



City of Kenmore - 18120 68th Avenue NE - P.O. Box 82607 - Kenmore, WA 98028  
Phone: 425-398-8900 - Fax: 425-481-3236 - E-mail: [cityhall@kenmorewa.gov](mailto:cityhall@kenmorewa.gov)

## City Council Special Meeting

**ON-SITE**

**MONDAY, OCTOBER 3, 2022 - 6:00 PM**

**In addition, we try to provide access to the meeting virtually:**

**ZOOM LINK: <https://kenmorewa-gov.zoom.us/j/86366702521>**

Or One tap Mobile: US: +12532158782,,86366702521#

Or Telephone Dial US: +1 253 215 8782

Webinar ID: 863 6670 2521

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

**I. CALL SPECIAL MEETING TO ORDER - 6:00 PM**

**II. ROLL CALL**

**III. FLAG SALUTE**

**IV. AGENDA APPROVAL**

**V. BUSINESS AGENDA**

- A. Diversity, Equity, and Inclusion Plan, presented by Human Resources Manager Leonora Palaña and Chanin Kelly-Rae Consulting LLC DEI Consultant Chanin Kelly-Rae, *for Discussion*

**DISCUSSED**

[Agenda Bill - Diversity, Equity, Inclusion, and Accessibility Policy](#)

[Attachment 1 - City of Kenmore Diversity Equity Inclusion and Accessibility Policy](#)

[Attachment 2 - City of Kenmore DEI Task Force Report](#)

- B. Pilot Farmers Market Report, presented by Farmers Market and Special Events Coordinator Nicole Suarez and Volunteer and Events Supervisor Stephanie Brown

[Agenda Bill - Kenmore Pilot Farmers Market Report](#)

[Attachment 1 - 2022 Farmers Market Recap Presentation \(updated 9/27\)](#)

**VI. FIFTEEN MINUTE BREAK - 6:45 PM**

**VII. RESUME SPECIAL MEETING - 7:00 PM**

**Public Comments and Public Hearings to be held after 7:00 PM**

**VIII. PROCLAMATION**

- A. Domestic Violence Awareness Month

**PROCLAIMED**

[Proclamation - Domestic Violence Awareness Month October 2022](#)

**IX. PRESENTATION**

- A. Recognizing the Farmers Market Volunteer Committee presented by Farmers Market and Special Events Coordinator Nicole Suarez and Volunteer and Events Supervisor Stephanie Brown

**X. 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. We will hear from our on-site guests first, followed by our virtual guests. If you're online, please use the "raise hand" feature now if you wish to speak. All guests 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.

**XI. CONSENT AGENDA****APPROVED BY UNANIMOUS CONSENT**

- A. Approve Special & Regular Meeting Minutes from September 19, 2022  
[City Council Special & Regular Meeting Minutes September 19, 2022](#)
- B. Approve Total Check #s 50439 through 50540 totaling \$780,918.39 and Total Payroll/Taxes/Flexible Spending/Retirement & Health Savings Account Electronic Deposits Dated 09/09/2022 in the amount totaling \$194,420.80, and ACH Payment to KBA Inc. in the amount of \$160,032.04.  
[Voucher Approval Report dated 9/16/2022](#)
- C. Authorize City Manager to Execute an Amendment to Agreement 21-C2703 with Davidson-Macri Sweeping, Inc. in an amount not to exceed \$25,000 for street sweeping services throughout the city.  
[Agenda Bill - Amendment to Agreement 21-C2703 Street Sweeping Services](#)



## XII. PUBLIC HEARINGS

### A. CONTINUED PUBLIC HEARING HELD AND CLOSED

This is the Public Hearing segment of the agenda held to hear testimony on two topics:

1. **Comprehensive Plan Amendments, including Missing Middle Housing - *Continued*.** You will be granted 5 minutes to speak. The same public comment rules apply, including stating your name and city of residence, addressing your comments directly to the City Council, and not splitting your time with others. If your comments have been fully expressed by preceding speakers, we encourage you to summarize your statements by stating your name, and City of residence and saying, “I concur/agree with \_\_\_\_\_”. If you have spoken during the first segment of this hearing held on September 26, 2022 or had your testimony read into the record, you will not be permitted to speak a second time.
2. **Capital Improvement Program for Parks, Transportation Surface water and City Facilities (Ordinance No. 22-0559).** The same public hearing rules apply.

- B. Comprehensive Plan and Development Regulation Amendments, presented by Community Development Director Debbie Bent and Principal Planner Lauri Anderson, *for Continued Public Hearing*

[Agenda Bill - Comprehensive Plan and Development Regulation Amendments \(updated 9/27\)](#)

[Attachment 1 - Summary of Missing Middle housing amendments](#)

[Attachment 1a - Example Single-Family House](#)

[Attachment 1b - Example Duplex](#)

[Attachment 1c - Example Triplex](#)

[Attachment 1d - Example site plan](#)

[Attachment 2 - Final Revised Vision Statement](#)

[Attachment 3 - Final Revised Land Use Element](#)

[Attachment 4 - Final Revised Housing Element](#)

[Attachment 5 - Final Revised Capital Facilities Element](#)

[Attachment 6 - Final Revised Zoning Map](#)

[Attachment 7 - Missing Middle Housing Code Amendments](#)

[Attachment 8 - Missing Middle Flyer](#)

[Attachment 9 - Missing Middle Housing FAQs](#)

[Attachment 10 - Comprehensive Plan Presentation](#)

### C. PUBLIC HEARING HELD

Capital Improvement Program for Parks, Transportation, Surface Water, and City Facilities (Ordinance No. 22-0559), presented by Finance and Administration Director Leticia Salcido, *for Public Hearing*

[Agenda Bill - 2023-2028 Capital Improvement Program \(updated 9/27\)](#)

