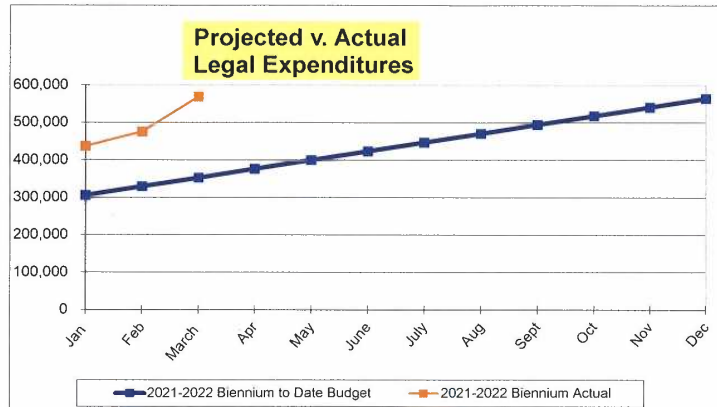
HUMAN RESOURCES

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
2021	159,720	121,298
Jan	173,029	133,802
Feb	186,339	146,326
March	199,648	159,020
Apr	212,957	
May	226,267	
June	239,576	
July	252,885	
Aug	266,195	
Sept	279,504	
Oct	292,813	
Nov	306,123	
Dec	319,432	
2021-22 Year To Date	319,432	
Actual v. Projected		80%



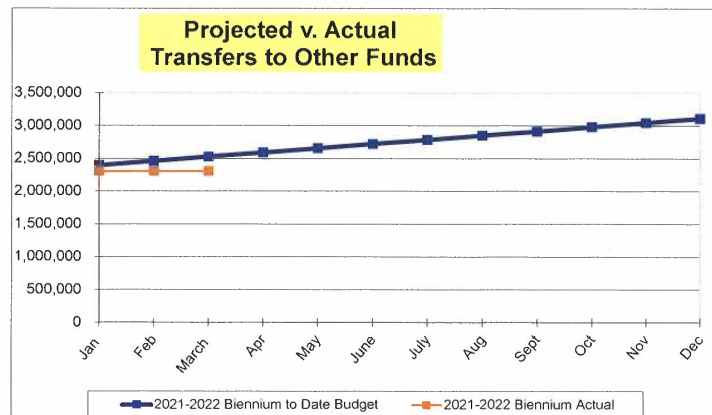
LEGAL

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
2021	282,504	437,313
Jan	306,045	437,313
Feb	329,587	475,661
March	353,128	569,513
Apr	376,669	
May	400,211	
June	423,752	
July	447,293	
Aug	470,835	
Sept	494,376	
Oct	517,917	
Nov	541,459	
Dec	565,000	
2021-22 Year To Date	565,000	
Actual v. Projected		161%



TRANSFERS TO OTHER FUNDS

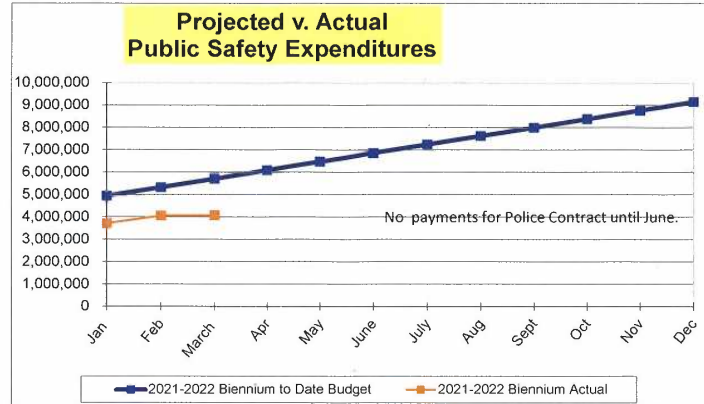
	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
2021	2,330,312	2,303,405
Jan	2,395,337	2,303,405
Feb	2,460,363	2,303,405
March	2,525,388	2,303,405
Apr	2,590,414	
May	2,655,439	
June	2,720,465	
July	2,785,490	
Aug	2,850,515	
Sept	2,915,541	
Oct	2,980,566	
Nov	3,045,592	
Dec	3,110,617	
2021-22 Year To Date	3,110,617	
Actual v. Projected		91%



City of Kenmore, Washington
General Fund Expenditure Graphs*
March 31, 2022

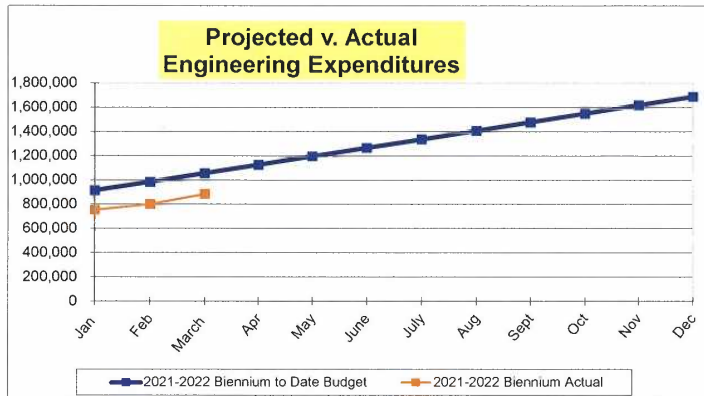
PUBLIC SAFETY

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
2021	4,576,188	3,716,797
Jan	4,957,537	3,716,847
Feb	5,338,885	4,062,529
March	5,720,234	4,081,910
Apr	6,101,582	
May	6,482,931	
June	6,864,280	
July	7,245,628	
Aug	7,626,977	
Sept	8,008,325	
Oct	8,389,674	
Nov	8,771,022	
Dec	9,152,371	
2021-22	9,152,371	
Year To Date		
Actual v. Projected		71%



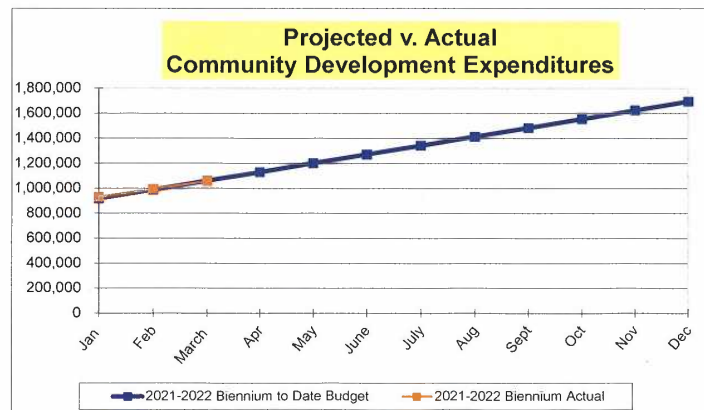
ENGINEERING

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
2021	844,788	701,750
Jan	915,187	754,024
Feb	985,586	802,031
March	1,055,985	884,917
Apr	1,126,383	
May	1,196,782	
June	1,267,181	
July	1,337,580	
Aug	1,407,979	
Sept	1,478,378	
Oct	1,548,776	
Nov	1,619,175	
Dec	1,689,574	
2021-22	1,689,574	
Year To Date		
Actual v. Projected		84%



COMMUNITY DEVELOPMENT

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
2021	847,908	869,569
Jan	918,568	931,860
Feb	989,228	994,326
March	1,059,888	1,056,562
Apr	1,130,548	
May	1,201,208	
June	1,271,868	
July	1,342,528	
Aug	1,413,188	
Sept	1,483,848	
Oct	1,554,508	
Nov	1,625,168	
Dec	1,695,828	
2021-22	1,695,828	
Year To Date		
Actual v. Projected		100%

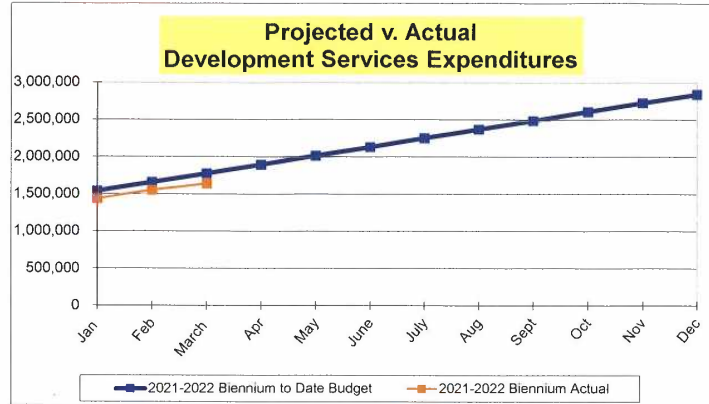


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City of Kenmore, Washington
General Fund Expenditure Graphs*
March 31, 2022

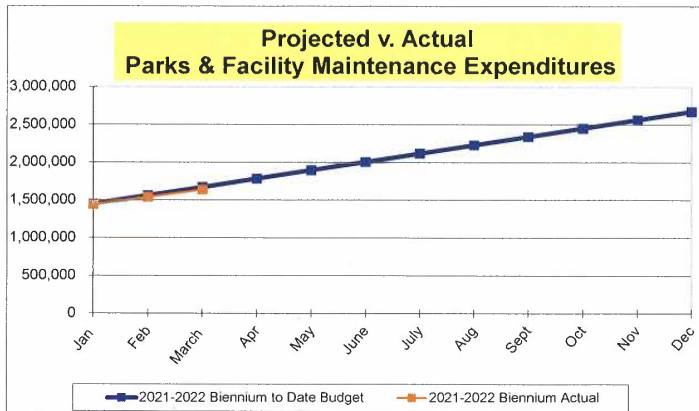
DEVELOPMENT SERVICES

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
2021	1,422,708	1,297,449
Jan	1,541,268	1,437,972
Feb	1,659,828	1,551,087
March	1,778,388	1,639,536
Apr	1,896,948	
May	2,015,508	
June	2,134,068	
July	2,252,628	
Aug	2,371,188	
Sept	2,489,748	
Oct	2,608,308	
Nov	2,726,868	
Dec	2,845,428	
2021-22	2,845,428	
Year To Date		
Actual v. Projected		92%



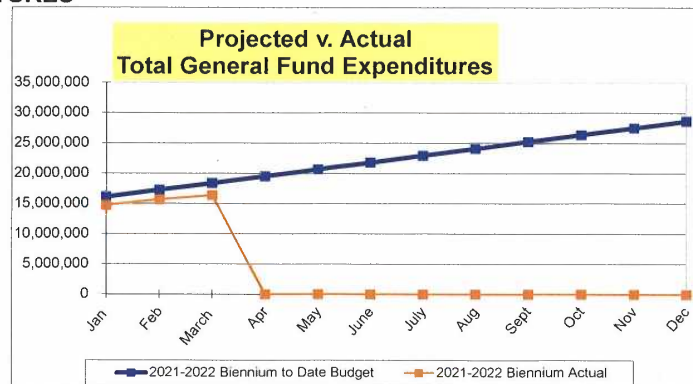
PARKS & FACILITY MAINTENANCE

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
2021	1,338,456	1,392,427
Jan	1,449,993	1,439,239
Feb	1,561,531	1,540,936
March	1,673,068	1,638,478
Apr	1,784,605	
May	1,896,143	
June	2,007,680	
July	2,119,217	
Aug	2,230,755	
Sept	2,342,292	
Oct	2,453,829	
Nov	2,565,367	
Dec	2,676,904	
2021-22	2,676,904	
Year To Date		
Actual v. Projected		98%



TOTAL GENERAL FUND EXPENDITURES

	2021-2022 Biennium to Date Budget	2021-2022 Biennium Actual
2021	14,965,988	13,853,401
Jan	16,107,121	14,727,038
Feb	17,248,254	15,688,188
March	18,389,387	16,386,810
Apr	19,530,519	0
May	20,671,652	0
June	21,812,785	0
July	22,953,918	0
Aug	24,095,051	0
Sept	25,236,184	0
Oct	26,377,316	0
Nov	27,518,449	0
Dec	28,659,582	0
2021-22	28,659,582	
Year To Date		
Actual v. Projected		89%



**City of Kenmore, Washington
Street Fund Summary Report
March 31, 2022**



	2021 - 2022			
	<u>MONTH</u> <u>March 2022</u>	<u>BIENNIUM TO DATE</u> <u>2021-2022</u>	<u>% of</u> <u>BUDGET</u>	<u>BUDGET</u> <u>2021-2022</u>
<u>REVENUES</u>				
Beginning Fund Balance		1,605,323		1,311,996
Fuel Tax	29,029	527,858	56.3%	938,058
Investment Interest	148	9,576	308.9%	3,100
Miscellaneous	1,325	13,597	190.7%	7,131
ROW Permit Fees/Inspections	2,498	156,889	53.5%	293,460
Multimodal Transportation	7,920	39,467	62.5%	63,160
MVA Transpo City	6,930	27,652	0.0%	0
Transfer from General Fund	0	753,405	48.3%	1,560,617
Transfer from REET	0	100,000	50.0%	200,000
Transfer from TBD	0	350,000	50.0%	700,000
Total Revenues	47,850	1,978,444	52.5%	3,765,526

	2021 - 2022			
	<u>MONTH</u> <u>March 2022</u>	<u>BIENNIUM TO DATE</u> <u>2021-2022</u>	<u>% of</u> <u>BUDGET</u>	<u>BUDGET</u> <u>2021-2022</u>
<u>EXPENDITURES</u>				
Salary and Benefits	48,835	814,392	60.1%	1,355,214
Maintenance & Operations	76,420	917,990	49.0%	1,872,953
Capital	146	24,333	24.3%	100,000
Total Expenditures	125,401	1,756,714	52.8%	3,328,167
Revenues over Expenditures	(77,551)	221,730		437,359
Ending Fund Balance		1,827,053		1,749,355

**City of Kenmore, Washington
Other Funds Monthly Activity**

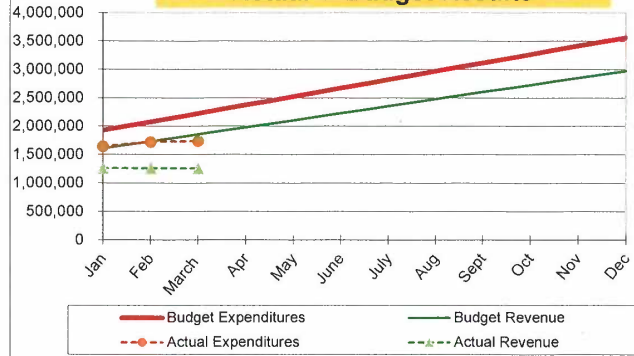
March 31, 2022

STRATEGIC OPPORTUNITIES FUND

	2021-2022 Budget Expenditures	2021-2022 Actual Expenditures	2021-2022 Budget Revenue	2021-2022 Actual Revenue
2021	1,781,748	1,645,707	1,488,360	1,262,308
Jan	1,930,228	1,645,707	1,612,390	1,262,699
Feb	2,078,707	1,722,451	1,736,420	1,262,808
March	2,227,187	1,739,571	1,860,450	1,262,981
Apr	2,375,666		1,984,480	
May	2,524,146		2,108,510	
June	2,672,626		2,232,540	
July	2,821,105		2,356,570	
Aug	2,969,585		2,480,600	
Sept	3,118,064		2,604,630	
Oct	3,266,544		2,728,660	
Nov	3,415,023		2,852,690	
Dec	3,563,503		2,976,718	
2021-22	3,563,503		2,976,718	

Total Actual to Date vs 49%
Total Budget 42%

**STRATEGIC OPPORTUNITIES FUND
Actual v. Budget Results**



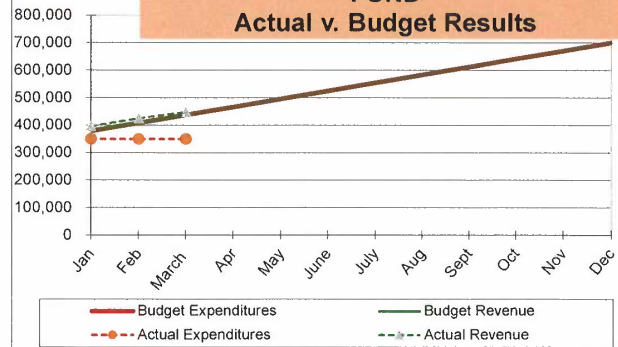
The purpose of the Strategic Opportunities Fund is to have funds available for the City to make key investments or take advantage of strategic opportunities as they present themselves.

TRANSPORTATION BENEFIT DISTRICT FUND

	2021-2022 Budget Expenditures	2021-2022 Actual Expenditures	2021-2022 Budget Revenue	2021-2022 Actual Revenue
2021	350,004	350,000	350,004	369,121
Jan	379,171	350,000	379,171	396,139
Feb	408,338	350,000	408,338	424,939
March	437,505	350,000	437,505	448,008
Apr	466,672		466,672	
May	495,839		495,839	
June	525,006		525,006	
July	554,173		554,173	
Aug	583,340		583,340	
Sept	612,507		612,507	
Oct	641,674		641,674	
Nov	670,841		670,841	
Dec	700,000		699,998	
2021-22	700,000		700,000	

Total Actual to Date vs 50%
Total Budget 64%

**TRANSPORTATION BENEFIT DISTRICT FUND
Actual v. Budget Results**



The Transportation Benefit District fund accounts for the \$20 vehicle license tab fees levied on vehicles located in the Kenmore city limits. The revenue generated will be used in maintaining the City's transportation system.

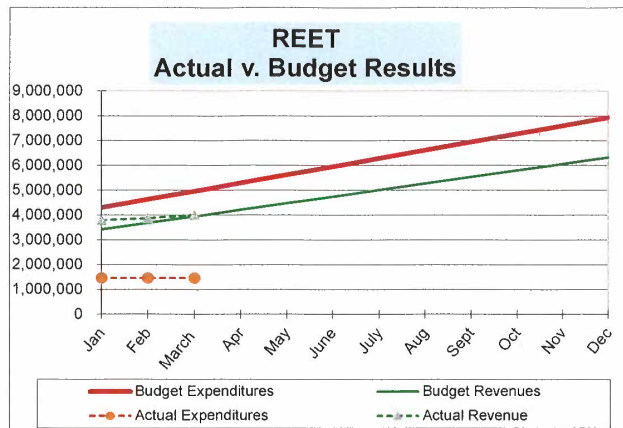
**City of Kenmore, Washington
Other Funds Monthly Activity**

March 31, 2022

REAL ESTATE EXCISE TAX FUND

	2021-2022 Budget Expenditures	2021-2022 Actual Expenditures	2021-2022 Budget Revenue	2021-2022 Actual Revenue
2021	3,970,056	1,467,680	3,163,080	3,671,216
Jan	4,300,894	1,467,680	3,426,670	3,800,239
Feb	4,631,732	1,467,680	3,690,271	3,879,280
March	4,962,570	1,467,680	3,953,861	4,017,276
Apr	5,293,408		4,217,451	
May	5,624,246		4,481,041	
June	5,955,084		4,744,631	
July	6,285,922		5,008,221	
Aug	6,616,760		5,271,811	
Sept	6,947,598		5,535,401	
Oct	7,278,436		5,798,991	
Nov	7,609,274		6,062,581	
Dec	7,940,122		6,326,171	
2021-22	7,940,122		6,326,171	

Total Actual to Date vs Total Budget 18% 64%

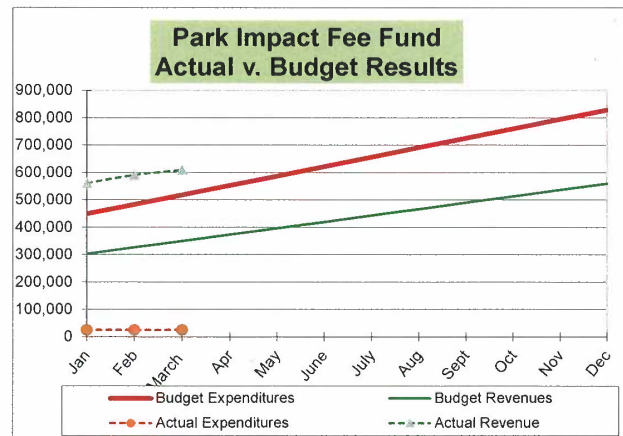


The Real Estate Excise Tax Fund accounts for the 1/2% real estate excise taxes levied by the City which are restricted to capital projects and improvements. Expenditures include transfers to the Park Capital Fund for park improvements and Transportation Capital Fund for transportation improvements. include transfers to the Park Capital Fund for park improvements and and Transportation Capital Fund for transportation improvements.