[Exhibits - 2023-2028 Capital Improvement Program](#)

[Presentation - 2023-2028 Capital Improvement Program \(updated 9/27\)](#)

[Agenda Bill - CIP 2023-2028 - As prepared for 9/26](#)

### **XIII. BUSINESS AGENDA - CONTINUED**

#### **A. BUDGET MESSAGE READ**

Budget Message and Preliminary 2023-2024 Biennial Budget, presented by  
City Manager Rob Karlinsey and Finance and Administration Director Leticia  
Salcido

*Preliminary Budget Binder to be distributed during the meeting*

### **XIV. STAFF REPORTS**

- A. OPMA Hybrid Meetings Contingency Plan, presented by City Clerk  
Anastasiya Warhol

### **XV. COUNCILMEMBER REPORTS & COMMENTS**

**COUNCIL RESOLVED TO SELECT COUNCILMEMBER SREBNIK AS  
REPRESENTATIVE OF NPRSA; COUNCILMEMBER PFEIL WAS  
DESIGNATED ALTERNATE. PASSED BY UNANIMOUS CONSENT.**

### **XVI. ADJOURNMENT**

### **XVII. UPCOMING MEETINGS**

- A. October 10, 2022 at 7:00 PM - City Council Regular Meeting  
October 17, 2022 at 7:00 PM - City Council Regular Meeting  
October 24, 2022 at 6:00 PM - City Council Special & Regular Meeting  
November 7, 2022 at 7:00 PM - City Council Special Meeting

<p><b>Subject/Topic:</b></p> <p>Diversity, Equity, Inclusion, and Accessibility Policy</p>   <p><b>Proposed Council Action/Motion:</b></p> <p>No action requested; Discussion about the development of the Diversity, Equity, and Inclusion Plan.</p>	<p><b>For Council Meeting Agenda of:</b> October 3, 2022</p> <p><b>Department:</b> Human Resources/DEI</p> <p><b>Prepared by:</b> Garrett Oppenheim, Assistant to the City Manager and Leonora Palaña, Human Resources Manager</p> <div style="text-align: right;"><u><b>Initial &amp; Date</b></u></div> <p><b>Approved by Department Head:</b> LP</p> <p><b>Approved by City Attorney:</b> n/a</p> <p><b>Approved by Finance Director:</b> LS</p> <p><b>Approved by City Manager:</b> RK</p> <p><b>Attachments:</b></p> <p>Diversity, Equity, Inclusion, and Accessibility Policy</p> <p>DEI Task Force Report</p>
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At the July 18, 2022 Kenmore City Council meeting, the DEI Task Force presented its Diversity, Equity, Inclusion, and Accessibility (DEIA) Policy draft, which City Council received for consideration and review. City Council will provide feedback along with receiving additional insight from City Manager’s Office before final adoption.

City Council further approved spending \$60,000 for DEI consultant Chanin Kelly-Rae to develop and deliver a DEIA plan that includes strategic initiatives that allow for intentional efforts to advance DEIA across every department impacting both the Kenmore staff and the community.

Chanin Kelly-Rae Consulting LLC is currently working with the DEI Advisory Committee (formerly the DEI Task Force), the City Manager’s Office, and City staff to produce a City of Kenmore Equity Plan with the intention for completion in 4Q 2022. CKR Consulting will work with City Staff to develop, design, and deliver strategic initiatives to advance DEI goals in 2023.

The Six (6) Strategic Goal Areas of a DEIA plan are:

- Leadership, Operations, & Services
- Plans, Policies, & Budgets
- Workplace & Workforce
- Community Partnerships

5. Communication & Education
6. Facility & System Improvements

In meeting the needs of the City of Kenmore community, we are committed to developing a DEIA plan that includes strategic initiatives that seek to improve the following social determinants of equity:

- Access to Affordable, Healthy, Local Food
- Access to Health and Human Services
- Access to Parks and Natural Resources
- Access to Safe and Efficient Transportation
- Affordable, Safe, Quality Housing
- Community and Public Safety
- Early Childhood Development
- Economic Development
- Equitable Law and Justice Systems
- Equity in County Practices
- Family Wage Jobs and Job Training
- Healthy Built and Natural Environments
- Quality Education
- Strong, Vibrant Neighborhoods
- Equitable Access to Participate in Political Institutions
- Access to Suffrage/Democracy

Chanin Kelly-Rae is under contract to both develop the plan and lend her expertise to its implantation.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

Promote Diversity, Equity, and Inclusion.



**CITY OF KENMORE WASHINGTON**

**DIVERSITY, EQUITY, INCLUSION, AND ACCESSIBILITY POLICY  
2022**

**KENMORE CITY COUNCIL  
CITY OF KENMORE DIVERSITY, EQUITY, & INCLUSION TASK FORCE**

CITY OF KENMORE

# **Diversity, Equity, Inclusion, and Accessibility (DEIA) Policy 2022**

The City of Kenmore strives to be an open, inclusive, and welcoming place for all. The City Council and staff are committed to prioritizing diversity, equity, and inclusion and enacting change at the local level.

## **I. Policy Statement**

The City of Kenmore, Washington is fully committed to Diversity, Equity, Inclusion, and Accessibility (DEIA) as they relate to public service that is representative of and responsive to the population we serve. Our community continues to become increasingly diverse, and we remain steadfast in identifying and removing barriers in services, programs, processes, policies, funding and expenditures, hiring, and fostering a culture where everyone belongs.

Our definitions of diversity and inclusion apply to and embrace the full variety of environmental, organizational, and individual dynamics and characteristics – including the commonalities that connect organizations and individuals, as well as the different cultures, histories, traits, skills, knowledge, capabilities, and thinking of organizations and individuals that are so unique and vital for our shared success.