PARK IMPACT FEE FUND

	2021-2022 Budget Expenditures	2021-2022 Actual Expenditures	2021-2022 Budget Revenue	2021-2022 Actual Revenue
2021	414,708	25,358	280,212	561,886
Jan	449,267	25,358	303,563	562,009
Feb	483,826	25,358	326,914	591,591
March	518,385	25,358	350,265	609,548
Apr	552,944		373,616	
May	587,503		396,967	
June	622,062		420,318	
July	656,621		443,669	
Aug	691,180		467,020	
Sept	725,739		490,371	
Oct	760,298		513,722	
Nov	794,857		537,073	
Dec	829,412		560,422	
2021-22	829,412		560,422	

Total Actual to Date vs Total Budget 3% 109%



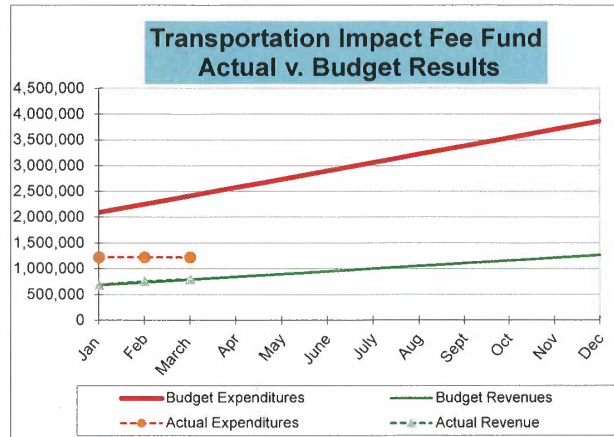
This fund accounts for City imposed park impact fees on new development. Expenditures are for public park acquisitions and improvements.

**City of Kenmore, Washington
Other Funds Monthly Activity**

March 31, 2022

TRANSPORTATION IMPACT FEE FUND

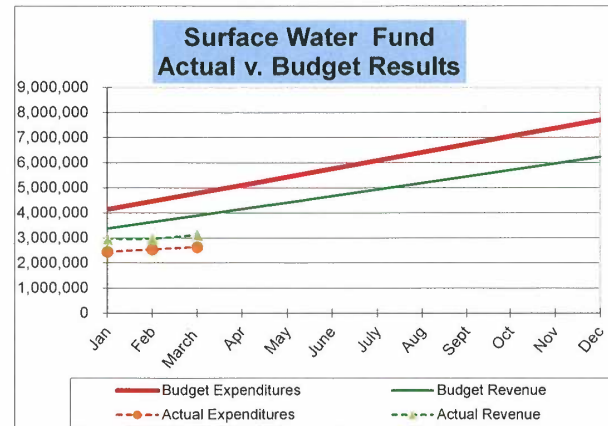
	2021-2022 Budget Expenditures	2021-2022 Actual Expenditures	2021-2022 Budget Revenue	2021-2022 Actual Revenue
2021	1,931,268	1,222,440	632,352	690,105
Jan	2,092,207	1,222,440	685,048	690,476
Feb	2,253,146	1,222,440	737,744	758,649
March	2,414,085	1,222,440	790,440	796,547
Apr	2,575,024		843,136	
May	2,735,963		895,832	
June	2,896,902		948,528	
July	3,057,841		1,001,224	
Aug	3,218,780		1,053,920	
Sept	3,379,719		1,106,616	
Oct	3,540,658		1,159,312	
Nov	3,701,597		1,212,008	
Dec	3,862,547		1,264,695	
2021-22	3,862,547		1,264,695	
Total Actual to Date vs Total Budget		32%		63%



This fund accounts for City imposed transportation impact fees on new development. Expenditures are for public transportation improvements

SURFACE WATER MANAGEMENT FUND

	2021-2022 Budget Expenditures	2021-2022 Actual Expenditures	2021-2022 Budget Revenue	2021-2022 Actual Revenue
2021	3,811,740	2,314,112	3,116,172	2,958,871
Jan	4,136,330	2,444,737	3,375,853	2,965,041
Feb	4,460,920	2,544,319	3,635,534	2,971,877
March	4,785,510	2,636,895	3,895,215	3,128,738
Apr	5,110,100		4,154,896	
May	5,434,690		4,414,577	
June	5,759,280		4,674,258	
July	6,083,870		4,933,939	
Aug	6,408,460		5,193,620	
Sept	6,733,050		5,453,301	
Oct	7,057,640		5,712,982	
Nov	7,382,230		5,972,663	
Dec	7,706,812		6,232,337	
2021-22	7,706,812		6,232,337	
Total Actual to Date vs Total Budget		34%		50%



This fund accounts for receipts from surface water assessments. The assessments are collected through the property tax billings; the majority of the receipts are collected in May and November. Expenditures are for surface water maintenance activities such as sweeping and drainage as well as capital improvements. collected in May and November.

City of Kenmore, Washington
Cash and Investment Report
March 31, 2022



Fund	Beg. Cash & Inv. from Prev. Mo.	Monthly Revenues	Monthly Expenditures	End. Cash & Inv. Current Month
General	\$5,051,071	\$1,173,452	\$702,472	5,522,052
Street	1,906,079	47,850	125,401	1,828,528
Transportation Capital	332,348	430,922	1,093,970	(330,701)
Public Art	118,815	10	0	118,824
Park Impact Fee	904,640	17,957	0	922,596
Transportation Impact Fee	2,138,806	37,898	0	2,176,704
Swamp Creek Basin	840,116	70	0	840,186
Transportation Benefit District	201,825	23,069	0	224,894
ARPA Fiscal Recovery Fund	2,057,250	0	20,658	2,036,592
Sammamish Bridge Replacement	2,233,310	101,945	808,913	1,526,342
Walkways & Waterways Debt Service	194,480	52,511	0	246,990
Real Estate Excise Tax	4,407,015	137,996	0	4,545,012
Park Capital	-886,046	0	1,200,121	(2,086,167)
Walkways & Waterways Bond	6,159,489	2,483	0	6,161,973
Surface Water Management	2,871,203	156,860	92,577	2,935,486
Surface Water Capital	124,783	21,000	0	145,783
Public Works Shop Fund	29,889	0	20,569	9,320
Strategic Reserve	1,352,783	112	0	1,352,896
Strategic Opportunities	2,100,579	173	17,121	2,083,632
Equipment Replacement	447,077	37	0	447,114
Trust & Agency	943,894	-66,088	60,414	817,392
Totals	\$33,529,408	\$2,138,258	\$4,142,217	\$31,525,449

Fund	Cash, Savings, Local Govt Investment Pool	(> One Year) Fixed Investments	Total
General	\$3,094,868	\$2,428,118	5,522,986
Street	978,528	850,000	1,828,528
Transportation Capital	-330,700	0	(330,700)
Public Art	103,824	15,000	118,824
Park Impact Fee	-7,401	930,000	922,599
Transportation Impact Fee	2,146,707	30,000	2,176,707
Swamp Creek Basin	-559,813	1,400,000	840,187
Transportation Benefit District	224,894	0	224,894
ARPA Fiscal Recovery Fund	2,036,592	0	2,036,592
Sammamish Bridge Replacement	1,526,342	0	1,526,342
Walkways & Waterways Debt Service	246,990	0	246,990
Real Estate Excise Tax	4,545,010	0	4,545,010
Park Capital	-2,086,167	0	(2,086,167)
Walkways & Waterways Bond	6,161,972	0	6,161,972
Surface Water Management	2,425,485	510,000	2,935,485
Surface Water Capital	145,783	0	145,783
Public Works Shop Fund	9,320	0	9,320
Strategic Reserve	502,897	850,000	1,352,897
Strategic Opportunities	2,083,632	0	2,083,632
Equipment Replacement	-2,886	450,000	447,114
Trust & Agency	717,388	100,000	817,388
Totals	\$23,963,264	\$7,563,118	\$31,526,382

note: negative balances are due to pending transfers from other funds, not yet recorded.

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City of Kenmore, Washington
Investment Schedule
March 31, 2022



Average Yield to Maturity-Securities							Overall	0.51%
							Average Yield	0.32%
							Principal or	Yield
Investment #	Type	Purchase Date	Maturity Date	Rate	Yield		Balance	Equivalents
Time Value Investments								
3135G05G4	FNMA	11/9/2020	7/10/2023	0.20%	0.20%		1,501,588.50	3,003.18
3133EMHL9	FFCB	11/24/2020	11/30/2023	0.30%	0.30%		1,501,500.00	4,504.50
3130AQTTO	FHLB	3/2/2022	2/28/2025	1.67%	1.67%		1,494,768.00	24,962.63
3133EMMN9	FFCB	1/25/2021	1/11/2024	0.19%	0.19%		1,000,000.00	1,900.00
9128286Z8	US TREAS	1/25/2021	6/30/2024	0.18%	0.18%		1,065,261.38	1,917.47
Total TVI Purchases							6,563,117.88	36,287.77

Pacific Premier CD's								
11495975	CD	8/10/2021	8/10/2022	0.25%	0.25%		1,000,000.00	2,500.00
Total Pacific Premier CD's							1,000,000.00	2,500.00

TOTAL ALL SECURITIES **\$ 7,563,117.88 \$ 38,787.77**

Banner Checking and Savings	0.02%	1,436,848.63	287.37
Pacific Premier Savings	0.12%	3,157,963.33	3,855.87
LGIP - Primary Account	0.29%	6,404,803.02	18,657.19
LGIP - Bond Proceeds Account	0.29%	12,963,648.79	37,763.11
Total Accounts		\$ 31,526,381.65	99,351.32

City of Kenmore, Washington
SALES TAX RECEIPTS BY BUSINESS TYPE
 March 2022

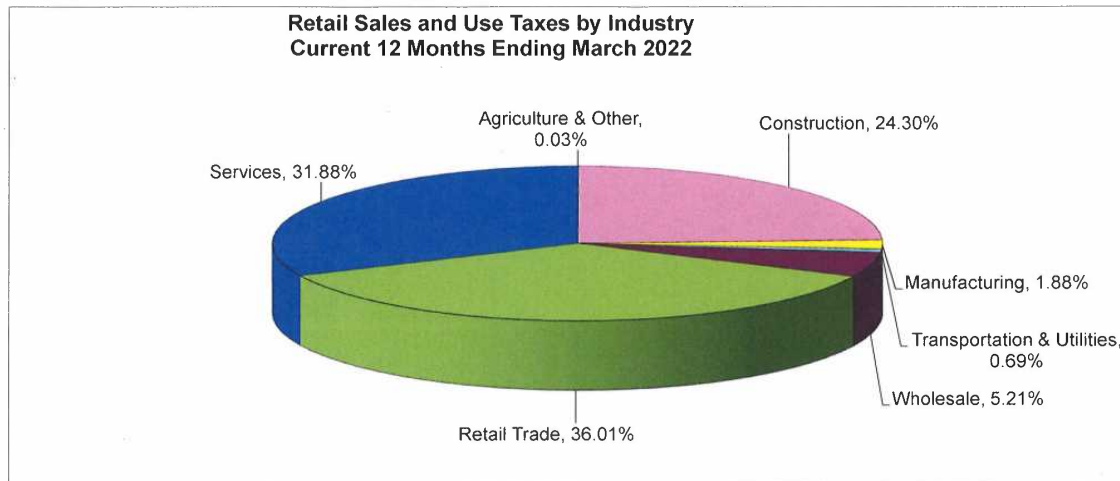
	SALES TAX	USE TAX	TOTAL	PERCENT
AGRICULTURE & OTHER	80.28	0.00	80.28	0.0%
CONSTRUCTION	72,061.54	1,355.43	73,416.97	27.1%
MANUFACTURING	9,703.72	2.85	9,706.58	3.6%
TRANSPORTATION & UTILITIES	1,890.10	171.11	2,061.21	0.8%
WHOLESALE	12,629.93	811.83	13,441.75	5.0%
RETAIL TRADE	100,352.08	63.21	100,415.29	37.0%
SERVICES	56,743.28	260.00	57,003.28	21.0%
INFORMATION	10,417.43	90.41	10,507.84	3.9%
PUBLIC SERVICES	10.86	4,544.19	4,555.05	1.7%
	263,889.22	7,299.02	271,188.24	100.0%



City of Kenmore, Washington
Retail Sales and Use Tax Distribution
March 31, 2022

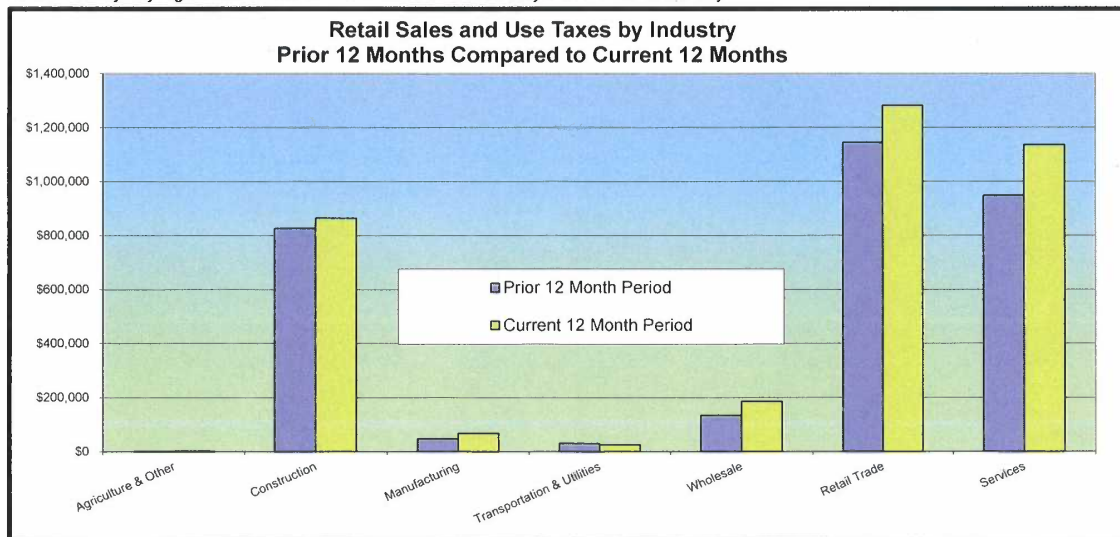


Industry	Prior 12 Months ending March 2021	Current 12 Months ending March 2022	% Increase/ (Decrease)	% of Total
Agriculture & Other (Landscaping, Animal Hospitals)	\$625	\$1,128	80.46%	0.03%
Construction	826,416	864,762	4.64%	24.30%
Manufacturing (Printing, Publishing, Other Manuf.)	47,477	67,063	41.25%	1.88%
Transp/Comm/Utilities (Telecomm., Air Transport.)	30,101	24,634	-18.16%	0.69%
Wholesale (Lumber, Other Wholesale)	133,930	185,282	38.34%	5.21%
Retail Trade (Eating, Merchandise, Food Stores)	1,144,620	1,281,856	11.99%	36.01%
Services (Auction, Recreation, Auto Repair, Financial)	948,677	1,134,525	19.59%	31.88%
Totals	\$3,131,847	\$3,559,250	13.65%	100%
Increase/(Decrease)		\$427,404	13.65%	



NOTE: Due to the City's Confidentiality Agreement with the Department of Revenue, specific business information cannot be disclosed.