Our definition of diversity specifically encompasses the expression of communities, identities, generation, gender, age, ethnicity, race, religious beliefs, sexual orientation, gender identity, immigration status, political beliefs, income level, geographic locations, physical/mental/neurological abilities, Indigenous identity, national origin, primary language, and beliefs of all people.

### **Overview**

The City of Kenmore honors its history while inspiring the future. This Diversity, Equity, Inclusion, and Accessibility (DEIA) policy is rooted in our core public service values for civil service: action, passion, and connection. These values will also guide the development and implementation of an aligned DEIA strategic initiative that represents an opportunity to improve systemic behaviors and actions that have not always been and may not currently be equitable and inclusive for every member of our community. The City of Kenmore must model best practices for the community, in order that local businesses, organizations, and individuals might enjoy increased access and improved outcomes for all. Further, this policy has been informed by evidenced-based information, including:

- Consultations with external subject matter expertise and community-based organizations, community groups, and internal stakeholders
- National, regional, and local DEIA program benchmarking of current trends
- Both community and municipal employee engagement survey data/results
- Community advisory task force insights and recommendations
- Comprehensive review of policies, processes, and procedures

There is national recognition for the need to improve and focus on factors that influence equity and justice in our communities. Population demographic trends are rapidly changing and it is critical for governments to foster a public sector workforce, workplace, and community culture that is engaging, inclusive, and diverse.

### **OBJECTIVES**

This policy establishes a coordinated citywide strategic initiative to promote DEIA in the City of Kenmore's community culture, programs, services, workplace, and workforce.

The City of Kenmore is fully committed to a strategic initiative, while recognizing that its most valuable asset is its People; those who live in, work in, or visit our municipality and benefit from its success.

In meeting the needs of the City of Kenmore community, the City with its partners are committed to addressing the following social determinants of equity through strategic initiatives that seek to improve:

- Access to Affordable, Healthy, Local Food
- Access to Health and Human Services
- Access to Parks and Natural Resources
- Access to Safe and Efficient Transportation
- Affordable, Safe, Quality Housing
- Community and Public Safety
- Early Childhood Development
- Economic Development
- Equitable Law and Justice Systems
- Equity in City Practices
- Family Wage Jobs and Job Training
- Healthy Built and Natural Environments
- Quality Education
- Strong, Vibrant Neighborhoods
- Equitable Access to Participate in Political Institutions
- Access to Suffrage/Democracy

Our definition of diversity also includes underserved communities (i.e., populations and geographic communities, sharing a particular characteristic, that have been systematically denied a full opportunity to participate in all aspects of economic, social, and civic life). By welcoming and including these intersectional, cultural, and social identities, we create a better public service in the interest of all Kenmore community members.

We all share in the responsibility to ensure diversity, equity, inclusion, and accessibility throughout our public service.

### **Definitions**

For purposes of this policy, we have prepared the following definitions that apply:

**Diversity:** The condition of being different or having differences. Differences among people occur in a variety of respects, such as age, class, ethnicity, gender, health, physical and mental ability, race, sexual orientation, religion, physical size, education level, job and function, personality traits, and other human differences. Some describe organizational diversity as social heterogeneity.

**Equity:** Fair treatment for all while striving to identify and eliminate inequities and barriers.

**Inclusion:** A value supported by incorporating diverse perspectives and practices to promote, develop, evolve, and implement an organization's culture, policies, systems, and norms. An inclusive environment is one where people encourage and embrace different perspectives, ideas, and experiences to create meaningful opportunity, interaction, communication, information, and decision-making prowess. An



inclusive workplace is one where people not only feel included, but also where people recognize when workplace traditions and events may result in the exclusion of individuals.

**Accessibility:** The "ability to access" the functionality of a system or entity and gain the related benefits. The degree to which a product, service, or environment is accessible by as many people as possible. Accessible design ensures both direct (unassisted) access and indirect access through assistive technology (e.g., computer screen readers). Universal design ensures that an environment can be accessed, understood, and used to the greatest extent possible by all people.

**Belonging:** A feeling of being happy or comfortable as part of a particular group and having a good relationship with the other members of the group because they welcome you and accept you. *A sense of belonging is one of humanity's most basic needs.*

**Accommodation:** A change in the environment or in the way things are customarily done that enables an individual with a disability to have equal opportunity, access, and participation

**Bias:** Prejudice in favor of or against one thing, person, or group compared with another, usually in an unfair or negative way. Unconscious bias, also known as implicit bias, is defined as "attitudes and stereotypes that influence judgment, decision-making, and behavior in ways that are outside of conscious awareness and/or control."

**Intersectionality:** The complex, cumulative way in which the effects of multiple forms of discrimination (such as racism, sexism, and classism) combine, overlap, or intersect, and their multiple effects on the same individuals or groups. Also refers to the view that overlapping and interdependent systems of discrimination and inequality can more effectively be addressed together.

**Cultural Humility:** Cultural humility is a lifelong practice of self-reflection about one's own cultural identities. Through that introspection, a humble curiosity of other cultural identities evolves with the goal of improving relationships. This introspective practice of cultural identity gives way to an openness to otherness. Supplemental to the concept of cultural competence, cultural humility is a personal commitment to being humble, curious, and flexible, both inwardly and outwardly. Cultural humility is not achieved after a set amount of study; it is an ever-evolving practice.

**Privilege:** An unearned, sustained advantage that comes from race, gender, sexuality, ability, socioeconomic status, age, and other differences.

**Racism:** A belief that racial differences produce or are associated with inherent superiority or inferiority. Racially based prejudice, discrimination, hostility, or hatred. Institutionalized racism, also known as systemic racism, refers to forms of racism that are engrained in society or organizations. It is when entire racial groups are discriminated against, or consistently disadvantaged, by larger social systems, practices, choices, or policies.