There is a sixty-day lag between sales taxes collected and when they are remitted to the City



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Signature: 
Rob Karlinsey (May 10, 2022 15:28 PDT)
Email: rkarlinsey@kenmorewa.gov






Monthly Financial Report 3-22

Final Audit Report

2022-05-10

Created:	2022-05-10
By:	Leticia Salcido (lsalcido@kenmorewa.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAANNB3eRfNCdekx5QAvx6mpEMnVDYcdgn1

"Monthly Financial Report 3-22" History

-  Document created by Leticia Salcido (lsalcido@kenmorewa.gov)
2022-05-10 - 9:27:58 PM GMT- IP address: 50.235.209.34
-  Document emailed to Rob Karlinsey (rkarlinsey@kenmorewa.gov) for signature
2022-05-10 - 9:28:18 PM GMT
-  Email viewed by Rob Karlinsey (rkarlinsey@kenmorewa.gov)
2022-05-10 - 10:26:18 PM GMT- IP address: 24.22.167.111
-  Document e-signed by Rob Karlinsey (rkarlinsey@kenmorewa.gov)
Signature Date: 2022-05-10 - 10:28:42 PM GMT - Time Source: server- IP address: 24.22.167.111
-  Agreement completed.
2022-05-10 - 10:28:42 PM GMT



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City Council Business Agenda Item City of Kenmore, WA

<p>Subject/Topic: Kenmore Automated Photo Enforcement (KAPE) Program Contract Award</p> <p>Proposed Council Action/Motion: Authorize the City Manager to execute Contract 22-C2767 with Verra Mobility in the amount of \$562,500 over 5 years to provide traffic safety camera services and equipment for the KAPE program.</p>	<p>For Council Meeting Agenda of: 05/23/2022</p> <p>Department: <u>Engineering</u></p> <p>Prepared by: <u>Tobin Bennett-Gold</u></p> <p>To Be Presented By: <u>N/A</u></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 70%;">Approved by Department Head:</td> <td style="width: 30%; text-align: center;"><u>JFV</u></td> </tr> <tr> <td>Approved by City Attorney:</td> <td style="text-align: center;"><u>DFR</u></td> </tr> <tr> <td>Approved by Finance Director:</td> <td style="text-align: center;"><u>N/A</u></td> </tr> <tr> <td>Approved by City Manager:</td> <td style="text-align: center;"><u>RK</u></td> </tr> </table> <p>Exhibits/Attachments: None</p>	Approved by Department Head:	<u>JFV</u>	Approved by City Attorney:	<u>DFR</u>	Approved by Finance Director:	<u>N/A</u>	Approved by City Manager:	<u>RK</u>
Approved by Department Head:	<u>JFV</u>								
Approved by City Attorney:	<u>DFR</u>								
Approved by Finance Director:	<u>N/A</u>								
Approved by City Manager:	<u>RK</u>								
<p><u>STAFF RECOMMENDATION:</u> Staff recommends that City Council authorize the City Manager to execute Contract 22- C2767 with Verra Mobility in the amount of \$562,500 over 5 years to provide traffic safety camera services and equipment for the KAPE program.</p>									
<p><u>INFORMATION/BACKGROUND:</u></p> <p><u>Status:</u> The request for proposals was advertised on March 28th, 2022. Proposals were due on April 25th, 2022, and reviewed between April 26th and 27th. The City received 2 statements of qualifications, both of which met the City's minimum criteria for qualifications. On May 2nd, 2022, candidates were interview by a panel consisting of City Engineer John Vicente, Chief of Police Brandon Moen, and Traffic Engineer Tobin Bennett-Gold. It was determined by the panel that Verra Mobility best provides the necessary qualifications to meet the project needs. Staff has reviewed the Contractor's qualifications and deemed the Contractor responsible.</p> <p><u>Schedule:</u> In accordance with the request for proposals the City intends to issue a notice to proceed on May 31st, 2022, and begin the warning period of the photo enforcement program no later than August 30th, 2022.</p>									
<p><u>FISCAL CONSIDERATION:</u></p> <p>The contractor assumes all up-front costs for implementing the KAPE program; there are no costs to the City for initial implementation of the program. The terms of the contract are that all month-to-month contractor payments for the KAPE program are not to exceed revenue for that month. In the case of shortfalls the uncovered contractor fees may be accrued to future payments, or forfeited by the contractor if the program is terminated. Under this model the KAPE program will always be revenue neutral.</p>									
<p><u>COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:</u></p> <p>Council goal 6: Focus and emphasize multimodal transportation safety in the City of Kenmore with a specific focus on pedestrian, bicycle and other means of travel.</p> <p>Council goal 7: Enhance Public Safety</p>									



**City Council Business Agenda Item
City of Kenmore, WA**

<p>Subject/Topic: Pedestrian Facilities Plan Adoption</p> <p>Proposed Council Action/Motion: Resolution adopting the 2022 Pedestrian Facilities Plan</p>	<p>For Council Study Session of: 5/23/2022</p> <p>Department: <u>Engineering – Public Works</u></p> <p>Prepared by: <u>John Vicente, City Engineer</u></p> <p align="right"><u>Initial & Date</u></p> <p>Approved by Department Head: <u>JFV 5/11/2022</u></p> <p>Approved by City Attorney: <u>Via Email 4/29/2022</u></p> <p>Approved by Finance Director: <u>N/A</u></p> <p>Approved by City Manager: <u>RGK 5/10/2022</u></p> <p>Exhibits/Attachments: A. Resolution 22-382 Final Pedestrian Facility Plan</p>
<p><u>What is being asked of the City Council this evening: Adopt Resolution 22-382 and approve the 2022 Pedestrian Facilities Plan.</u></p> <p><u>BACKGROUND:</u></p> <p>On November 8, 2021, staff presented Council with a draft project map which identified proposed pedestrian facility projects that would be prioritized pending available funding. That discussion was followed up on March 14, 2022 with a draft of the priority criteria, the funding, plan cost, and second look at the project list. On May 9, 2022, staff presented the draft Pedestrian Facilities Plan to Council for review and comments. At these meetings, Council was presented with the methodology for selecting projects, a breakdown of the prioritization criteria, the draft project list, and funding options.</p> <p><u>PROGRAM OVERVIEW:</u></p> <p>The Pedestrian Facilities Plan (PFP) is generated from the Transportation Element of the Comprehensive Plan and existing site conditions. Once the PFP is created, it will provide staff with guidance on where to focus their attention when developing pedestrian projects for the Transportation Improvement Plan (TIP). Much like the TIP, the PFP is a planning document without budget constraints. As a planning document, each project is prioritized based upon set criteria but there is no requirement to follow the priority order if there changes from the original evaluation (such as new grant funding opportunities, private development improvements, safety concerns, etc.). The type of facility that can provide pedestrian accessibility can range from a separated shoulder to full sidewalk, curb, and gutter. The type of improvement will vary with each location and would be reviewed when the project approaches the evaluation phase.</p> <p>The Pedestrian Facility Plan is in alignment with the City Council's Target Zero Resolution 14-235 which sets a goal of zero pedestrian and bicycle fatalities and serious injuries by 2025.</p> <p><u>UPDATED PLAN:</u></p>	

The attached draft Pedestrian Facilities Plan incorporates the goals from the comprehensive plan with preferred criteria to create a list of project prioritized in order of importance based upon the criteria. The plan outlines how the information was compiled to create the list and identifies each project, its size, approximate cost and rank (see Appendix A of the PFP). Also included in the final PFP, is a list of those projects that have been completed by the City since incorporation (see Appendix B of the PFP).

The final PFP also discusses the public outreach performed in the creation of the plan. A notice was mailed to every Kenmore address alerting them to the draft plan and providing them an opportunity to review and comment on the PFP.

FISCAL CONSIDERATION:

The PFP identifies the approximate cost to implement each project. The current CIP identifies \$100K per year that is dedicated to sidewalk gaps and ADA facility upgrades. Funding for sidewalk has historically been driven by grant funds and bonds. Additional grant funds, bonds, and/or local dollars will be required to implement the PFP.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

Goal #6: Focus on and emphasize multimodal transportation in the City of Kenmore with a specific focus on pedestrian, bicycle, and other means of travel.

- Sidewalk Plan
- Target Zero
- Bus Rapid Transit 522
- Passenger Ferry

ATTACHMENT A
**CITY OF KENMORE
WASHINGTON
RESOLUTION NO. 22-382**

**A RESOLUTION OF THE CITY COUNCIL OF KENMORE,
WASHINGTON, ADOPTING THE PEDESTRIAN FACILITIES
PLAN AND DIRECTING THE CITY MANAGER TO
IMPLEMENT SAID PLAN.**

WHEREAS, the City Council adopted a priority to focus on and emphasize multimodal transportation in the City of Kenmore with a specific focus on pedestrian, bicycle, and other means of travel; and

WHEREAS, as part of that priority, City Council identified the development of a Sidewalk Plan; and

WHEREAS, City Council adopted a resolution to approve the first Sidewalk Program in May of 2013 ; and

WHEREAS, City staff have been implementing the Sidewalk Program and determined an update was necessary; and

WHEREAS, City staff presented a draft of the updated Sidewalk Program (Pedestrian Facilities Plan) on May 9, 2022, based upon Council feedback, and

WHEREAS, the City Council has considered the proposed Pedestrian Facilities Plan and desires to adopt the same;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF KENMORE, WASHINGTON, DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. Adoption. The City Council hereby approves and adopts the 2022 Pedestrian Facilities Plan as set forth in Exhibit A, Attached hereto and incorporated by reference.

Section 2. Implementing Plan. The City Council hereby authorizes and directs the City Manager or his/her designee to implement the Pedestrian Facilities Plan and bring back to Council all ordinances necessary to incorporate said plan into the City's Transportation Improvement Plan and Capital Improvement Program.

PASSED BY THE CITY COUNCIL OF THE CITY OF KENMORE, WASHINGTON, AT
A REGULAR MEETING THEREOF THIS ____ DAY OF _____, 2022.

CITY OF KENMORE

Nigel Herbig, Mayor

ATTEST/AUTHENTICATED:

Anastasiya Warhol, City Clerk

APPROVED AS TO FORM:

Dawn Reitan, City Attorney

EXHIBIT A



CITY OF KENMORE

PEDESTRIAN FACILITIES PLAN

(SIDEWALK PLAN)

2022

INTRODUCTION

In 2012, the Kenmore City Council identified a goal to establish a 20 - 30 Year Sidewalk Plan, now called the Pedestrian Facilities Plan. City staff assembled this plan in 2013. The plan has been used as a guide for sidewalk construction and sidewalk grant applications since its development. Since the development of the 2013 plan, the City has constructed or is in the design/construction phase of constructing over 21,000 linear feet of sidewalk identified in the 2013 plan. This represents approximately 1/3 of the total sidewalk identified in the 2013 plan completed or funded for completion in just 9 years.

For 2022, City Council's number 6th priority is *"to focus and emphasize multimodal transportation safety in the City of Kenmore with a specific focus on pedestrian, bicycle, and other means of travel"* and a sub-bullet of this goal is the Sidewalk Plan. To facilitate this goal, address the progress made since the 2013 creation of the plan, update the costs consistent with recent sidewalk projects in the City, and follow the recommended updates to this plan from the original 2013 document, the following is a 2022 update to the plan

This update includes revising the following elements of the 2013 Sidewalk Plan:

- Priority criteria developed by staff based on the City's 2015 Comprehensive Plan Transportation Element and updated to reflect current Council priorities;
- A matrix listing road segments, scoring based on the priority criteria, and a planning level cost estimate to construct pedestrian facilities;
- Unit Cost Estimate based on existing field conditions and construction costs for recently completed sidewalk projects

The Pedestrian Facilities Plan should be revisited approximately every two-five years to note completed segments, address changes in network continuity from continued private development, and adjust priorities based on feedback received and changes to city policy.

SIDEWALK POLICY DIRECTION

The City's policy direction to provide sidewalks can be found in the Comprehensive Plan's Transportation

Goal T-1: *Provide a complete transportation network that serves local and regional circulation needs and safely accommodates all users.*

Goal T-4: *Encourage public transportation, non-motorized travel, and other transportation strategies that reduce the need for automobile travel, especially by single-occupant vehicles (SOV).*

Element. Within this document, two goals, T-1 and T-4, are addressed, both directly and indirectly, by the creation and continued expansion of a sidewalk network.

Other Objectives and Policies within these goals, included in the Transportation Element, are addressed by an established sidewalk and trail network. The City's Target Zero and Complete Streets policies are strongly supported by a sidewalk network. Objective T-4.3 directly addresses this, citing a need for a network of sidewalks and trails to link neighborhoods, the Downtown, and community destinations.

The Transportation Element contains a Pedestrian Priority Network (Chapter 6, Figure 15) which identifies arterial and collector roadways to have sidewalks on at least one side.

In addition to these written policies, this Pedestrian Facilities Plan has been developed in response to Council Goal #6 to address pedestrian safety and implement the Sidewalk Plan.

PROJECTS

Projects limits were based off the following criteria:

- Intersection to intersection
- Sidewalk end to intersection
- Closing gaps between two separate sidewalks

Project locations were selected based upon extending the existing sidewalk network, connections to the existing sidewalk network, and creating sidewalk on both sides of arterial and collector roads (except Juanita Dr.). Projects were also added in other jurisdictions if they were adjacent to City of Kenmore residences. Trails were also added to the project list. Projects in the previous plan were carried over and included in this plan. Projects listed do not take into account sidewalks constructed as part of private development.

Projects cost was not a factor in determining if a project should or should not be on the list. Projects may be added if grant funding becomes available and are awarded.

SIDEWALK UNIT COST

Kenmore's 2021 Road Standards describe the minimum pedestrian improvement as curb, gutter and a 6-foot wide sidewalk with 4-foot amenity strip. Cost estimates assume projects will construct improvements per the 2021 Road Standards, however, at the time of implementation, alternative designs may be utilized based upon site conditions and available funding. The cost estimates included in this update are from a mix of recently completed City projects meeting the minimum standards and regional unit pricing from WSDOT projects. The costs included in this plan should be increased if a larger sidewalk section is desired on a segment.

A planning level estimate of probable cost is not based on design plans. It is an estimated linear foot cost of sidewalk applied to a length of segment (*linear foot cost x linear feet of sidewalk = estimated cost*). The planning level estimate of probable cost includes survey, design, typical right of way easements, construction, construction management, and typical staff costs. The linear foot cost for installing sidewalk often seems high, but the costs included in this update reflect the latest cost of recent City sidewalk projects, inflated to adjust to the time period this document was created. The high cost of sidewalks is typically due to any of several factors including retaining walls of various heights (the taller, the more expensive), right of way takes, increasingly complex and expensive drainage requirements to address stormwater and other environmental requirements, utility undergrounding and difficult terrain. Note that utility undergrounding was assumed only for those projects where undergrounding is required per the 2021 Road Standards.

Linear Foot Cost

- Easy Project: \$1,425/LF
- Medium Project: \$2,400/LF
- Hard Project: \$3,040/LF

The costs for this update were determined based upon typical design requirements for a range of project types. Easy projects which are projects that require basic elements common to most all projects typically consist of:

- Sidewalk
- Curb/Gutter
- Standard storm drainage
- Site preparation
- Traffic control
- Pavement/striping restoration
- Temporary construction easements
- Walls <2' high
- Curb ramps
- Driveway approaches
- Landscaping
- Private property restoration
- Grading and backfill
- Design, construction management

Medium complex projects typically consist of those elements noted above for easy with the following additions/alterations:

- Stormwater detention
- Sidewalk scoring
- Handrailing
- Mailbox consolidation
- Bike lanes
- Walls <6' high, < 50% of project length
- Larger storm drainage (type II CB/18"+ pipe)
- Large quantity of large tree removals
- Property acquisition (2' strip takes)
- Critical areas (no impact)

Hard (complex) projects consisted of those elements noted above for easy and medium projects with the following additions/alterations:

- Irrigation system
- Illumination
- Utility Undergrounding*
- Critical areas (impacts to streams/wetland)
- Walls <6' high, > 50% of project length
- Pavement (road widening/half street overlay)
- Property acquisition (2'-5' strip takes)

*Utility undergrounding is included in a Hard project however an additional \$1,000 per LF needs to be added to the LF cost noted above.

SIDEWALK PRIORITY SCORING CRITERIA

The improvement prioritization process ranks potential sidewalk projects based on a scoring of the five criteria related to policies and objectives identified in the Comprehensive Plan Transportation Element and other appropriate measures. These scores represent an analysis of the recommended prioritization for construction of sidewalk segments to address the most significant gaps in the existing City sidewalk network.

The five criteria include pedestrian safety, connecting the community, network continuity links, proximity to schools, connecting the community to services and public places, and the potential population served. Because the Comprehensive Plan Transportation Element Policy T-4.3.1 identifies sidewalks on Urban Avenues (arterials) to be the highest priority, sidewalk segments adjacent to arterial and collector roads were inherently given higher scores because of their classification, truck routes, and higher speeds and volumes. City policy and the Transportation Element consider residential roads to be an environment where pedestrians are expected, speeds are lower, and traffic volumes are lower, so although they are considered, they do not potentially score as high as arterial/collector roads.

Project cost was not taken into account in prioritizing the projects. Adjustments to actual project scope may be necessary to construct projects within available budget. Projects may be elevated in priority if grant funds can be secured for any project listed. The Pedestrian Facilities Plan and the project list are living documents that are subject to change and will help guide the City in determining what projects should be focused on first. While each project is given a priority number, other factors such as grant fund availability, human factors that can't be quantified, changes in site conditions, or re-evaluation of the criteria may push a project higher or lower in priority.

PROXIMITY TO SCHOOLS

This criterion addresses Policy T-4.3.2. A numerical score is assigned to each segment based on both the physical distance between the segment and a Kenmore public school, focusing on elementary schools, and the designation of the route on Northshore School District walk maps for each elementary school. Walk maps for each school were obtained from the Northshore School District website in March of 2022 for this analysis. Segments must be within a half mile of a public school to receive a score, according to the rubric shown and staff consideration of the following criteria:

Points	Description
12	Segment is less than 500 feet from any school
10	Segment is 501 – 1,250 feet from elementary school
8	Segment is 501 -1,250 feet from middle school
6	Segment is 1,251 – 2,000 feet from elementary school
4	Segment is 1,251 - 2,000 feet from middle school
2	Segment is 501 – 2,000 feet from high school

- Segment provides access to a school
- Segment provides a safe route for schoolchildren to and from school
- Segment is on a listed school walk route or bus line

Points	Description
2	Segment is within 1/4 of a school bus stop

Points	Description
6	School district designated walk route for multiple schools
4	School district designated walk route for elementary schools
2	School district designated walk route for middle schools
1	School district designated walk route for high schools

PEDESTRIAN SAFETY

This criterion addresses Policy T-4.3.2.1 and T-4.3.2 and the City's Target Zero resolution. Each segment is assigned a numerical score based on the engineering opinion of City staff that the criteria is likely to effect pedestrian safety. To develop this qualitative opinion and assign a score, according to the rubric shown, staff considered if the improved segment:

- Separates pedestrians from vehicular traffic, especially in high traffic and speed areas
- Improves width of pedestrian areas and surface conditions
- Addresses potential conflicts at street crossings
- Acknowledges truck routes and possible conflicts with pedestrians

Points	Description
6	High concern: shoulder is less than 2 feet wide
5	High concern: shoulder is 2-3 feet wide
4	Moderate concern: shoulder is 3-5 feet wide without protection
3	Moderate concern: shoulder is 3-5 feet wide with protection
2	Low concern: shoulder is over 6 feet wide without protection
1	Low concern: shoulder is over 6 feet wide with protection

Points	Description
6	High concern: segment is adjacent to a state highway
5	High concern: segment is adjacent to a principal arterial
4	Moderate concern: segment is adjacent to a minor arterial
3	Moderate concern: segment is adjacent to a collector
2	Low concern: segment is adjacent to a local road
1	Low concern: segment is adjacent to a local road with a dead end

Points	Description
6	High concern: average daily traffic is over 7501 vehicles
5	High concern: average daily traffic is between 5001 and 7500 vehicles
4	Moderate concern: average daily traffic is between 2001 and 5000 vehicles
3	Moderate concern: average daily traffic is between 1001 and 2000 vehicles
2	Low concern: average daily traffic is between 500 and 1000 vehicles
1	Low concern: average daily traffic is less than 500 vehicles

Points	Description
6	High concern: segment is in a 35+ mph zone
4	High concern: segment is in a 35 mph zone
2	Moderate concern: segment is in a 30 mph zone
1	Low concern: segment is in a 25 mph zone

CONNECTING THE COMMUNITY

This criterion addresses Policy T-4.3.2. For this criterion, numerical scores are based on the connectivity of a segment to community facilities or commercial centers, such as public parks, school campuses, the Kenmore downtown core area and transit. Scores, according to the rubric shown, are based on a qualitative engineering opinion analyzing if a segment:

- Provides direct access to commercial centers, facilities, parks, and transit
- Ensures that the route links to a safe direct access to facilities and centers

Points	Description
4	Segment is less than 500 feet away from transit
3	Segment is between 501-1,000 feet away from transit
2	Segment is between 1,001-1,500 feet away from transit
1	Segment is more than 1,501-2,000 feet away from transit

Points	Description
4	Segment is less than 500 feet away from downtown
3	Segment is between 501-1,000 feet away from downtown
2	Segment is between 1,001-1,500 feet away from downtown
1	Segment is more than 1,501-2,000 feet away from downtown

Points	Description
4	Segment is less than 500 feet away from public services
3	Segment is between 501-1,000 feet away from public services
2	Segment is between 1,001-1,500 feet away from public services
1	Segment is more than 1,501-2,000 feet away from public services

Points	Description
4	Segment is less than 500 feet away from parks
3	Segment is between 501-1,000 feet away from parks
2	Segment is between 1,001-1,500 feet away from parks
1	Segment is more than 1,501-2,000 feet away from parks

POPULATION SERVED

This criterion addresses goal T4 by prioritizing sidewalks where large numbers of the community may be served. Placing sidewalk near facilities is just as important as placing sidewalk near densely populated residential areas. This encourages people to use non-motorized forms of travel by making sidewalks more accessible to the largest number of individuals. The City's zoning map was used to estimate the scale of population the sidewalk would serve.