**Ableism:** Beliefs or practices that rest on the assumption that being able-bodied is "normal" while other states must be "fixed" or altered. This can result in devaluing or discriminating against people with physical, intellectual, or psychiatric disabilities. Institutionalized ableism may include or take the form of organizational barriers, both intentional and unintentional, that result in disparate treatment of people with disabilities (PWDs).

Cultural Competence: Behaviors, attitudes, and policies that enable individuals to work effectively in cross-cultural situations. Cultural competence promotes the respect for and understanding of diverse cultures and social groups as well as the unique attributes of each individual within a larger organization. Cultural competence is based on integrating the awareness and learned skills needed to educate, work with, and serve people from diverse backgrounds and social identities effectively and sensitively.

Culture: The values, attitudes, beliefs, experiences, and customs shared and communicated by a group of people that contribute to a person's sense of identity. Culture also includes the knowledge and collective experiences shared across generations within a cultural group.

## II. RESPONSIBILITIES

**All City of Kenmore Council Members, Employees and Directors are responsible for:**

- A. Safety
  - I emphasize safety in all we do
  - I seek out safety opportunities in our community
  - I proactively identify, report, and follow up on safety concerns
  - I protect the natural and physical assets of our community
  - I speak up to ensure the safety of others
- B. Integrity
  - I walk the talk, modeling what I expect of others
  - I care about the quality and accuracy of my work
  - I strive to be fair and honest
  - I assume good intent in my interactions with others
- C. Courtesy
  - I am friendly and cordial
  - I exercise patience
  - I treat others the way they want to be treated (the Platinum rule)
  - I go out of my way to help
- D. Proactivity
  - I seek to know, understand, and anticipate the needs of the community and individuals I serve
  - I exceed expectations others have of me
  - I model an aspirational, "can do" attitude
  - I find ways to make it easier for people to do business with us
  - I seek continuous improvement and innovation
- E. Collaboration
  - I invest the time to build relationships of trust with others
  - I build on the strengths and diversity of our community
  - I share the information others need, making it easy to access
  - I pitch in to support others, providing resources needed for success
  - I pull down silos and bring people together

### III. CITY OF KENMORE ACTIONS REGARDING DIVERSITY, EQUITY, INCLUSION, AND ACCESSIBILITY

**FOCUS AREAS:**  
**Communication**  
**Accountability**  
**Understanding**  
**Investment**  
**Support**

**All City of Kenmore Staff and Kenmore City Council Members are responsible for:**

1. Communicate both the significance and value-add of DEIA openly, broadening the circle to include staff, community, and leadership.
2. Creating and maintaining a respectful, inclusive and professional working environment that promotes safety, inclusion, and values difference.
3. Dig deeper into the experiences and outcomes of underrepresented groups in the community and city workforce.
4. Are required to participate in mandatory approved diversity training and/or learning events every 2 years. *(A list of training and learning opportunities shall be maintained by the City of Kenmore Human Resources Director)*
5. Increase efforts to build partnerships, support, and retain local businesses and organizations, while reaching individuals and institutions.
6. Honor the name, gender designation, and pronoun/non-pronoun preferred by each employee and community member and take steps to ensure that staff (and community members while attending City of Kenmore public meetings and events respect the individual's expressed preference.
7. Are encouraged to participate in workplace and/or Kenmore community events that honor, celebrate, and build a welcoming culture for City of Kenmore residents, visitors, and staff. The goal is to connect and collaborate with members of the community resulting in improved understanding and service.

**All City of Kenmore Directors and City Manager are responsible for:**

8. Leaders are accountable for DEIA objectives, collaboration, and key results.
9. Creation and Operationalization of a 5-Year Strategic DEIA Plan
10. Update of Strategic DEIA Action Plan Every 5 Years to Align with Goals of the City of Kenmore.
11. Ensuring that there is a staff resource committed to the implementation and coordination of the City of Kenmore DEIA strategic initiative, both in the City Manager's office and within every City of Kenmore Department.
12. Collect data and/or feedback from community members, partners, or relevant stakeholders to best understand the needs and experiences of those members of the City of Kenmore who are impacted by the policies, processes, programs executed by the City of Kenmore.
13. Ensure all staff participate in DEIA training and/or learning opportunities as required. New staff should participate in DEIA training and/or learning within 12 months of hire.
14. Track employee and Director participation in DEIA training and learning events.
15. Collaborate with the HR Director and relevant City of Kenmore designees to address instances of bias, discrimination, disparity, and/or microaggressions to cultivate a workplace and public events that are free of injustices and harm.
16. Model the behaviors that expected of all staff to be equitable, inclusive, and create a culture of belonging.

17. Conduct an annual City of Kenmore Employee Culture Survey
18. Conduct a City of Kenmore Community Culture Survey every 3 years.
19. Maintain a public page on the City of Kenmore website with updates, information, and resources for the Kenmore Community to understand, be made aware of, and participate in the City of Kenmore's DEIA strategies, goals, and results.
20. Create and Maintain a City of Kenmore Supplier Diversity Program for City of Kenmore procurement, setting appropriate goals for participation of minority, women, and socially and economically disadvantaged businesses.

**All City of Kenmore Council Members are responsible for:**

21. Adequately resource Diversity, Equity, Inclusion, and Accessibility strategies for long-term sustainable success.
22. Model the behaviors that are expected of all staff to be equitable, inclusive, and create a culture of belonging.
23. Are required to participate in mandatory approved diversity training and/or learning events every 2 years. *(A list of training and learning opportunities shall be maintained by the City of Kenmore Human Resources Director)*
24. Deliver to the City of Kenmore Community a Non-Discrimination Ordinance.
25. Track Council Member DEIA training and learning participation and make reporting available for public information through the City Clerk's office.