Points	Description
20	Segment serves business/commercial zoning areas
16	Segment serves downtown residential/urban corridor zoning areas
14	Segment serves public zones and parks
12	Segment serves R-24 and manufactured housing zoning areas
10	Segment serves R-18 zoning areas
8	Segment serves R-12 zoning areas
6	Segment serves R-6 zoning areas
4	Segment serves R-4 zoning areas
2	Segment serves R-2 zoning areas

NETWORK CONTINUITY LINKS

This criterion addresses Objective T-4.3. Segment scoring for this criterion is based on an assessment of the location of the segment relative to other existing or in-design sidewalk segments. The City is seeking to create a connected network of sidewalks and prioritizes segments which can help reach this goal. City staff assigned scoring based on the rubric shown, addressing the following characteristics of constructing sidewalk on a segment:

- Segment connects two or more existing sidewalk networks
- Segment extends an existing sidewalk
- Segment contributes to developing a network of walkways

Points	Description
6	Connecting segments creates over 2000 feet of continuous sidewalk
4	Connecting segments creates 1000 to 2000 feet of continuous sidewalk
2	Connecting segments creates 1000 feet of continuous sidewalk

Points	Description
4	Segment closes a gap that is <500 feet
3	Segment closes a gap that is 501-1000 feet
2	Segment closes a gap that >1,000 feet

Points	Description
6	Segment connects 3 or more sidewalk networks
4	Segment connects 2 sidewalk networks

SIDEWALK PROJECTS

This document identifies the most current list of projects as of the date this document was prepared. Also included is a list of those projects completed since the previous plan was implemented.

CURRENT PROJECTS

The improvement prioritization process ranks potential sidewalk projects based on a scoring of the five criteria. Appendix A lists the projects in order from the highest to lowest priority. In addition, each project lists the location and an estimated cost for each segment. These segments are ranked demonstrating the highest need based on safety, network connectivity, continuity, proximity to schools, and population served. These segments are assumed to be designed/constructed to the 2021 Road Standards, but actual design may vary depending upon topography, location, available funding, and other unforeseen circumstances.

COMPLETED PROJECTS

Projects that were completed or under construction at the time of the development of this plan were moved from the projects list to the completed projects list in Appendix B.

PUBLIC INVOLVEMENT

Information regarding the update to the Pedestrian Facilities Plan (Sidewalk Plan) was sent to the public through the City's E-News, the winter quarterly newsletter, and the project webpage. In April 2022, a mailer was sent to all Kenmore addresses to review and comment on the draft plan. A 30-day comment period was provided. City Council was briefed on the plan at its November 21, 2021, March 14, 2022 and the May 9, 2022 council meetings.

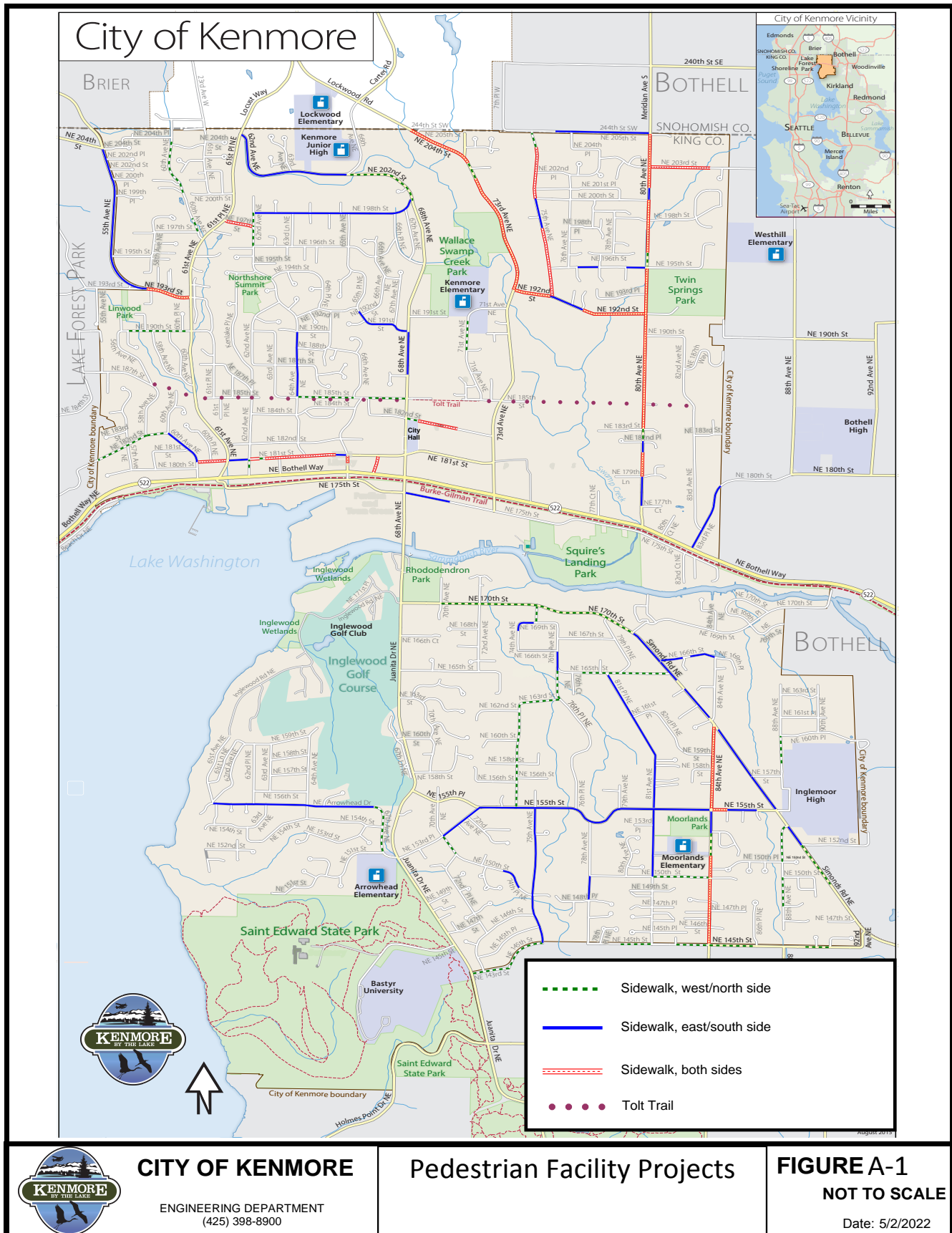
FEE IN-LIEU PROGRAM

Some private developments may be approved for a fee in-lieu over constructing frontage improvements. The cost for fee in-lieu shall be based upon the same means and methods used to determine the cost for each project within this plan. Frontage improvements for private development projects shall be evaluated for what improvements would be required for the city to construct the frontage improvements. Cost per linear foot of frontage charged shall be between the cost range of "easy" and "hard" noted in the Sidewalk Unit Cost section. Total cost per linear foot shall be determined at the discretion of the City.

APPENDIX A

PROJECT LIST

PROJECT MAPS



PEDESTRIAN FACILITIES PLAN PROJECTS

Introduction: The following projects have been listed in order of priority based upon the criteria established in the PFP. The PFP and the project list are living documents that will help guide the City in determining what projects should be focused on first. While each project is given a priority number, other factors such as grant fund availability, changes in site conditions, or re-evaluation of the criteria may push a project higher or lower in priority than what is presented here.

Priority	Segment On...	From...	To...	Length	Pedestrian Safety	Connecting the Community	Network Continuity Links	Proximity to Schools	Population Served	Total Points	Unit Cost	Planning-Level Cost Estimate (2020)
1	Simonds Rd (East Side)	88th Ave NE	NE 152nd St	400'	23	2	13	20	14	72	\$ 2,157	\$ 862,800
2	Simonds Rd (East Side)	NE 157th St	NE 155th St	670'	23	4	12	20	4	63	\$ 2,157	\$ 1,445,190
3	Simonds Rd (West Side)	NE 152nd St	NE 151st St	780'	18	4	12	20	6	60	\$ 2,433	\$ 1,897,740
4	Simonds Rd (East Side)	84th Ave NE	NE 157th St	1070'	23	1	11	20	4	59	\$ 2,298	\$ 2,458,860
5	84th Ave NE (East Side)	NE 151st Pl	NE 150th Pl	155'	15	7	11	20	6	59	\$ 1,697	\$ 263,035
6	84th Ave NE (East Side)	NE 155th St	Simonds Rd	1500'	17	8	10	18	4	57	\$ 1,423	\$ 2,134,500
7	73rd Ave NE (East Side)	NE 201st Pl	NE 192nd St	1910'	19	4	11	16	6	56	\$ 1,998	\$ 3,816,180
8	65th Ave NE (East Side)	NE 181st St	SR 522	128'	15	10	9	2	20	56	\$ 3,033	\$ 388,224
9	NE 155th St (North Side)	84th Ave NE	86th Ave	163'	12	8	13	18	4	55	\$ 1,437	\$ 234,231
10	NE 181st St (South Side)	61st Ave NE	62nd Ave NE	290'	10	15	6	2	20	53	\$ 3,050	\$ 884,500
11	NE 155th St (South Side)	81st Ave NE	84th Ave NE	910'	12	8	0	28	4	52	\$ 1,423	\$ 1,294,930
12	84th Ave NE (West Side)	NE 151st St	NE 150th St	380'	14	8	4	20	6	52	\$ 1,696	\$ 644,480
13	84th Ave NE (East Side)	NE 146th St	NE 150th Pl	1080'	15	7	6	18	6	52	\$ 2,284	\$ 2,466,720
14	67th Ave NE (West Side)	NE 181st St	SR 522	260'	13	14	3	2	20	52	\$ 3,033	\$ 788,580
15	67th Ave NE (East Side)	NE 181st St	SR 522	260'	13	14	3	2	20	52	\$ 3,033	\$ 788,580
16	NE 150th St (North Side)	81st Ave NE	84th Ave NE	300'	10	7	0	20	14	51	\$ 1,423	\$ 426,900
17	84th Ave NE (East Side)	NE 153rd St	NE 155th St	330'	15	8	4	18	6	51	\$ 1,600	\$ 528,000
18	73rd Ave NE (West Side)	City Limits	NE 192nd St	3660'	17	4	0	16	14	51	\$ 2,242	\$ 8,205,720
19	NE 155th St (South Side)	84th Ave NE	87th Pl NE	620'	12	8	6	18	6	50	\$ 1,969	\$ 1,220,780
20	NE 155th St (South Side)	79th Ave NE	81st Ave NE	470'	12	6	0	28	4	50	\$ 1,423	\$ 668,810
21	NE 145th St (North Side)	79th Pl NE	81st Ave NE	460'	11	3	10	20	6	50	\$ 1,423	\$ 654,580
22	70th Ave NE (West Side)	NE 153rd St	72nd Pl NE	430'	10	5	13	16	6	50	\$ 1,423	\$ 611,890
23	NE 195th St (South Side)	76th Ct NE	77th Pl NE	210'	12	0	13	18	6	49	\$ 1,423	\$ 298,830
24	NE 182nd St (North Side)	68th Ave NE	73rd Ave NE	1040'	8	12	11	2	16	49	\$ 1,532	\$ 1,593,280
25	88th Ave NE (West Side)	NE 152nd St	Simonds Rd	650'	9	2	12	20	6	49	\$ 1,423	\$ 924,950
26	NE 202nd St (South Side)	61st Pl NE	66th Ave NE	2260'	15	0	11	16	6	48	\$ 1,556	\$ 3,516,560
27	NE 182nd St (South Side)	68th Ave NE	73rd Ave NE	1400'	7	12	11	2	16	48	\$ 1,668	\$ 2,335,200
28	84th Ave NE (West Side)	NE 156th St	NE 155th St	465'	16	8	0	18	6	48	\$ 1,423	\$ 661,695
29	84th Ave NE (West Side)	NE 158th St	NE 156th St	260'	16	8	0	18	6	48	\$ 1,423	\$ 369,980
30	81st Ave NE (East Side)	NE 155th St	NE 150th St	1330'	7	6	11	20	4	48	\$ 1,423	\$ 1,892,590
31	NE 192nd St (South Side)	73rd Ave	80th Ave	2240'	14	3	10	16	4	47	\$ 1,808	\$ 4,049,920
32	NE 175th St (South Side)	68th Ave NE	73rd Ave NE	800'	18	13	8	2	6	47	\$ 1,750	\$ 1,400,000
33	NE 155th St (South Side)	75th Ave	78th Ave	1050'	19	4	10	8	6	47	\$ 1,423	\$ 1,494,150
34	84th Ave NE (West Side)	NE 150th St	NE 148th Pl	450'	14	7	0	20	6	47	\$ 1,440	\$ 648,000
35	NE 181st St (South Side)	60th Ave NE	61st Ave NE	490'	11	11	6	2	16	46	\$ 2,371	\$ 1,161,790
36	NE 170th St (North Side)	70th Ave	72nd Ave	1250'	23	7	0	2	14	46	\$ 1,683	\$ 2,103,750
37	84th Ave NE (West Side)	NE 153rd St	NE 151st St	370'	14	8	0	20	4	46	\$ 1,696	\$ 627,520
38	80th Ave NE (East Side)	NE 179th Ln	NE 177th St	255'	17	8	13	2	6	46	\$ 1,423	\$ 362,865
39	78th Ave NE (East Side)	NE 150th St	NE 148th St	200'	11	2	13	14	6	46	\$ 1,423	\$ 284,600
40	NE 192nd St (North Side)	73rd Ave	75th Ave	220'	12	2	13	12	6	45	\$ 1,423	\$ 313,060
41	NE 181st St (South Side)	63rd Ave NE	65th Ave NE	950'	14	9	0	2	20	45	\$ 3,421	\$ 3,249,950
42	NE 145th St (North Side)	84th Ave NE	86th Pl NE	475'	7	4	4	24	6	45	\$ 1,423	\$ 675,925
43	65th Ave NE (West Side)	NE 181st St	SR 522	200'	11	12	0	2	20	45	\$ 3,033	\$ 606,600
44	NE 181st St (South Side)	62nd Ave NE	63rd Ave NE	460'	13	9	0	2	20	44	\$ 3,050	\$ 1,403,000
45	88th Ave NE (West Side)	NE 150th St	NE 148th Pl	345'	9	0	11	18	6	44	\$ 1,563	\$ 539,235
46	84th Ave NE (West Side)	NE 148th Pl	NE 147th Pl	205'	14	6	0	18	6	44	\$ 1,423	\$ 291,715
47	Simonds Rd (East Side)	NE 163rd Pl	84th Ave NE	690'	23	1	10	3	6	43	\$ 2,284	\$ 1,575,960
48	NE 202nd St (North Side)	198th St	66th Ave NE	1230'	15	0	6	16	6	43	\$ 1,760	\$ 2,164,800
49	NE 181st St (North Side)	64th Ave	65th Ave	500'	12	9	0	2	20	43	\$ 3,694	\$ 1,847,000
50	NE 181st St (North Side)	62nd Ave NE	64th Ave NE	870'	10	10	0	2	20	42	\$ 3,596	\$ 3,128,520
51	80th Ave NE (West Side)	NE 179th Ln	NE 181st St	450'	17	6	13	2	4	42	\$ 1,423	\$ 640,350

PEDESTRIAN FACILITIES PLAN PROJECTS

Introduction: The following projects have been listed in order of priority based upon the criteria established in the PFP. The PFP and the project list are living documents that will help guide the City in determining what projects should be focused on first. While each project is given a priority number, other factors such as grant fund availability, changes in site conditions, or re-evaluation of the criteria may push a project higher or lower in priority than what is presented here.