**IV. POLICY REVIEW AND ACCOUNTABILITY**

**The Kenmore City Council, Kenmore City Manager, and Directors are responsible for:**

The DEIA Policy, DEIA strategic initiatives, and DEIA outcomes will be reviewed and evaluated annually to determine if the City has made progress toward achieving its goals and also to assess its impact, effectiveness, and efficiency.

Existing policies of the City of Kenmore are to be reviewed to ensure compliance with the principles of the DEIA Policy.

**The Kenmore City Manager, Directors, and their Partners are responsible for:**

The Kenmore City Manager and Directors partnering with the Kenmore Community DEIA Advisory Committee and City Department staff, will regularly measure and assess improvement in the areas of DEIA.

**RELEVANT ACTIONS, RULES, POLICIES, and LAWS IMPACTING THIS POLICY**

**Washington State Office of the Attorney General**

Everyone in Washington has civil rights. Federal, state, and local laws protect our rights to fair treatment, including in employment, housing, education, voting, insurance, credit, and public accommodations.

This page provides links to some of the primary civil rights laws and enforcement agencies. These links are not intended to cover all rights that may apply in a particular circumstance. Please refer to the Attorney General's [Civil Rights Resource Guide](#) for additional information about specific civil rights laws.

## Washington Laws and Enforcement Agencies

### Federal Laws and Enforcement Agencies

### Local Laws and Enforcement Agencies

#### City of Kenmore City Council

**City of Kenmore, Washington. Resolution No. 17-292.** A Resolution Reaffirming the City of Kenmore as a Safe, Inclusive and Welcoming City for All People.

#### Additional Information and Resources

Crenshaw, K. Demarginalizing the Intersection of Race and Sex: A Black Feminist Critique of Antidiscrimination Doctrine, Feminist Theory and Antiracist Politics. University of Chicago Legal Forum. Vol. 1989, Iss. 1. p. 139 - 167.

<https://chicagounbound.uchicago.edu/cgi/viewcontent.cgi?article=1052&context=uclf>

- o The introduction and original explanation of the term “intersectionality.”
- o Topic: Intersectionality

Coaston, J. The Intersectionality Wars. Vox. May 2019.

<https://www.vox.com/the-highlight/2019/5/20/18542843/intersectionality-conservatism-law-race-gender-discrimination>

- o An examination of what Kimberle Crenshaw originally meant by “intersectionality” and how conservatives interpret it today.
- o Topic: Intersectionality

Kumagai, Arno K. MD; Lyson, Monica L. MD. Beyond Cultural Competence: Critical Consciousness, Social Justice, and Multicultural Education. Academic Medicine: June 2009 - Volume 84 - Issue 6 - p 782-787  
doi: 10.1097/ACM.0b013e3181a42398

- o Discusses the importance and practice of cultural competence in the context of medical school.
- o Topic: Cultural Competence

McIntosh, Peggy. White Privilege: Unpacking the Invisible Knapsack. Peace and Freedom. July/August 1989. [https://www.usi.edu/media/5627020/white-privilege\\_mcintosh-1989.pdf](https://www.usi.edu/media/5627020/white-privilege_mcintosh-1989.pdf)

- o Breakthrough essay in which Wellesley College professor explores some of the various privileges society grants to people with white skin.
- o Topic: Privilege

Payne, K; Niemi, Laura, and Doris, John M. How to Think about “Implicit Bias.” Scientific American. March 2018.

[https://www.ccas.net/files/2018%20All%20Meetings/Generating%20the%20Pipeline%20Addressing%20Bias\\_Inc%20Case%20Studies\(1\).pdf](https://www.ccas.net/files/2018%20All%20Meetings/Generating%20the%20Pipeline%20Addressing%20Bias_Inc%20Case%20Studies(1).pdf)

- o An easily accessible discussion on the merits of implicit bias testing and the real world consequences of implicit bias.

- o Topic: Bias

Payne, K. The Truth about Anti-White Discrimination. Scientific American. July 2019.  
<https://www.scientificamerican.com/article/the-truth-about-anti-white-discrimination/>

- o A piece about the scientific data showing rates of discrimination and how the anti-white bias perceived by some white Americans is not real but in fact anti-black discrimination remains as high as it was 40 years ago.

- o Topic: Equity

powell, j.; Menendian, S. Problem of Othering: Towards Inclusiveness and Belonging. . Othering and Belonging: Expanding the Circle of Human Concern June 2017.  
<http://www.otheringandbelonging.org/2017/06/>

- o A discussion about how human beings find ways to differentiate ourselves from other groups and the problems this causes in society. It seeks to begin the process of solving this to make us more inclusive and giving a sense of belonging.

- o Topic: Belonging/Inclusion

## **ACKNOWLEDGEMENTS**

Kenmore City Councilmember David Baker      Kenmore City Councilmember Nigel Herbig  
Kenmore City Councilmember Angela Kugler      Kenmore City Councilmember Joe Marshall  
Kenmore City Councilmember Melanie O’Cain      Kenmore City Councilmember Corina Pfeil  
Kenmore City Councilmember Debra Srebnik

### **Kenmore Community Diversity, Equity & Inclusion Task Force**

Taskforce Member Darleen Ademba      Taskforce Member Peggy Chin Evans  
Taskforce Member Juanita Aguilar      Taskforce Member Jeanne Galloway  
Taskforce Member David Arthur      Taskforce Member Carlos B. Gil  
Taskforce Member Marco Ballesteros      Taskforce Member Aisha Jallow  
Taskforce Member Ligia (Lily) Bishop      Taskforce Member Juliana Pooley  
Taskforce Member William (Bill) Castro      Taskforce Member Nancy Thai

**Special Recognition to the following staff without whom this work would not have been possible:**

Kenmore City Manager Rob Karlinsey

Diversity, Equity, & Inclusion Project Scoping Team

Janet Quinn, Administrative Specialist - Engineering

Brian Randall, Accountant

Lauren Chomiak, Communications Specialist

Leonora Palana, Human Resources Manager

Garrett Oppenheim, Assistant to the City Manager





KENMORE  
WA

# City of Kenmore Diversity, Equity & Inclusion Task Force Final Recommendations 2022



Chanin Kelly-Rae Consulting LLC



CHANIN KELLY-RAE  
CONSULTING







# City of Kenmore DEI Task Force Members

## DEI Task Force Background:

In November 2021, the City of Kenmore advertised and performed outreach city-wide, utilizing various channels and social media outlets to recruit for the Diversity, Equity and Inclusion Task Force.