Priority	Segment On...	From...	To...	Length	Pedestrian Safety	Connecting the Community	Network Continuity Links	Proximity to Schools	Population Served	Total Points	Unit Cost	Planning-Level Cost Estimate (2020)
52	80th Ave NE (West Side)	NE 200th St	NE 198th St	350'	19	0	15	2	6	42	\$ 1,468	\$ 513,800
53	80th Ave NE (East Side)	NE 182nd Pl	NE 179th Pl	125'	19	4	11	2	6	42	\$ 1,682	\$ 210,250
54	75th Ave NE (East Side)	NE 192nd St	NE 195th St	85'	9	2	13	12	6	42	\$ 1,423	\$ 120,955
55	Simonds Rd (East Side)	NE 163rd St	NE 166th St	420'	23	0	9	3	6	41	\$ 1,454	\$ 610,680
56	NE 155th St (South Side)	78th Ave	79th Ave	650'	12	5	4	14	6	41	\$ 1,423	\$ 924,950
57	71st Ave NE (west Side)	NE 188th Ct	School	630'	5	4	0	18	14	41	\$ 1,423	\$ 896,490
58	NE 190th St/NE 191st St (South Side)	65th Pl NE	68th Ave NE	670'	11	3	12	8	6	40	\$ 1,983	\$ 1,328,610
59	Arrowhead Dr (West Side)	NE 154th St	NE 151st St	450'	10	6	0	18	6	40	\$ 1,969	\$ 886,050
60	84th Ave NE (West Side)	Simonds Rd	NE 159th St	390'	16	4	0	14	6	40	\$ 1,423	\$ 554,970
61	84th Ave NE (West Side)	NE 159th St	NE 158th St	280'	16	4	0	14	6	40	\$ 1,423	\$ 398,440
62	84th Ave NE (East Side)	NE 146th St	NE 145th St	300'	15	5	0	14	6	40	\$ 1,697	\$ 509,100
63	73rd Ave NE (East Side)	City Limits	NE 201st Pl	300'	17	2	11	4	6	40	\$ 1,808	\$ 542,400
64	68th Ave NE (East Side)	NE 190th St	NE 187th St	650'	15	7	6	2	10	40	\$ 1,710	\$ 1,111,500
65	NE 185th St (North Side)	67th Ave NE	68th Ave NE	560'	8	11	12	2	6	39	\$ 1,423	\$ 796,880
66	NE 153rd Pl (South Side)	70th Ave NE	72nd Ave NE	480'	12	5	0	16	6	39	\$ 1,423	\$ 683,040
67	84th Ave NE (West Side)	NE 146th St	NE 145th St	320'	14	5	0	14	6	39	\$ 1,423	\$ 455,360
68	84th Ave NE (West Side)	NE 147th St	NE 146th St	170'	14	5	0	14	6	39	\$ 1,423	\$ 241,910
69	84th Ave NE (West Side)	NE 147th Pl	NE 147th St	130'	14	5	0	14	6	39	\$ 1,423	\$ 184,990
70	NE 155th St (South Side)	NE 153rd Pl	NE 75th Ave	930'	12	5	0	14	6	37	\$ 1,423	\$ 1,323,390
71	81st Ave NE (East Side)	NE 155th St	NE 158th Pl	840'	7	6	8	12	4	37	\$ 1,423	\$ 1,195,320
72	80th Ave NE (West Side)	NE 184th St	NE 190th St	1460'	18	0	11	2	6	37	\$ 1,423	\$ 2,077,580
73	80th Ave NE (East Side)	NE 196th St	NE 198th St	280'	16	0	13	2	6	37	\$ 1,468	\$ 411,040
74	Arrowhead Dr (South Side)	64th Ave	NE 154th St	1550'	10	4	0	16	6	36	\$ 1,969	\$ 3,051,950
75	75th Ave NE (West Side)	NE 192nd St	NE 198th Pl	1390'	17	1	0	12	6	36	\$ 1,423	\$ 1,977,970
76	NE 170th St (North Side)	72nd Ave	NE 169th St	2700'	23	5	0	3	4	35	\$ 1,760	\$ 4,752,000
77	88th Ave NE (West Side)	NE 159th Ct	NE 160th Pl	180'	10	0	3	15	6	34	\$ 1,423	\$ 256,140
78	60th Ave NE (West Side)	NE 198th St	NE 197th St	125'	11	2	13	2	6	34	\$ 1,969	\$ 246,125
79	NE 192nd St (North Side)	75th Ave	80th Ave	930'	14	1	0	12	6	33	\$ 1,956	\$ 1,819,080
80	75th Ave (West Side)	NE 202nd Pl	NE 203rd Ln	400'	12	0	13	2	6	33	\$ 1,437	\$ 574,800
81	81st Pl NE (East Side)	NE 158th Pl	NE 161st Pl	630'	7	3	6	12	4	32	\$ 1,423	\$ 896,490
82	80th Ave NE (East Side)	NE 195th St	NE 192nd St	900'	16	0	0	2	14	32	\$ 1,545	\$ 1,390,500
83	75th Ave (West Side)	NE 202nd Pl	NE 200th St	270'	11	0	9	6	6	32	\$ 1,423	\$ 384,210
84	NE 203rd St (North Side)	83rd Pl NE	80th Ave	980'	13	0	10	2	6	31	\$ 1,710	\$ 1,675,800
85	NE 145th St (North Side)	82nd Ct NE	84th Ave NE	440'	8	3	0	14	6	31	\$ 1,423	\$ 626,120
86	Simonds Rd (East Side)	NE 166th St	NE 169th St	400'	23	0	0	3	4	30	\$ 2,298	\$ 919,200
87	NE 166th St (South Side)	Simonds Rd	84th Ave NE	570'	12	0	9	3	6	30	\$ 1,983	\$ 1,130,310
88	NE 143rd St (North Side)	Juanita Dr	NE 145th St	340'	11	7	0	6	6	30	\$ 1,423	\$ 483,820
89	75th Ave NE (East Side)	NE 195th St	NE 198th Pl	555'	8	0	10	6	6	30	\$ 1,696	\$ 941,280
90	74th Pl NE (South Side)	73rd Ave	75th Pl NE	485'	10	1	7	6	6	30	\$ 1,809	\$ 877,365
91	55th Ave NE (East Side)	NE 198th Pl	NE 204th St	1280'	16	2	4	2	6	30	\$ 1,423	\$ 1,821,440
92	NE 185th St (Trail)	80th Ave NE	73rd Ave NE	2360'	0	7	0	8	14	29	\$ 2,955	\$ 6,973,800
93	NE 185th St (Trail)	68th Ave NE	63rd Ave NE	2170'	0	13	0	2	14	29	\$ 1,809	\$ 3,925,530
94	NE 185th St (Trail)	73rd Ave	71st Ave NE	450'	0	7	0	8	14	29	\$ 1,423	\$ 640,350
95	81st Pl NE (East Side)	NE 165th St	NE 161st Pl	310'	8	0	7	8	6	29	\$ 1,423	\$ 441,130
96	NE 181st St (North Side)	60th Ave NE	61st Ave NE	500'	9	11	0	2	6	28	\$ 2,371	\$ 1,185,500
97	NE 145th St (North Side)	NE 143rd St	75th Ave NE	820'	10	6	0	6	6	28	\$ 1,423	\$ 1,166,860
98	80th Ave NE (West Side)	NE 198th St	NE 195th St	900'	16	0	4	2	6	28	\$ 1,528	\$ 1,375,200
99	75th Ave NE (East Side)	NE 153rd Pl	NE 155th St	300'	10	4	6	2	6	28	\$ 1,423	\$ 426,900
100	55th Ave NE (East Side)	NE 193rd St	NE 195th St	890'	16	4	0	2	6	28	\$ 1,423	\$ 1,266,470
101	75th Ave NE (east Side)	74th Pl NE	NE 145th St	720'	12	1	2	6	6	27	\$ 1,423	\$ 1,024,560

PEDESTRIAN FACILITIES PLAN PROJECTS

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Priority	Segment On...	From...	To...	Length	Pedestrian Safety	Connecting the Community	Network Continuity Links	Proximity to Schools	Population Served	Total Points	Unit Cost	Planning-Level Cost Estimate (2020)
102	75th Ave (East Side)	NE 203rd St	NE 204th Pl	190'	10	0	9	2	6	27	\$ 1,710	\$ 324,900
103	55th Ave NE (East Side)	NE 195th St	NE 198th Pl	690'	16	3	0	2	6	27	\$ 1,423	\$ 981,870
104	NE 185th St (North Side)	64th Ave NE	66th Ave NE	670'	12	6	0	2	6	26	\$ 1,710	\$ 1,145,700
105	83rd Pl NE (East Side)	SR 522	City Limits	560'	13	5	0	4	4	26	\$ 1,794	\$ 1,004,640
106	80th Ave NE (West Side)	NE 203rd St	NE 201st Pl	650'	18	0	0	2	6	26	\$ 1,808	\$ 1,175,200
107	80th Ave NE (West Side)	NE 205th St	NE 203rd St	320'	18	0	0	2	6	26	\$ 1,727	\$ 552,640
108	80th Ave NE (West Side)	NE 183rd St	NE 184th St	150'	18	2	0	2	4	26	\$ 1,423	\$ 213,450
109	80th Ave NE (West Side)	NE 182nd Pl	NE 183rd St	110'	18	2	0	2	4	26	\$ 1,423	\$ 156,530
110	80th Ave NE (East Side)	NE 203rd St	NE 198th St	980'	18	0	0	2	6	26	\$ 2,126	\$ 2,083,480
111	80th Ave NE (East Side)	NE 205th St	NE 203rd St	300'	18	0	0	2	6	26	\$ 1,710	\$ 513,000
112	74th Ave NE (East)/NE 169th St (South)	NE 167th Ct	75th Ave NE	130'	11	0	6	3	6	26	\$ 1,696	\$ 220,480
113	NE 193rd St (South Side)	55th Ave NE	61st Ave NE	560'	13	4	0	2	6	25	\$ 1,423	\$ 796,880
114	NE 193rd St (North Side)	55th Ave NE	61st Ave NE	620'	13	4	0	2	6	25	\$ 1,423	\$ 882,260
115	NE 145th St (North Side)	88th Pl NE	90th Pl NE	230'	7	1	3	8	6	25	\$ 1,710	\$ 393,300
116	80th Ave NE (East Side)	NE 190th St	NE 185th St	1330'	17	0	0	2	6	25	\$ 1,423	\$ 1,892,590
117	80th Ave NE (East Side)	NE 192nd St	NE 190th St	425'	17	0	0	2	6	25	\$ 1,451	\$ 616,675
118	80th Ave NE (East Side)	NE 185th St	NE 183rd St	385'	17	0	0	2	6	25	\$ 1,423	\$ 547,855
119	75th Ave NE (West Side)	NE 169th St	Simonds Rd	280'	9	2	0	8	6	25	\$ 1,532	\$ 428,960
120	NE 203rd St (South Side)	83rd Pl NE	80th Ave	1010'	16	0	0	2	6	24	\$ 1,969	\$ 1,988,690
121	NE 190th St (North Side)	57th Ave NE	61st Ave NE	490'	10	0	6	2	6	24	\$ 1,710	\$ 837,900
122	NE 185th St (Trail)	61st Ave NE	56th Ave NE	770'	0	8	0	2	14	24	\$ 1,970	\$ 1,516,900
123	80th Ave NE (West Side)	NE 195th St	NE 193rd Pl	390'	16	0	0	2	6	24	\$ 1,588	\$ 619,320
124	80th Ave NE (West Side)	NE 193rd Pl	NE 192nd St	240'	16	0	0	2	6	24	\$ 1,588	\$ 381,120
125	NE 198th St (South Side)	65th Ave NE	66th Pl NE	750'	11	0	0	6	6	23	\$ 1,696	\$ 1,272,000
126	NE 198th St (South Side)	66th Pl NE	68th Ave NE	400'	11	0	0	6	6	23	\$ 1,969	\$ 787,600
127	NE 185th St (Trail)	63rd Ave NE	61st Ave NE	1000'	0	7	0	2	14	23	\$ 1,970	\$ 1,970,000
128	80th Ave NE (West Side)	NE 192nd St	NE 190th St	335'	17	0	0	2	4	23	\$ 1,535	\$ 514,225
129	60th Ave NE (east Side)	NE 181st St	60th Ave NE	770'	7	8	0	2	6	23	\$ 1,423	\$ 1,095,710
130	NE 197th St (South Side)	61st Pl NE	62nd Ave NE	440'	12	2	0	2	6	22	\$ 1,423	\$ 626,120
131	NE 197th St (North Side)	61st Pl NE	62nd Ave NE	430'	12	2	0	2	6	22	\$ 1,423	\$ 611,890
132	75th Ave NE (East Side)	NE 153rd Pl	74th Pl NE	1120'	10	3	3	0	6	22	\$ 1,423	\$ 1,593,760
133	75th Ave NE (East Side)	NE 198th St	NE 201st Pl	580'	10	0	0	6	6	22	\$ 1,423	\$ 825,340
134	75th Ave (East Side)	NE 202nd Pl	NE 203rd St	300'	10	0	4	2	6	22	\$ 1,423	\$ 426,900
135	NE 165th St (North Side)	79th Pl NE	Simonds Rd	710'	6	0	6	3	6	21	\$ 1,494	\$ 1,060,740
136	NE 165th St (North Side)	77th Ave NE	79th Pl NE	640'	7	0	0	8	6	21	\$ 1,423	\$ 910,720
137	74th Ave NE (west Side)	NE 155th St	NE 156th St	400'	10	4	0	3	4	21	\$ 1,423	\$ 569,200
138	64th Ave NE (east Side)	NE 185th St	NE 187th St	590'	7	6	0	2	6	21	\$ 1,423	\$ 839,570
139	64th Ave NE (east Side)	NE 188th St	NE 190th St	280'	7	3	3	2	6	21	\$ 1,423	\$ 398,440
140	62nd Ave NE (west Side)	NE 196th St	NE 198th St	660'	11	2	0	2	6	21	\$ 1,423	\$ 939,180
141	NE 198th St (South Side)	62nd Ave NE	64th Ave NE	910'	11	1	0	2	6	20	\$ 1,423	\$ 1,294,930
142	NE 185th St (Trail)	82nd Ave NE	80th Ave	730'	0	4	0	2	14	20	\$ 1,809	\$ 1,320,570
143	NE 182nd St (North Side)	60th Ave NE	58th Ave NE	340'	7	5	0	2	6	20	\$ 1,423	\$ 483,820
144	NE 163rd St (West/North Side)	NE 162nd St	76th Pl NE	800'	10	0	0	6	4	20	\$ 1,983	\$ 1,586,400
145	75th Ave (West Side)	NE 203rd Ln	NE 205th St	250'	12	0	0	2	6	20	\$ 1,437	\$ 359,250
146	74th Ave NE (west Side)	NE 158th St	NE 162nd St	1000'	10	1	2	1	6	20	\$ 1,437	\$ 1,437,000
147	74th Ave NE (west Side)	NE 156th St	NE 158th St	390'	10	3	0	3	4	20	\$ 1,423	\$ 554,970
148	64th Ave NE (east Side)	NE 187th St	NE 188th St	310'	7	4	0	2	6	19	\$ 1,423	\$ 441,130
149	NE 205th St (South Side)	76th Ave NE	80th Ave NE	1280'	10	0	0	2	6	18	\$ 1,775	\$ 2,272,000
150	NE 205th St (South Side)	4th Pl W	76th Ave NE	630'	10	0	0	2	6	18	\$ 1,423	\$ 896,490
151	NE 195th St (South Side)	79th Ct NE	80th Ave	220'	6	0	0	6	6	18	\$ 1,423	\$ 313,060

PEDESTRIAN FACILITIES PLAN PROJECTS

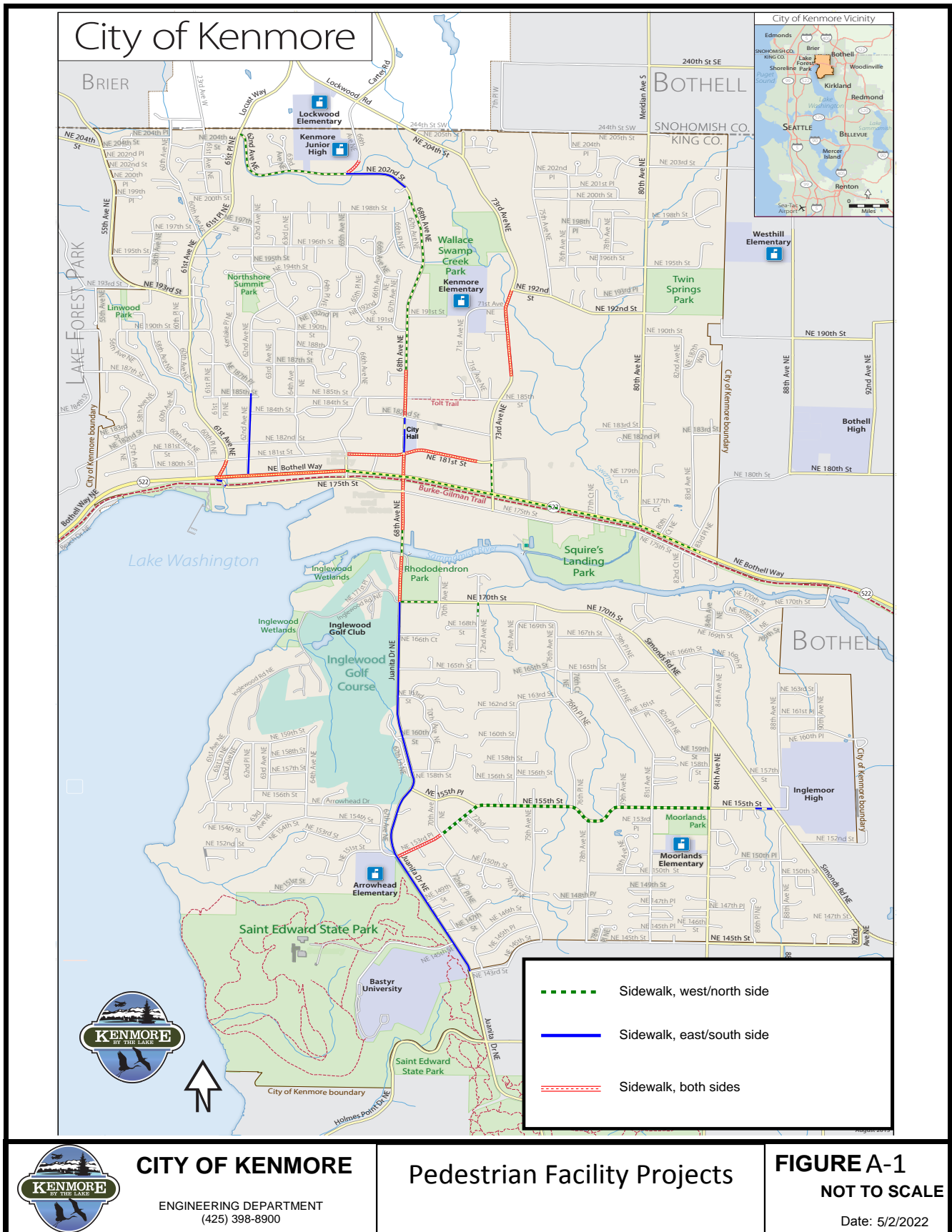
Introduction: The following projects have been listed in order of priority based upon the criteria established in the PFP. The PFP and the project list are living documents that will help guide the City in determining what projects should be focused on first. While each project is given a priority number, other factors such as grant fund availability, changes in site conditions, or re-evaluation of the criteria may push a project higher or lower in priority than what is presented here.

Priority	Segment On...	From...	To...	Length	Pedestrian Safety	Connecting the Community	Network Continuity Links	Proximity to Schools	Population Served	Total Points	Unit Cost	Planning-Level Cost Estimate (2020)
152	Arrowhead Dr (South Side)	61st Ave NE	63rd Ave NE	770'	10	0	0	2	6	18	\$ 1,969	\$ 1,516,130
153	75th Ave NE (east Side)	NE 201st Pl	NE 202nd Pl	180'	10	0	0	2	6	18	\$ 1,423	\$ 256,140
154	NE 198th St (South Side)	64th Ave NE	65th Ave NE	640'	11	0	0	0	6	17	\$ 1,969	\$ 1,260,160
155	NE 182nd St (North Side)	57th Ave NE	City Limits	540'	7	2	0	2	6	17	\$ 1,969	\$ 1,063,260
156	NE 182nd St (North Side)	58th Ave NE	57th Ave NE	300'	7	2	0	2	6	17	\$ 1,423	\$ 426,900
157	Arrowhead Dr (South Side)	63rd Ave NE	64th Ave NE	660'	9	0	0	2	6	17	\$ 1,696	\$ 1,119,360
158	60th Ave NE (West Side)	NE 200th Ct	NE 204th Pl	940'	8	0	0	2	6	16	\$ 1,983	\$ 1,864,020
159	76th Ave NE (East Side)	NE 165th St	NE 166th St	330'	6	0	0	3	6	15	\$ 1,423	\$ 469,590
160	76th Ave NE (West Side)	NE 163rd St	NE 166th St	300'	6	0	2	3	0	11	\$ 1,423	\$ 426,900
TOTAL PROGRAM COST											\$	184,153,445

APPENDIX B

COMPLETED PROJECT LIST

COMPLETED PROJECT MAPS



COMPLETED PROJECTS						
Road	Begin	End	Side of Road	Length, Ft	Project Cost	Year Completed
61st Ave NE	SR522	NE 181st St	Both sides	275	\$275K	2016
61st Ave NE	NE 175th St	SR522	East side	135	\$81K	2016
62nd Av NE	SR522	NE 185th St	East side	1580	\$1.07M	2018
66th Ave NE	NE 202nd St	Kenmore JR	Both sides	375	\$398K	2017
68th Ave NE	NE 182nd St	NE 185th St	East side	350	\$231K	2014
68th Ave NE	NE 182nd St	NE 185th St	West side	350	\$452K	2022
68th Ave NE	NE 185th St	NE 187th St	Both sides	420	\$1.1M	2022
68th Ave NE	NE 187th St	NE 198th St	West side	3595	\$4.6M	2022
68th Ave NE	NE 181st St	NE 182nd St	East side	615	\$338K	2010
68th Ave NE	NE 175th St	NE 181st St	Both sides	560	\$560K	2010
68th Ave NE	NE 170th St	NE 175th St	Both sides	2125	\$4.5M	2022
73rd Ave NE	SR522	NE 181st St	West side	535	\$268K	2010
73rd Ave NE	NE 185th St	NE 192nd St	Both sides	1735	\$1M	2006
Juanita Dr	NE 143rd St	NE 170th St	East side	7600	\$14.2M	2022
NE 153rd	72nd	Juanita	South side	790	\$750K	2019
NE 155th St/NE 153rd St	Juanita Dr	84th Ave NE	North side	5545	\$900K	2001
NE 170th St	68th Ave NE	Rhody Park	North side	530	\$39K	2001
NE 181st St	East of 68th Ave	Fire Station	North side	550	\$520K	2017
NE 181st St	67th Ave NE	68th Ave NE	North side	230	\$115K	2010
NE 181st St	68th Ave NE	East of 68th Ave	North side	140	\$77K	2010
NE 181st St	67th Ave NE	68th Ave NE	South side	375	\$188K	2010
NE 181st St	65th Ave NE	67th Ave NE	North side	475	\$720K	2019
NE 181st St	East of 68th Ave	73rd Ave NE	South Side	680	\$880K	2017
NE 202nd St	66th Ave NE	62nd Ave NE	North side	2330	\$3.0M	2022
NE 202nd St	NE 198th St	66th Ave NE	South side	1090	\$1.0M	2017
SR522	73rd Ave NE	83rd Ave NE	North Side	3745	\$2.8M	2009
SR522	65th Ave NE	73rd Ave NE	North Side	2400	\$1.8M	2010
SR522	61st Ave NE	65th Ave NE	Both sides	2025	\$3.6M	2016

Subject/Topic: Downtown Revitalization with guest Rod Stevens of Business Street, LLC	For Council Meeting Agenda of: May 23, 2022 Department: City Manager's Office Prepared by: Rob Karlinsey, City Manager
Proposed Council Action/Motion: No action requested. Review and discuss Mr. Stevens' presentation.	<div style="text-align: right;"><u>Initial & Date</u></div> Approved by Department Head: _____ Approved by City Attorney: _____ Approved by Finance Director: _____ Approved by City Manager: _____ <u>RGK</u> Exhibits/Attachments: N/A
INFORMATION/BACKGROUND: <p>Since the City's incorporation 1998, creating a vibrant, walkable downtown that Kenmore residents can call their very own has been a high priority. In the mid-2000s, the City assembled about ten acres of property in the heart of the city's planned downtown, also known as Kenmore Village in the downtown plan's strategic investment area. Over time, the City sold these properties back to private sector developers on conditions of redevelopment according to the City's direction to create a higher density, walkable downtown with amenities.</p> <p>The conditions were met, and we saw over \$120 million in public and private sector investment on the ten acres. Now that most of the ten acres has been redeveloped and we have made significant progress toward that downtown sense of place, we might ask, what's next? What can the City do to further spur and encourage downtown revitalization and redevelopment, especially in the downtown strategic investment area?</p> <p>The City Council has raised these questions and discussed this topic at their last retreat in January. To help answer these questions, staff has retained the services of Rod Stevens of Business Street, LLC. Mr. Stevens helped the City position the Kenmore Village properties and take them to market back in 2012-2013.</p> <p>Rod Stevens is a revitalization specialist who works with cities to attract talent and investment. He has almost 40 years of experience and has worked in more than 40 metro markets nationwide.</p> <p>A native of the Pacific Northwest and a 22-year resident of Bainbridge Island, Mr. Stevens has consulted on a number of key development projects in the Puget Sound Region, including Kenmore Village as just mentioned. His work on Kenmore Village included both determining what uses could be feasibly developed and finding the right development partner.</p> <p>At the May 23 City Council meeting, Mr. Stevens will be presenting his "SWOT Analysis" (Strengths, Weaknesses, Opportunities and Threats) of attracting more development for downtown Kenmore.</p>	

Downtown Kenmore: The Next Generation

Tuesday, May 17, 2022



Question: How to get more
good development downtown?

Great places compete for talent
and investment.

Revitalization, housing, equity
and jobs all tie together.

Assets









Microsoft

amazon



Google

Challenges













HARBOUR VILLAGE MARINA

(PRIVATE FACILITY)

ACCESS DURING DAYLIGHT HOURS ONLY

1. Dogs must be on a leash
2. Do not allow dogs in gardens
3. Clean up after your dog
4. Walk Bicycles
5. No Rollerblades or Skateboards
6. Table areas are for members only
7. No fishing inside marina
8. Do not bother wildlife in marina

SMILE!
YOU'RE
ON
CAMERA



Strategy: Move The Bullseye and Make Youth An Asset











CityLab | Design

Teen Girls Need Better Public Spaces to Hang Out

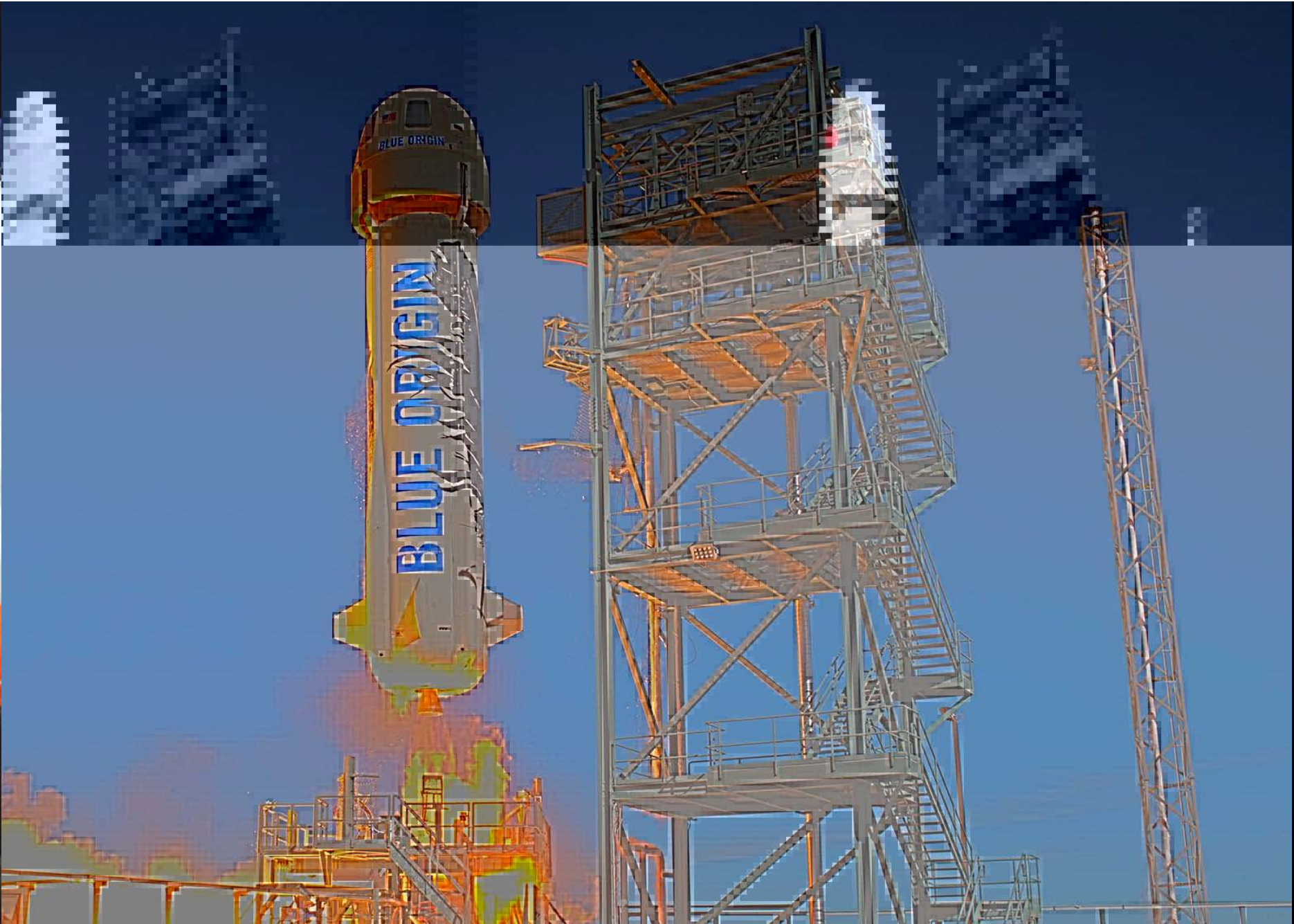
Basketball courts, skate parks and playgrounds overlook an important demographic: teenage girls. A burgeoning design movement is trying to fix that.

















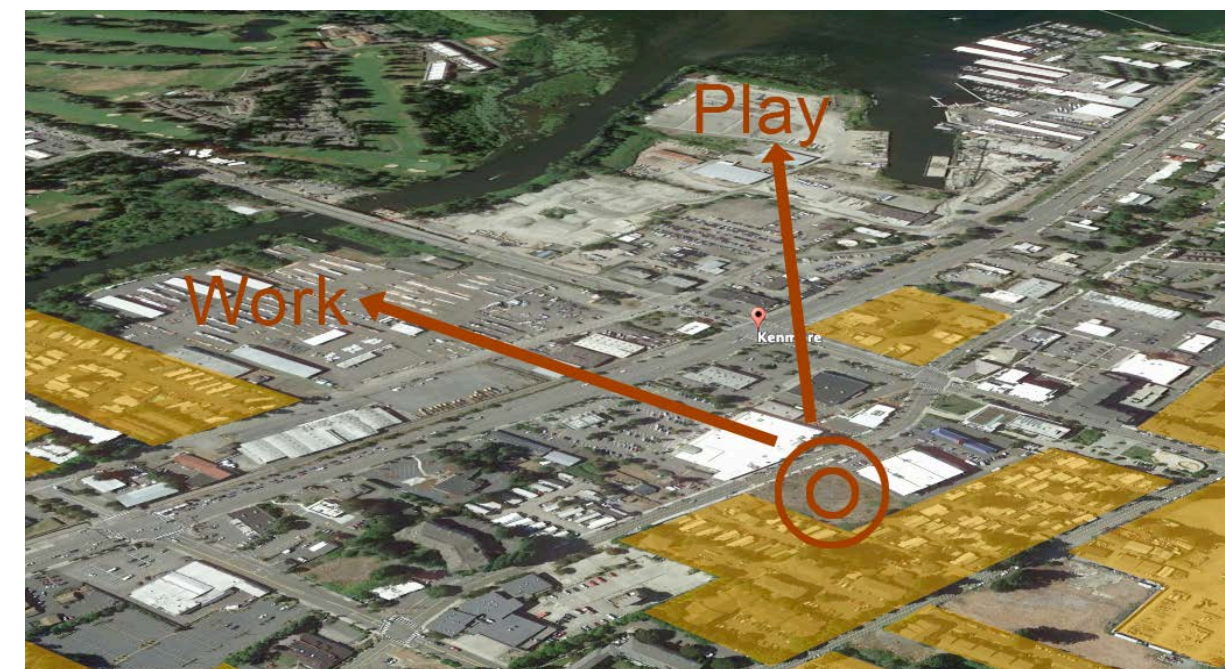
Tactical

1. Downtown plan.
2. Develop city-owned sites.
3. Air rights.



Game-Changing

1. Head-of-the-Lake branding.
2. Cutting-edge industry.
3. Regional waterfront park.



Strategic question: What actions will produce the highest return on city resources and council time?



City Council Business Agenda Item
City of Kenmore, WA

<p>Subject/Topic:</p> <p>Affordable Housing RFP Update</p> <p>Proposed Council Action/Motion:</p> <p>No Action. For discussion only.</p>	<p>For Council Meeting Agenda of: May 23, 2021</p> <p>Department: City Manager</p> <p>Prepared by: Stephanie Lucash, Assistant City Manager/ARPA Administrator</p> <table border="0"> <tr> <td></td><td style="text-align: right;"><u>Initial & Date</u></td></tr> <tr> <td>Approved by Department Head:</td><td style="text-align: right;">SL, 5/10/22</td></tr> <tr> <td>Approved by City Attorney:</td><td style="text-align: right;">n/a</td></tr> <tr> <td>Approved by Finance Director:</td><td style="text-align: right;">Is, 5/10/22</td></tr> <tr> <td>Approved by City Manager:</td><td style="text-align: right;">RGK, 5/10/22</td></tr> </table> <p>Exhibits/Attachments:</p> <p>Slide Deck</p>		<u>Initial & Date</u>	Approved by Department Head:	SL, 5/10/22	Approved by City Attorney:	n/a	Approved by Finance Director:	Is, 5/10/22	Approved by City Manager:	RGK, 5/10/22
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Approved by Department Head:	SL, 5/10/22										
Approved by City Attorney:	n/a										
Approved by Finance Director:	Is, 5/10/22										
Approved by City Manager:	RGK, 5/10/22										
<p>BACKGROUND</p> <p>The Kenmore City Council's number one priority for 2021-22 is to <i>increase and preserve the options for affordable housing stock</i>. In support of this goal, a working group, consisting of five City employees, two employees from A Regional Coalition for Housing (ARCH) and four graduate students forming a Capstone Team, has been working hard on an effort to build new affordable housing units in downtown Kenmore. The members of the working group are Stephanie Lucash, Bryan Hampson, Debbie Bent, Lauri Anderson, and John Vicente from the City, Lindsay Masters and Elsa Kings from ARCH and Bill McQueen, Johnny Wheeler, Jennifer Rogers and Michaela Wright from the University of Washington. This group developed a Request for Proposals (RFP) to seek proposals for affordable housing on the City-owned Old Shell property following previous discussions with the City Council on October 25, 2021 and November 15, 2021.</p> <p>The RFP closed on April 22, 2022, and the City received three strong proposals. The working group has been evaluating the proposals including conducting interviews with each of the three respondent teams. This discussion will give an update on that work, including an overview of the selected RFP respondent.</p> <p>The plan is to come to the June 21st City Council meeting with a recommendation for moving forward with a partner and design to submit in the September 2022 State and County affordable housing funding cycle.</p> <p>FISCAL CONSIDERATION:</p> <p>The Kenmore City Council previously decided to use approximately \$3.2 million of the City's American Rescue Plan Act funds for this affordable housing work and ARCH has allocated \$3 million from its ARCH Trust Fund for this effort. In addition, the City will be donating the Old Shell property, appraised at \$1.89 million.</p> <p>COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:</p> <p>Goal #1: Affordable Housing. This item supports the City Council's top priority: <i>Increase and preserve the options for affordable housing stock</i>.</p>											

Affordable Housing Development Proposal

Update for Kenmore City Council

May 23, 2022



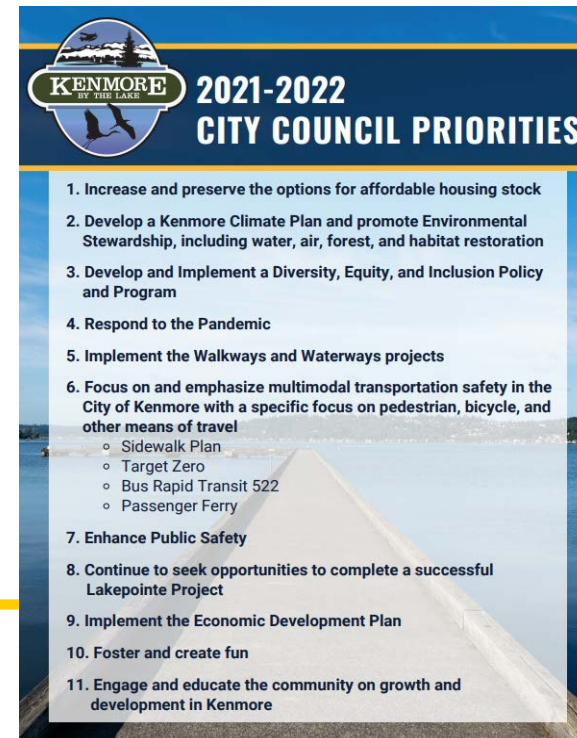
Announcing our new partner

Plymouth
Housing

City of Kenmore's #1 Priority

Recognizing the affordable housing crisis

- The Kenmore City Council's number one priority for 2021-2022
- Working group and UW Capstone Team deeply committed to effort
- City is committing more than \$5 million of City resources to project
- RFP closed on April 22 and City received three very strong proposals
- Project goals in RFP included:
 - Deep affordability (goal of 20% of units serving residents at 30% AMI)
 - Cost efficient and achieve significant density of housing
 - Between 80-100 units
 - Community-supportive ground floor space
 - Development Agreement



Introducing: Kenmore Senior Housing



- 100 units of affordable housing with a mix of studios and one-bedroom units
- Seniors, vets and individuals with disabilities
- All unit serving residents at 30% of area median income
- Access to downtown Kenmore and robust transportation
- \$37.5M total cost; financing partnerships



The Project Team

Plymouth Housing Group

- 40 years
- Regional affordable housing provider
- 15 buildings

Environmental Works Walsh Construction

- 17 years as a team
- 8 projects with nonprofits since 2005



Project Design

- High quality, cost efficient, sustainable design
- Community Courtyard
 - Preserves established large tree
- Resident Amenity Spaces
 - Community room
 - Community kitchen
 - Case management office space
- Community Beneficial Commercial Space
 - Potential Bastyr Community Clinic



Timeline and Next Steps

- June 9th ARCH Executive Board Approval
- June 21st Kenmore City Council Approval
- December 2022 State Housing Trust Fund Award
- January 2023 Low Income Housing Tax Credit Allocation
- June 2023 Construction start
- December 2024 Residents Move In