The talent pool yielded 28 qualified and diverse candidates and was comprised of individuals from a mixed set of demographics and age ranges (16 years up to 90 years). The Kenmore City Council officially appointed and seated its DEI Task Force on January 10, 2022, during its regular Council Meeting.

The following list represents the inaugural DEI Task Force members who helped analyze, revise, and refine processes to assist in creating and implementing a DEI policy that will guide the City in how to make decisions, perform work, and deliver service.

DEI Task Force Member insights and recommendations were incorporated into the Consultant Assessment Recommendations as presented to the City of Kenmore City Council and City Manager.

This document represents insights and recommendations shared during the course of the Diversity Assessment Process.

Darleen Ademba  
Juanita Aguilar  
David Arthur  
Marco Ballesteros  
Ligia (Lily) Bishop  
William (Bill) Castro  
Peggy Chin Evans

Jeanne Galloway  
Carlos B. Gill  
Aisha Jallow  
Leslie McGuire  
Juliana Pooley  
Nancy Thai

A photograph of a woman and a young girl in a kitchen. The woman, wearing a red top and a patterned sari, is smiling and looking down at the girl. The girl, wearing a striped shirt, is focused on stirring a large metal bowl with a spoon. The bowl contains a white powdery substance, possibly flour or sugar, with some dark specks. The background shows a kitchen with various items on shelves and a stove.

# DEI Task Force Key Insights & Recommendations



- The future of the City of Kenmore Diversity, Equity & Inclusion (DEI) Task Force: The Task Force should become an advisory group that is seated by the Kenmore City Manager. Members should have 18-to-24 monthslong terms. Meetings shouldn't have the requirement of continuing as "public meetings" with rules of quorum and public disclosure. This would allow for a free expression of ideas from members of the community and allow for DEI advisory members to meet with one another and other members of the Kenmore community (and stakeholders). At least one (1) member of the Task Force removed themselves for psychological and/or safety concerns because of comments/questions made by community members during the Public Comment portion of meeting(s). The Task Force would like to avoid OPMA and Open Public Records Act.
- More time is requested to research specific topics related to issues brought before the DEI Task Force, more information could be shared from City of Kenmore department staff/leaders, Kenmore community members, and other stakeholders to allow for adequate consideration and deliberation of issues. This would allow for more appropriate recommendations and insights that could be shared with the City's leaders from the Task Force.
- The Task Force would like more time to engage with members of the Kenmore community, and host events to build community and learn what issues most concern community members.
- The Task Force would like to have more influence with City of Kenmore leaders.
- The Task Force would like to be more proactive in their Outreach and Engagement efforts. They would like to canvas neighborhoods, create a list of minority-owned businesses in Kenmore to engage, identify neighborhoods that Task Force volunteers could visit to improve engagement among those populations not currently being contacted by City Hall. Create a volunteer packet that is accessible by QR code informing community members of ways that they can be more engaged with City of Kenmore efforts.
- The Task Force recommends that the City of Kenmore increase its relationship with the Bothell/Kenmore Chamber of Commerce to both increase and align their diversity, equity, and inclusion efforts across the community.
- Meetings and information should always be accessible in multiple languages, people don't come to participate because they know that they won't be able to communicate with city staff or other members of the community who are English-only speakers. This creates an environment that is neither accessible nor welcoming.
- Share City of Kenmore DEI information at Community-wide events, so that the message gets out for to everyone.



- Access to the waterfront: A suggestion was made to possibly converting some of the commercial areas along SR522 into community uses.
- The City of Kenmore should develop a program that would encourage property developers to build “missing middle” and “affordable” housing inventory.
- The City should develop a strategy and/or communication plan whose goal is to encourage property owners to remove restrictive covenants from their titles.
- Adopt new regulations for missing middle housing and engage with the community so that their voices are heard, and input is considered.
- Increase communication between the Kenmore City Council and their community, not just their own constituents.
- Can the City expedite permits in the R-6 areas?
- Strengthen the City of Kenmore’s relationships with housing authorities and housing advocates/organizations.
- Can the City of Kenmore redevelop some of the industrial areas into residential or mixed-use areas where one of the components is also residential.
- The City should find ways to develop and incorporate new housing options into existing neighborhoods, and not only in the R-6 areas, or along arterials.
- Continue to fund and ensure resources are available to continue the work of the City of Kenmore to expand its DEI efforts into the future.
- The Task Force doesn’t have to be compensated if other volunteer Boards and Commissions aren’t getting compensated. In lieu of cash allowances, the group welcomed the opportunity to receive training (i.e., Diversity training) that would be something that would provide a value-add to their professional abilities and resumes. This would be both cost effective, helpful in their volunteer pursuits for the City, and benefit the community as well.
- There should be a regular, annual survey of staff to assess the workplace culture and ensure that strategies work for employees and not against them.
- There should be a regular survey of the community often enough that the City of Kenmore can identify opportunities to best serve the community. The survey should be in many languages and accessible to everyone, and people should be able to identify their cultures.
- The City should identify ways to engage young people in the community, especially in the schools. How can we better teach kids about civics and how they can have a role in government now and in their futures?