Thank You and Questions



<p>Subject/Topic: National Pollutant Discharge Elimination System (NPDES) and Kenmore Surface Water Management</p> <p>Proposed Council Action/Motion: Presentation only, no action needed.</p>	<p>For Council Meeting Agenda of: May 23, 2022</p> <p>Department:_Public Works, Env Services Division</p> <p>Prepared by: Richard Sawyer, Env Services Manager</p> <table border="0"> <thead> <tr> <th></th> <th style="text-align: right;"><u>Initial & Date</u></th> </tr> </thead> <tbody> <tr> <td>Approved by Department Head:</td> <td style="text-align: right;">RS</td> </tr> <tr> <td>Approved by City Attorney:</td> <td style="text-align: right;">NA</td> </tr> <tr> <td>Approved by Finance Director:</td> <td style="text-align: right;">NA</td> </tr> <tr> <td>Approved by City Manager:</td> <td style="text-align: right;">RK</td> </tr> </tbody> </table> <p>Exhibits/Attachments: NA</p>		<u>Initial & Date</u>	Approved by Department Head:	RS	Approved by City Attorney:	NA	Approved by Finance Director:	NA	Approved by City Manager:	RK
	<u>Initial & Date</u>										
Approved by Department Head:	RS										
Approved by City Attorney:	NA										
Approved by Finance Director:	NA										
Approved by City Manager:	RK										
<p>The City's surface water management (SMW) programs are heavily influenced by 1) King County regulations developed prior to the city's incorporation in 1998 and 2) the 1972 Clean Water Act (CWA), which was a major update to the 1948 Federal Water Pollution Control Act. The CWA is a lengthy and complicated piece of legislation, but to simplify it in one statement - it makes it unlawful to discharge any pollutant from a human generated source into Waters of the United States unless authorized under a National Pollutant Discharge Elimination System (NPDES) permit. The NPDES permit provides the framework for the Environmental Protection Agency (EPA), or a state agency they delegate authority to, to regulate discharges into waters of the state. Multiple types of NPDES permits were created depending on the activity being regulated.</p> <p>Before diving into an overview of the city's NPDES permit, it is important to include a brief history of the area's development as unincorporated King County until it became a city on August 31, 1998. County development standards were the primary source of SWM regulations until NPDES permits came about in 1995. Aerial photographs dating back to 1936 show that the city had already developed many of its primary roads, including 61st, 68th, 73rd, 80th, Juanita, Simonds and SR 522. Rural farms covered much of the area and local streams were already heavily modified by human activity. Through the 1950's and 1960's, the area quickly developed across all land uses and the spread of impervious area is easy to track through aerial photos taken each decade. By 1970, the future site of the city was a well-established growing Seattle suburb.</p> <p>King County created its first Surface Water Design Manual (SWDM) in 1969, which was a 33-page document that focused on pipe design for conveyance of stormwater. Up to this point, the goal of SWM was to convey runoff from development to the nearest local waterbody. As mentioned above, the CWA was established in 1972 and the County's next SWDM updates (1977 & 1979) started to address concepts such as flow control and basic water quality treatment. King County really began to advance the science, engineering, and awareness of SWM</p>											

in the 1990's with three updates to their SWDM. The 1998 SWDM, which came out one month following the city's incorporation, was now an 800+ page document that included many of the concepts used in today's SWDM. Since 1998 King County has updated their SWDM four additional times, with the most recent update in 2021 (now 1,100+ pages). The city will be adopting the 2021 SWDM in June 2022.

Switching gears back to the NPDES permit, the EPA delegated authority to the Washington State Department of Ecology (Ecology) to administer NPDES permits in Washington State. The NPDES permit applicable to discharges from municipal stormwater systems is the Western Washington Municipal Stormwater Permit, but other NPDES permit types exist such as construction, industrial, sand & gravel, and others. Ecology split the NPDES municipal permit into two phases, including Phase I (cities and counties over 100K in population and WSDOT) and Phase II (smaller cities and counties).

Ecology issued seven Phase I municipal NPDES permits in 1995, which included King County. Phase II NPDES permits were first issued in 2007 to smaller cities and counties as well as several school districts, ports, and some utility districts. The city is a Phase II municipality. Ecology has reissued Phase I and Phase II permits on the same schedule since 2007, which has included:

- 2007-2012
- 2012-2013
- 2013-2018
- 2018-2019
- 2019-2024 (current permit)

As mentioned above, the purpose of the NPDES permit is to authorize discharges from a stormwater system (referred to in the permit as a municipal separate storm sewer system or MS4) to Waters of the United States, or in this case, Waters of the State. The NPDES permit outlines all the requirements that must be followed by the permit holder to comply with the CWA. Each subsequent permit cycle will build upon requirements set forth in the previous permit and often add new requirements each new issuance. Phase I permits (having started 12 years before Phase II) will often have more advanced requirements before Phase II permits and therefore allow Phase II municipalities to predict what to expect in upcoming Phase II permits.

The city's Phase II permit has evolved (i.e., increased in restrictions and requirements) significantly since 2007, but this report focuses on providing an overview of the current permit and probable additions in the upcoming 2024 permit.

There are a multitude of conditions, standards, reporting requirements, monitoring and assessment requirements and responsibilities outlined in the permit; however, the core of the permit is the Stormwater Management Program (SWMP). The city as a permit holder is required to develop and implement a SWMP, which is a set of actions and activities designed to reduce the discharge of pollutants from the city's stormwater system (aka, MS4) to the maximum extent practicable and to protect water quality. The city's SWMP is comprised of these components (current 2019-2024 permit):

- Stormwater Planning
 - This is a new requirement for this current permit
 - Requires coordination with long range planning and code updates
 - Requires development of a Stormwater Management Action Plan
 - Likely to include implementation of projects in upcoming 2024 permit
 - Likely to require new SWM funding
 - Added to ESD staff workload beginning 2020 and ongoing

- Public Education and Outreach
 - Each new permit cycle has escalated outreach efforts
 - For education and outreach efforts in particular, the city leverages partnerships with neighboring jurisdictions to implement permit requirements
 - Upcoming permit cycles will likely require new SWM staff resources and funding to conduct more complex behavior change campaigns, track and analyze impacts from outreach efforts and provide more stewardship opportunities
- Public Involvement and Participation
 - Requirements have remained consistent to provide all permit documents online and be accessible to the public for review and comment.
- MS4 Mapping and Documentation
 - City has developed and maintains a GIS map
 - New mapping requirements to collect outfall data beginning 2020
 - New mapping requirements to map all connections from privately owned stormwater systems by 2023
 - Upcoming permit cycles will likely increase mapping requirements (i.e. require more types of infrastructure to be mapped with higher level of detail)
 - Added to ESD staff workload in 2020 and ongoing
- Illicit Discharge Detection and Elimination
 - Most of the city's communication with Ecology throughout the year involves IDDE issues
 - Additional requirements were added this permit cycle to proactively field screen 12% of the city's entire stormwater system each year
 - Upcoming permit cycles likely to increase proactive field screening efforts and may become more prescriptive on inspection requirements
 - Added to ESD staff workload in 2019 and ongoing
- Controlling Runoff from New Development, Redevelopment and Construction Sites
 - New requirement to adopt SWDM in June 2022
 - City averages about 100 development projects per year requiring engineering review of impacts to the City's stormwater system resulting in new public and private stormwater facilities each year
 - Updated stormwater standards typically result in more complicated projects requiring longer review, more training, more inspections and more oversight
 - Added to ESD and DS workload in 2019 and ongoing
- Operations and Maintenance
 - New requirement to update policies and procedures based on updated SWDM
 - Requires annual inspection, operation and maintenance of publicly owned facilities and annual inspection and enforcement of maintenance of privately owned facilities.
 - Many large stormwater treatment facilities are added to city's inventory each year. Since 2007, the number of public stormwater treatment facilities (e.g. detention ponds, underground retention vaults, filtration systems, etc.) has grown from 146 to 216 and the number of private facilities (requiring city inspections and regulatory oversight) has grown from 100 to 151
 - City annually inspects and maintains public conveyance facilities, including 4,503 catch basins, 71.7 miles of pipe and 12.6 miles of open channel (ditch). Much of the city's public conveyance system is aging
 - Each permit cycle typically results in increased inspection frequency, and it is likely that future permits will continue this trend
 - Added number of facilities and increased inspections and work orders to ESD and Operations workload in 2019 and ongoing. Also brought operations crew in-house in 2019.

- Source Control Program for Existing Development
 - This is a newly added program in current 2019-2024 permit cycle
 - Requires identification of businesses that conduct certain activities that are pollutant generating and implementation of a new inspection program for those businesses
 - Estimated 260+ businesses requiring inspection for new program resulting in at least 50+ additional private facility inspections per year
 - New 1.0 FTE will be needed in 2023-2024 biennium budget to accommodate this and other added NPDES requirements
- Total Maximum Daily Load (TMDL)
 - Required for municipalities containing TMDLs, which are waterbodies with known water quality issues that have an approved Water Quality Improvement Plan. The city currently has one TMDL requiring action under the permit for Swamp Creek (bacteria pollution).
 - Expanded monitoring and testing required each permit cycle
 - Added to ESD workload in 2019 and ongoing
- Structural Stormwater Controls
 - This is not currently a Phase II permit requirement, however, Phase I has this requirement and the Phase II community highly anticipates this will be a new requirement in 2024.
 - This new program requires the municipality to address stormwater impacts from existing and new developed areas (including city streets) that are not adequately controlled by other actions of the SWMP. This may include construction of new facilities, retrofit of existing facilities, restoration of riparian buffers and forest cover, floodplain projects, and removal of impervious areas.
 - Currently, Phase I permit holders can use in-stream culvert replacements as compliance for this requirement
 - Currently, Phase I permit holders have to meet a minimum number of points and each type of project is assigned a set point value. It is anticipated that Phase II permits will have something similar in 2024.

The city has successfully implemented permit requirements since its issuance in 2007, which has included 15 annual report submittals over five separate permits. The annual report includes a question/answer document that covers all the requirements in the permit and a SWMP Plan, which is a supplemental document providing a more reader friendly narrative of permit compliance and takes ESD staff approximately 4-6 weeks each year to prepare. The annual report is due to Ecology every March 31st and is required to be provided on the city's website by May 31st. Each year, city staff will also meet with an Ecology permit manager to discuss the annual report and any other permit related activities to ensure continued compliance.

In addition to complying with the NPDES permit, ESD staff also provide many other services for the city and the following are a few examples. ESD staff manage the SWM Fund and implement the annual surface water service charge program in coordination with King County. Washington state law requires that utility operators provide location services for their utility and ESD staff respond daily to utility locate requests and mark the location of stormwater facilities in the field. ESD staff manage stream monitoring locations, which currently include two locations with plans for a third. ESD staff respond to approximately 160 surface water related service requests each year, which can range from taking a couple hours to several weeks to complete and include a variety of issues ranging from private property drainage problems to code enforcement to wildlife management. ESD staff are involved with regional representation and coordination efforts at state, county, and local levels. ESD staff manage the city's Integrated Aquatic Vegetation Management Plan and its implementation each year. In 2019 ESD became lead on the city's new climate action program, which will be an ongoing program impacting not only ESD, but all city departments.

SWM Fund

Funding for SWM activities is provided through a Surface Water Service Charge assessed on all developed parcels in the city. Single family residential parcels are charged a flat annual rate (Fee = Flat Rate) and all other parcels are charged a variable rate determined by the percentage of impervious area on the parcel multiplied by the area of the parcel (Fee = Rate x Parcel Area). The most recent surface water rate study was conducted in 2018 and determined that a 54.7% rate increase spread over 6 years (2019 through 2024) was required to support existing and upcoming SWM activities. Single family parcels paying \$167.40 in 2018 will pay \$258.99 in 2024 (an increase of \$91.59 per year).

Additionally, the 2018 rate study found that existing developed parcels were subsidizing the addition of new development into the city's surface water system. Utilities, such as water and sewer in addition to stormwater, mitigate this by applying a capital facilities charge (CFC), sometimes referred to as a connection fee, on new development. The rate study recommended that a CFC be established based on the equivalent residential units (ERU) created by the new development. Fees collected from the CFC go to the surface water capital fund, which is used only for capital projects. A CFC was implemented in 2019 and continues collecting revenue for surface water capital projects.

FISCAL CONSIDERATION:

Increasing NPDES requirements require more resources; new resources, identified in the city's 2018 SWM rate study and supported by rate increases implemented in 2019, will be proposed in the 2023-2024 biennium budget. Stormwater utility rates should continue being reviewed periodically and adjusted accordingly.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

Council's 2021-2022 Priority #2 "Develop a Kenmore Climate Plan and promote Environmental Stewardship, including water, air, forest, and habitat restoration."

Surface Water Management & NPDES

Council Update
May 23, 2022



CITY OF KENMORE

ENVIRONMENTAL SERVICES



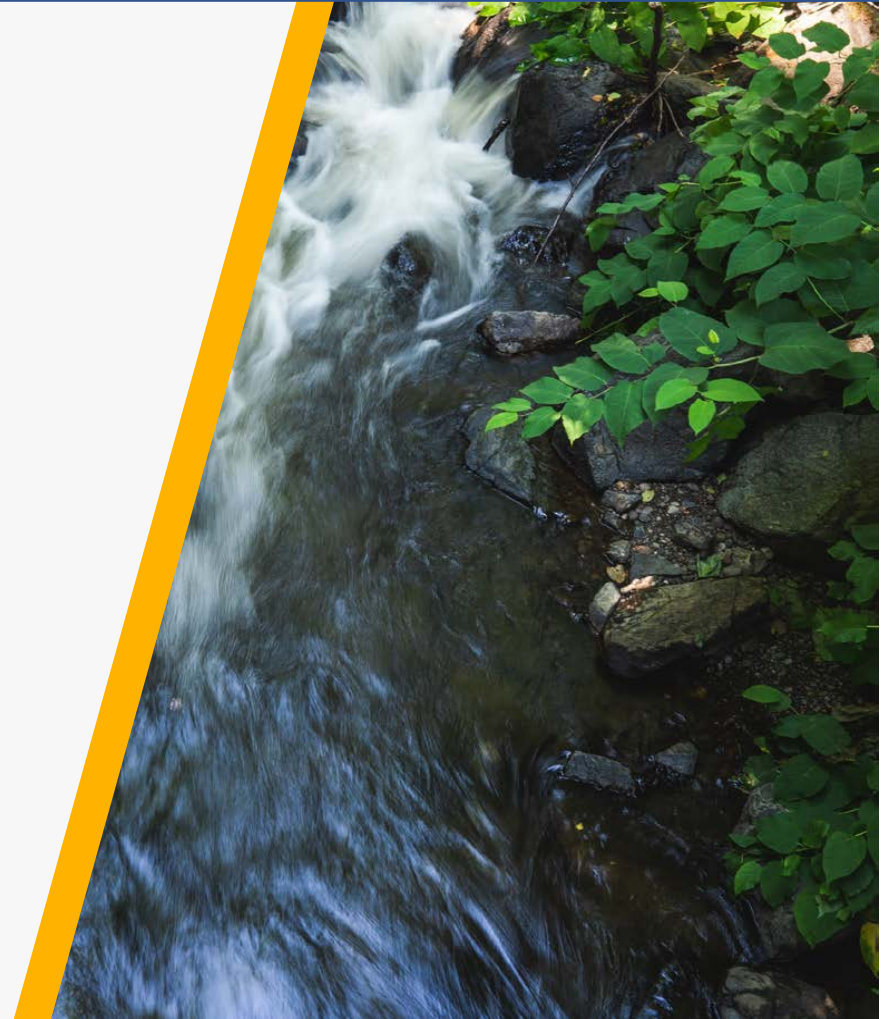
Kenmore SWM & NPDES



CITY OF KENMORE
ENVIRONMENTAL SERVICES

Discussing Today

- Brief History of surface water management in King County and Kenmore
- Clean Water Act & National Pollutant Discharge Elimination System (NPDES)
- NPDES Permit



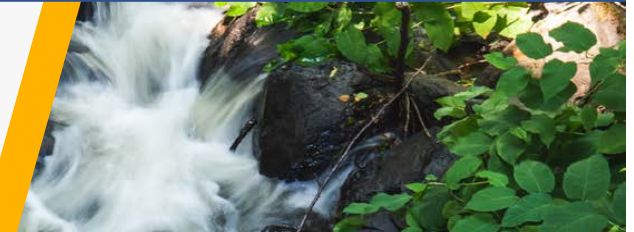
A Brief History



CITY OF KENMORE

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The area that is now Kenmore was unincorporated King County until August 31, 1998.

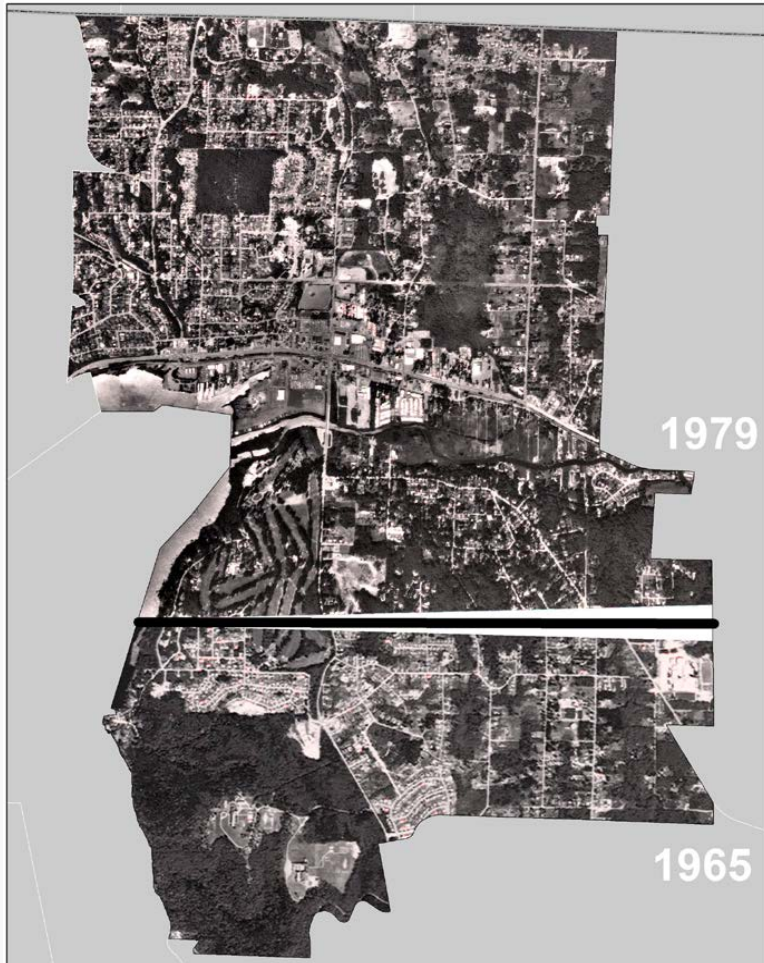


A Brief History



CITY OF KENMORE

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King County Surface Water Design Manual

- 1969 SWDM (33 pages, culvert design)
- *1972 Clean Water Act*
- 1977 SWDM (70 pages)
- 1979 SWDM (115 pages)

Surface Water Facilities

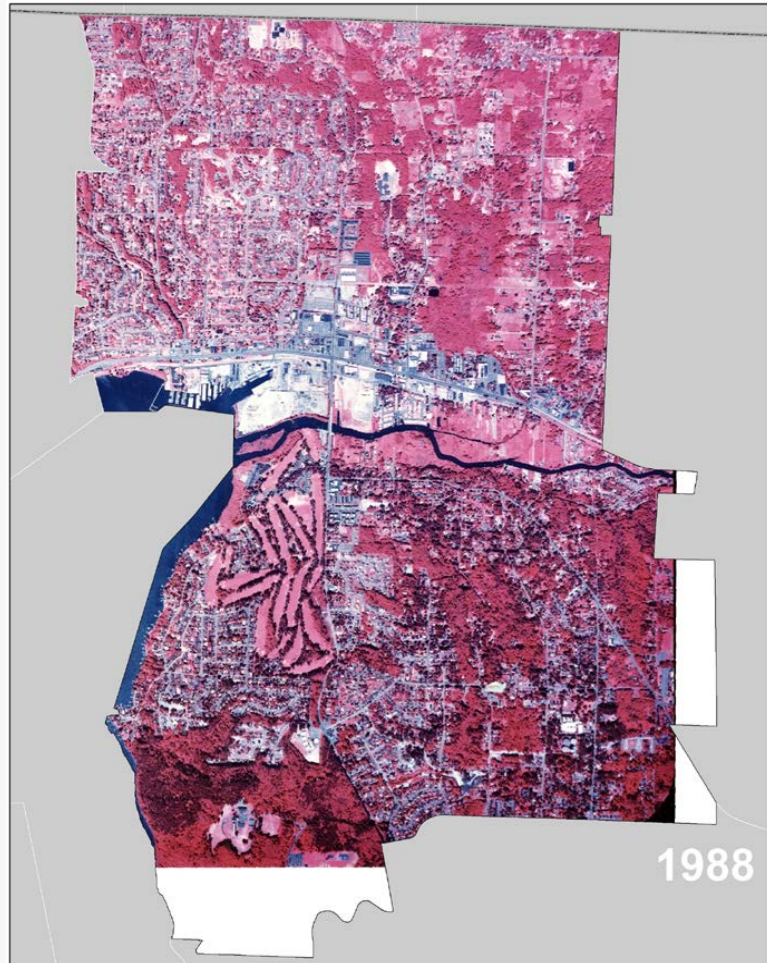
- First 12 public facilities (that we still maintain) built in 1970s

A Brief History



CITY OF KENMORE

ENVIRONMENTAL SERVICES



- 1990 SWDM Revised 1995 (600+ pages)
- 1995 *Phase I First NPDES Permit Issued (King County)*
- 1998 SWDM (800+ pages)
- 1998 *Kenmore Becomes a City*

Surface Water Facilities

75 New Public facilities (80/90s)

72 New Private facilities (80/90s)

A Brief History



CITY OF KENMORE

ENVIRONMENTAL SERVICES



- 2005 SWDM (900+)
- *2007-2012 NPDES Phase II Permit*
- 2009 SWDM (1000+ pages)
- *2009 Hired 1 SWM Staff*

Surface Water Facilities

- 73 New Public facilities (00s)
- 32 New Private facilities (00s)

A Brief History



CITY OF KENMORE

ENVIRONMENTAL SERVICES



- 2012-2013 NPDES Phase II Permit
- 2012 Hired 1 SWM Staff
- 2013-2018 NPDES Phase II Permit
- 2016 SWDM Adopted (1115 pages)
- 2018-2019 NPDES Phase II Permit
- 2019 Hired 1 SWM Staff
- 2019-2024 NPDES Phase II Permit
- 2019 O&M Staff Brought In-House
- 2021 Hired 0.5 SWM Staff
- 2021 SWDM To be Adopted (1132 pages)

Surface Water Facilities

56 New Public Facilities since 2010

47 New Private Facilities since 2010

2022 Stormwater System



CITY OF KENMORE
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City's drainage system today
(Municipal Separate Storm Sewer System – MS4)

	Catch Basins	Piped Conveyance (Miles)	Open Conveyance (Miles)	Facilities (FC & WQ)
City Maintained	4503	71.7	12.6	216
Privately Maintained	2568	54.0	4.7	151
Total	7071	125.7	17.3	367



NPDES Permit



CITY OF KENMORE
ENVIRONMENTAL SERVICES

Phase II Permit Requirements Stormwater Management Program Plan (SWMP)

- Stormwater Planning
- Public Education and Outreach
- Public Involvement and Participation
- MS4 Mapping and Documentation
- Illicit Discharge Detection and Elimination
- Controlling Runoff from New Development, Redevelopment and Construction Sites
- Operations and Maintenance
- Source Control Program for Existing Development
- Monitoring and Assessment
- Total Maximum Daily Load



NPDES Permit



CITY OF KENMORE
ENVIRONMENTAL SERVICES

- ## Phase II Permit Requirements Stormwater Management Program Plan (SWMP)
- Stormwater Planning
 - Public Education and Outreach
 - Public Involvement and Participation



NPDES Permit



CITY OF KENMORE
ENVIRONMENTAL SERVICES

Phase II Permit Requirements Stormwater Management Program Plan (SWMP)

- MS4 Mapping and Documentation
- Illicit Discharge Detection and Elimination



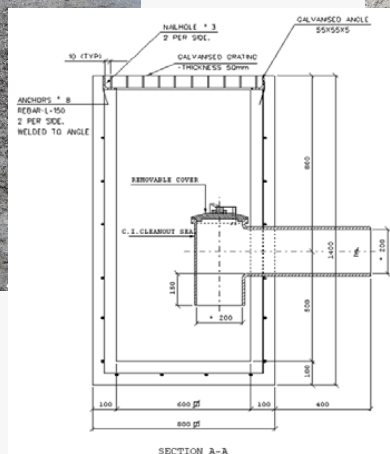
NPDES Permit (SWMP)



CITY OF KENMORE

ENVIRONMENTAL SERVICES

Controlling Runoff from New Development, Redevelopment and Construction Sites

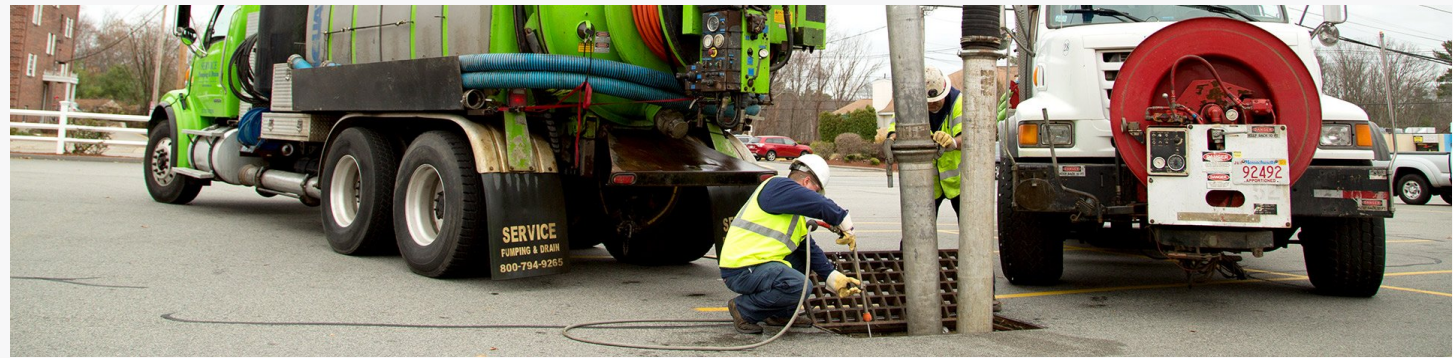


NPDES Permit



CITY OF KENMORE
ENVIRONMENTAL SERVICES

- Phase II Permit Requirements
Stormwater Management Program Plan (SWMP)
- Operations and Maintenance
 - Source Control Program for Existing Development



NPDES Permit



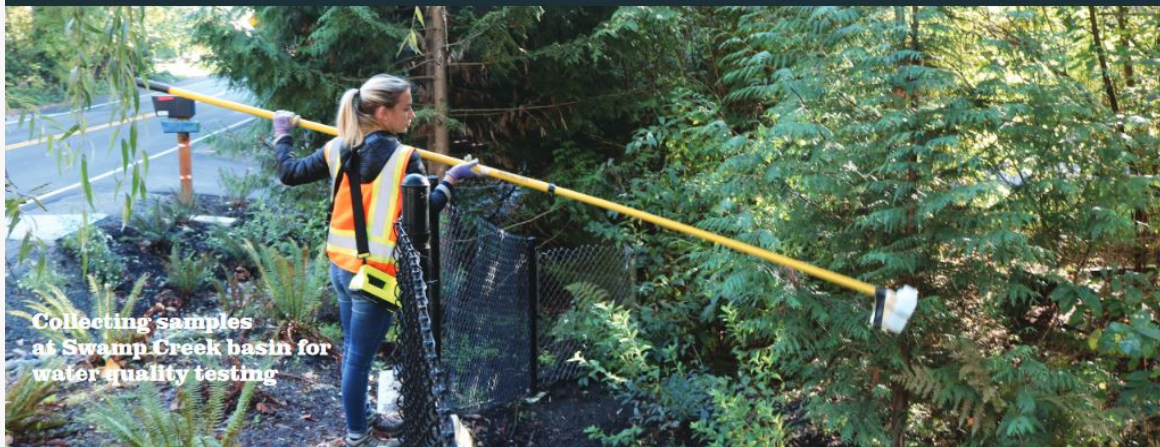
CITY OF KENMORE

ENVIRONMENTAL SERVICES

Phase II Permit Requirements
Stormwater Management Program Plan (SWMP)
Other Requirements

- Monitoring and Assessment
- Total Maximum Daily Load

PROTECTING RESIDENTS, PROPERTY, AND OUR ENVIRONMENT



NPDES Permit



CITY OF KENMORE
ENVIRONMENTAL SERVICES

Thank You!
Public Works – Environmental Services Division



Richard Sawyer
ESD Manager



Sammie Roeun
ESD Admin Specialist



Ashley Adelman
ESD Technician



Art Simpson
ESD Technician





City of Kenmore, Washington

Memorandum

Date: 5/23/22
To: City Manager Rob Karlinsey
From: City Clerk Anastasiya Warhol
Regarding: Hybrid OPMA Meetings

Question to Consider:

Does the City Council wish to use a hybrid meeting model (in-person and remote attendance) to conduct Open Public Meetings Act (OPMA) meetings effective June 1?

Background:

One June 1, Proclamation 20-28, which required public agencies to hold remote meetings (with certain exceptions), will be rescinded. Effective June 1, meetings subject to the OPMA will be required to have a physical location. However, the OPMA encourages public agencies to continue to give the public or governing body remote access via other technologies, such as, phone, video, internet streaming. This leaves the City with three options:

- 1) **Pre-Pandemic On-Site Public Meetings.** Attendees must attend physically in-person to participate in the meeting (Council Rules and Procedures for Council attendance govern; meetings would still be live streamed on the internet).
- 2) **Hybrid Meetings.** Attendees may attend either in-person or remotely to participate in the meeting (Council Rules and Procedures for Council attendance govern).
- 3) **Virtual Meetings.** Under HB 1329, if a public agency determines it cannot hold an in-person meeting with reasonable safety because of a declared emergency, then the public agency may hold a remote meeting without a physical location; or hold a meeting of the governing body at which physical attendance by some or all of the members of the public is limited due to the declared emergency. During a remote meeting the public agency must provide an option for the public to listen to the proceedings telephonically or by other means of remote access. The City would need to declare its own local emergency to continue with virtual-only public meetings.

Direction given by the Council:

The City Council has directed staff to install Council Chamber enhancements to optimize the system for a hybrid model. As of 5/20/22, the system enhancements conducted by the City's contractor Diversified have been completed. In addition, City Staff have tested the hybrid-meeting model and found it to be successful in carrying out a public meeting.

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Key Considerations:

- 1) Hybrid meetings require additional staff resources. Specifically, they require two concurrent staff persons to monitor the physical chamber, and to host the virtual meeting. Special consideration should be given to drawing from current internal capacity or adding external capacity. To provide a second staff person at an overtime rate to cover City Council (assuming 36 meetings per year), Planning Commission (assuming 24 meetings per year), and DEI Task Force (assuming 12 meetings per year), the annual additional cost will be between \$12,500 and \$17,300, depending on the pay rate of the employees that participate.
- 2) Other OPMA governing bodies such as the Planning Commission, and the DEI Task Force may desire to have a virtual option.
- 3) Timing is important as we will be integrating into the chambers on June 1.
- 4) If council wishes to implement the hybrid model it will need to consider whether to amend its Rules of Procedures which limits remote attendance by councilmembers to 3 times in a calendar year (Res. 21-360, Sec. 6.B).

What are other Cities doing?

- Lake Forest Park – Hybrid
- Bothell – Virtual (Interpreting HB 1329, the Council extended a Declaration of Local Emergency until end of June)
- Woodinville - Hybrid
- Kirkland – Hybrid
- Shoreline – Currently Virtual. Discussing transition to Hybrid on 6/6
- Issaquah – Hybrid (some governing bodies to transition to in-person in the future)
- Renton – Hybrid
- SeaTac – Hybrid (Current Council procedure states that a physical quorum must be present for any other Councilmembers to be remote)



City Of Kenmore, Washington

Memorandum

Date: 05/23/2022

To: Rob Karlinsey, City Manager

From: John Vicente, City Engineer

Regarding: Intersection widths/curb bulbs on Juanita Drive

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From 2004 to 2014, the City of Kenmore experienced 6 fatalities along with 7 serious injuries involving pedestrians and bicyclists. The fatalities in 2014 led to the adoption of a Target Zero policy as a council goal (the City Council's #1 goal from 2014 to 2020) with the intent of having zero pedestrian/bicycle fatalities and serious injuries by 2025. With the approval of Target Zero, the City Council made many changes to city policies and road standards to ensure we meet this goal.

The two most effective ways to improve safety for pedestrians and cyclists are:

- Reduce vehicle speeds
- Minimize conflict points between vehicles and pedestrians/cyclists

As a result, the Target Zero focus resulted in the use of more ped-bike oriented tools and strategies that address the dangers of cars, including using the National Association of City Transportation Officials (NACTO) design guidelines towards urban street design.

Some of the recommendations from NACTO are to incorporate curb bulbs into intersection design and to narrow roadway widths in order to:

1. Reduce vehicle speeds
2. Minimize vehicle conflict points with pedestrians by reducing the crossing distance of an intersection, and
3. Provide cues to drivers that they are entering a residential neighborhood

This NACTO design recommendation to reduce crossing distances was incorporated into the 2016 Road Standards by establishing 20-foot wide roadways, and in 2021, the City Council amended the Road Standards to include curb bulbs for local road crossings. These standards were also reviewed by the fire department and there were no concerns raised about accessibility with emergency vehicles.

The benefits to reducing the curb to curb width are:

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Intersection widths/curb bulbs
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1. Reduced crossing distance for pedestrians and bicycles improving safety by reducing the time a pedestrian/bicyclist needs to cross the road and thereby reduce the time for potential conflicts with motor vehicle movements at the intersections.
2. Reduced vehicle speeds on entering the neighborhood making it safer for all corridor users. Vehicles will be required to slow down when turning onto the side streets. These turns can be made safely and comfortably at 15 MPH.
3. Creating a “gateway” to alert drivers they are entering a residential neighborhood or a high pedestrian/bicycle volume area.

As an example, all local roads entering Juanita Dr (with the exception of NE 165th St.), are designed using curb bulbs with a pavement width of 20 feet at the intersection entrances per our approved Road Standards.

With a 20-foot wide pavement section, two 10-foot lanes are provided which is adequate for cross traffic and turning movements for passenger vehicles. This width is designed with pedestrian and bicycle safety as the top priority. The narrower entrance will require drivers to enter the neighborhood at slow speeds where their vehicle may interact with pedestrians and bicycles, thus providing a safer experience for all corridor users.

NE 165th St is designed with a larger width than the other local roads accessing Juanita Drive. This direction was taken as there were obstructions with existing storm drainage and other utilities that resulted in a wider roadway section. While this was seen as the best solution given existing conditions, we are still interested in maintaining the narrow crossing. As an alternative to reducing the roadway width with curbing, paint and raised pavement markers will be added to reduce the total travel width to 20 feet at this intersection.

While the new roadway widths entering neighborhoods will be narrower than before, it will be traversable if drivers take it slowly—which is the goal. It should be noted that we are still in construction so there is more work that needs to be done.

For example, the pavement width at the intersection of NE 163rd and Juanita Dr is currently about 17 feet. With the abrupt lane edge and construction forms in place, the effective width is more like 15 feet. This does feel very narrow and would be difficult to maneuver with vehicles queued on NE 163rd; however, this is a temporary condition while the intersection is being constructed. Once the project is completed, a full 20 feet from curb to curb will be provided. During this time, we are asking that drivers be patient and wait for a clearing should there be multiple vehicles at the intersection.

Once all of the intersections into this neighborhood are completed, we will have the following:

- 20-foot wide pavement width at each side street.
- 75 feet of green paint within the bike lane approaching all the side streets and bicycle signage to delineate the bicycle lane crossings to improve driver awareness

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Intersection widths/curb bulbs
May 23, 2022

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that bicycles may be present but to also alert bicyclists they are approaching an intersection.

- 17 feet of turning width from the inside edge of the travel lane to the curb line on Juanita Dr to each side street for right turning vehicles.
- New left turn pocket refuge areas for vehicles making left turns from Juanita into the side streets so that these movements can be done comfortably without pressure of holding up traffic.

Looking at the side streets of NE 163rd St, NE 160th St, and NE 158th St that enter the residential neighborhood from Juanita Dr, garbage trucks or other vehicles of such size and larger may have to wait for outbound vehicles onto Juanita Dr to clear the intersection before turning. Larger personal vehicles turning right onto the local roads may need to occupy approximately 11.5 feet of width of the side street to complete the turn.

In certain circumstances, larger vehicles turning right into these neighborhood roads may need to stop in lane on Juanita Dr and wait for an outbound vehicle queued on the local road to enter Juanita Dr. These instances are expected to happen very infrequently given the low number of residences (just under 150) within the neighborhood and a total of 3 potential exit points, there would be minimal conflicts and only for a few moments where a vehicle needs to clear the intersection first resulting in a negligible impact on travel time along Juanita Dr. Garbage truck pick up happens once a week and usually occurs at off peak times. School buses, special ed vehicles excluded, do not turn into the neighborhood but stop at the intersections onto Juanita.

The current roads standards do provide the City Engineer discretionary authority to widen roadway widths at curb bulbs where arterial/collector roads connect with local roads. Special circumstances may trigger an evaluation of the standard and if appropriate, adjustment would be made. NE 163rd St is a typical intersection and the type of intersection the curb bulb and NACTO recommendation was designed for. Widening the curb to curb width is possible but would have an incremental reduction in safety value. If this width were widened at this location, I would recommend we adjust the standard for curb bulb widths to conform to any adjustments to NE 163rd.