# Thank You!



**KENMORE**  
WA



**CHANIN KELLY-RAE**  
CONSULTING





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

<p><b>Subject/Topic:</b> <b>Kenmore Pilot Farmers Market Report</b></p> <p><b>Proposed Council Action/Motion:</b> For discussion only.</p>	<p><b>For Council Meeting Agenda of:</b> 10/3/2022</p> <p><b>Department:</b> City Manager's Office</p> <p><b>Prepared by:</b> Nicole Suarez, Farmers Market &amp; Special Events Coordinator Stephanie Brown, Volunteer &amp; Events Supervisor</p> <p style="text-align: right;"><b><u>Initial &amp; Date</u></b></p> <p>Approved by Department Head: SLL, 9/21/22 Approved by City Attorney: Approved by Finance Director: LS, 9/21/22 Approved by City Manager: RK, 9/23/22</p> <p><b>Exhibits/Attachments:</b> Power Point Presentation Farmers Market Video</p>
<p><b><u>INFORMATION/BACKGROUND:</u></b></p> <p>Tonight's presentation will include information from the 2022 pilot farmers market program including attendance, vendor data, revenues, expenses, and community feedback. We hope the information will be helpful as the City Council goes through the budget process and decides whether to fund the Farmers Market next year.</p> <p>The pilot program of the Kenmore Farmers Market proved to be an outstanding community asset and helped to:</p> <ul style="list-style-type: none"> <li>• Support and provide business opportunity and growth for Kenmore businesses</li> <li>• Engage the community</li> <li>• Activate our downtown core, in particular Town Square</li> <li>• Increase attendance at other summer events such as National Night Out</li> <li>• Stimulate economic development</li> <li>• Provide access to locally grown food and support local farmers and vendors</li> <li>• Promote multimodal transportation options such as walking and biking</li> <li>• Take advantage of downtown infrastructure</li> </ul>	

Farmers market evaluations over the pilot program included:

- Number of vendors present at market each week
- Vendor sales in comparison to other markets of similar size
- Number of market shoppers each week
- Number of volunteers/volunteer hours contributed
- Feedback from the community
- Engagement with the community
- Money generated from market sponsors

### **EVALUATION RESULTS:**

Data collected from three surveys (online vendor survey, in person community survey, online community survey) and tracking/documentation at each market of attendees, and vendor sales.

- *Vendor survey:* 11 of 20 vendors completed survey – Of those who completed the survey: 100% would return as a vendor next year, most sales were the same or better than at other markets, 100% positive response on logistics and location. 100% positive feedback about community connections, vibe and atmosphere.
- *Online community survey:* 85 completed surveys - 95% of participants in favor of continuing the market, 62% of participants are Kenmore residents, 52% of participants shared one of the main reasons they attended was for community gathering.
- *In person community survey:* 327 completed - 99.7% of participants in favor of continuing the market, 84% of participants are Kenmore residents, 16.6% of participants shared one of the main reasons they attended was for community gathering.
- *Market highlights:* total number of attendees over course of market: 14,501pp; total dollars spent by shoppers over the course of the market: \$173,052.35; average weekly attendance/market: 1,036pp.
- *Sponsorship dollars* generated for market revenue: \$3,500.
- *Total volunteer hours for market:* 285 combined hours.

### **CHANGES/IMPROVEMENTS TO CONSIDER:**

Changes/improvements to consider for 2023-2024 based on community, vendor, Council and staff feedback and suggestions:

- Add 1-2 craft vendors to the vendor roster each week
- Add more vendors
- Include a “Music on the Green” feature with weekly community members’ performances
- Increase shopping capability to all income levels: allow Senior and WIC checks to be accepted at market

### **FISCAL CONSIDERATION:**

Total revenues for 2022: \$13,262

Operating expenses for 2022: \$11,381 (expenses) + \$39,764 (staff time) = \$79,983

2022 net costs to City: \$66,721

Projected revenues for 2023: \$17,010

Projected operating expenses for 2023: Expenses and total staff time: \$96,523

Projected 2023 net costs to City: \$79,513

In the 2023-2024 preliminary budget, staff will recommend funding the farmer's market for the next two years to allow a transition to a farmers market model that is more similar to other communities. Examples of farmers market models in other communities include:

- Shoreline. A nonprofit organization produces the farmers market, and the city provides a \$27,000 annual subsidy.
- Lake Forest Park. The nonprofit Lake Forest Park Commons produces the farmer's market. The city contributes a total of about \$20,000 to support various public events at the mall, including the farmers market.
- Woodinville. A nonprofit organization produces the farmers market, and the city contributes approximately \$10,000 as an annual subsidy.

**COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:**

Priority #2: Kenmore Climate Plan

Priority #3: Diversity, Equity, and Inclusion

Priority #4: Respond to the Pandemic

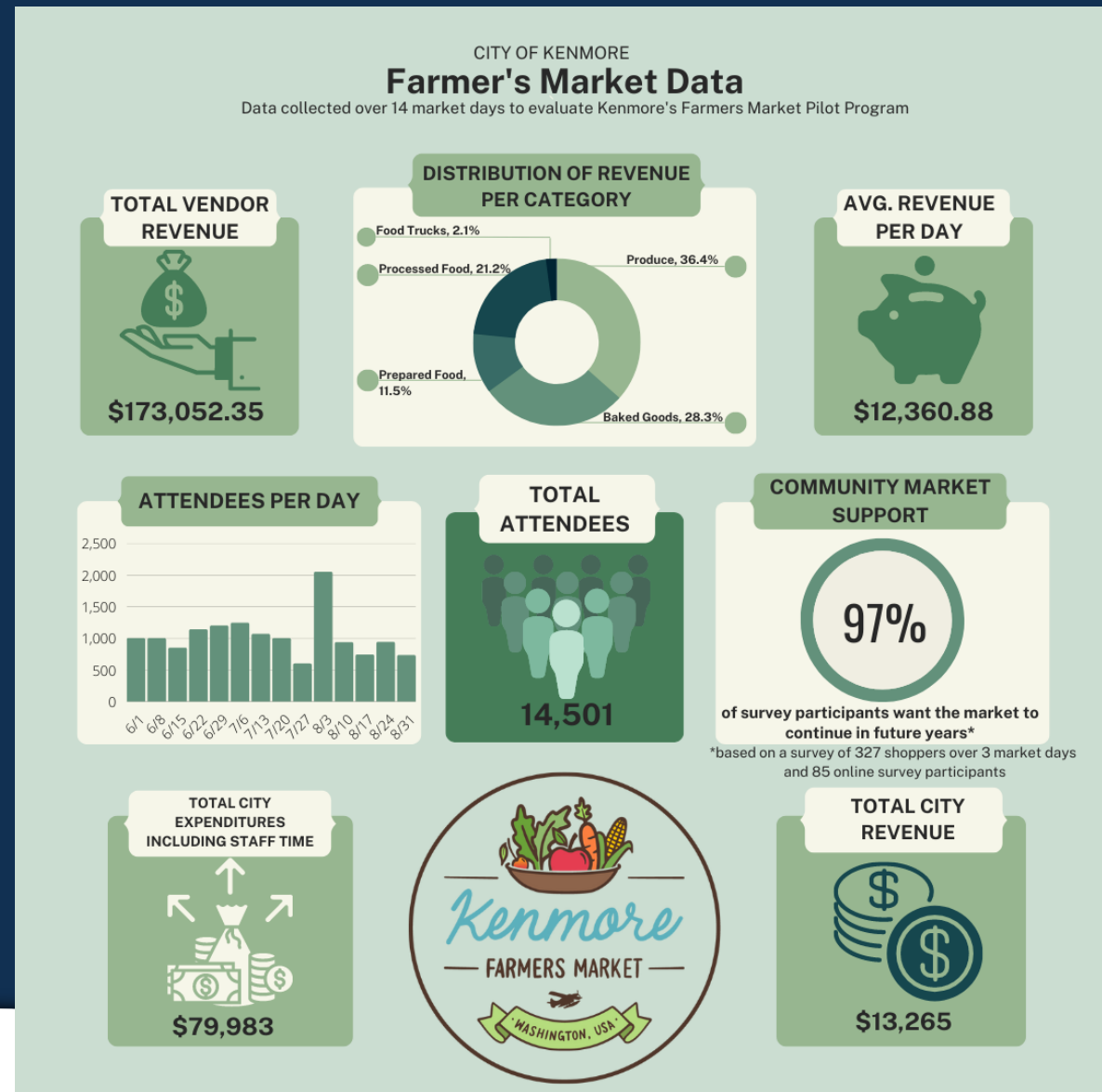
Priority #10: Foster and Create Fun

Priority #11: Engage and educate the community on growth and development in Kenmore



# CITY OF KENMORE City Manager Department

## 2022 Farmers Market Recap Presentation



# Wednesdays 3-7pm June – August NE 181<sup>st</sup> St next to Town Square

- Activated downtown core – over 14K people visited City core!
- Economic stimulator – over \$173K spent at market!
- Garnished community investment and participation at the volunteer level: 285 total hours contributed by community members!
- Online community survey quote: *"This is such a nice addition to Kenmore events! I used to go when it was at the church on 68th and enjoyed it very much. The new market on 181st is a wonderful location!!! I loved being able to get a cup of coffee, enjoy the good weather and watching the kids having so much fun playing in the fountains!!! It's a prime location for family and community gatherings! I hope the market will be back bigger and better next year!! Congrats Kenmore!!"*
- Vendor quote: *"I really love the relationships I built with both customers and other vendors! So grateful to have been a part of such a wonderful market. I can't tell you how many people said they lived nearby and expressed how happy they were to see a market in Kenmore. How cool! Looking forward to next year!"*





# Revenues – Vendor/Sponsorship/Non-Profit fees:



**2022 Total Revenues: \$13,265**  
 Vendor booth and registration fees: \$9,285  
 Sponsorship contributions: \$3,500  
 Sales tax on prepared foods: \$200  
 Non-Profit booth fees: \$280



**Projected 2023 Total Revenues: \$ 17,010**  
 Vendor booth and registration fees: \$11,500  
 Sponsorship contributions: \$5,000  
 Sales tax on prepared foods: \$250  
 Non-Profit booth fees: \$260





# Community Turnout

## Trends

Total # of market shoppers over the season- 14,501

Average # of shoppers/week – 1,036

### Weather Conditions & Vendor Commitments:

- Temperatures over 90 = reduced number of shoppers
- Cooler, more pleasant conditions = higher number of shoppers
- Vendors dropping out week of the market = reduced number of shoppers





# Farmers Market & NNO:

**Record numbers of attendees at NNO – 1,000+ compared to usual 300 attendees**



**2023: Combine other events with farmers market**

Juneteenth festivities

Movie Night @ the Square

"Music on the Green" (community performances at each market)

# Senior & WIC Farmers Market Nutrition Program

## Program for qualifying members of the community:

Senior and Women Infant Children recipients bring checks to the market to spend at food vendor booths of choice (some limits apply for WIC checks).

Market Manager stamps checks that each vendor collects. Vendor is responsible for turning checks into state for reimbursement.

Program is advertised on all marketing materials for market so shoppers are aware and prepared.

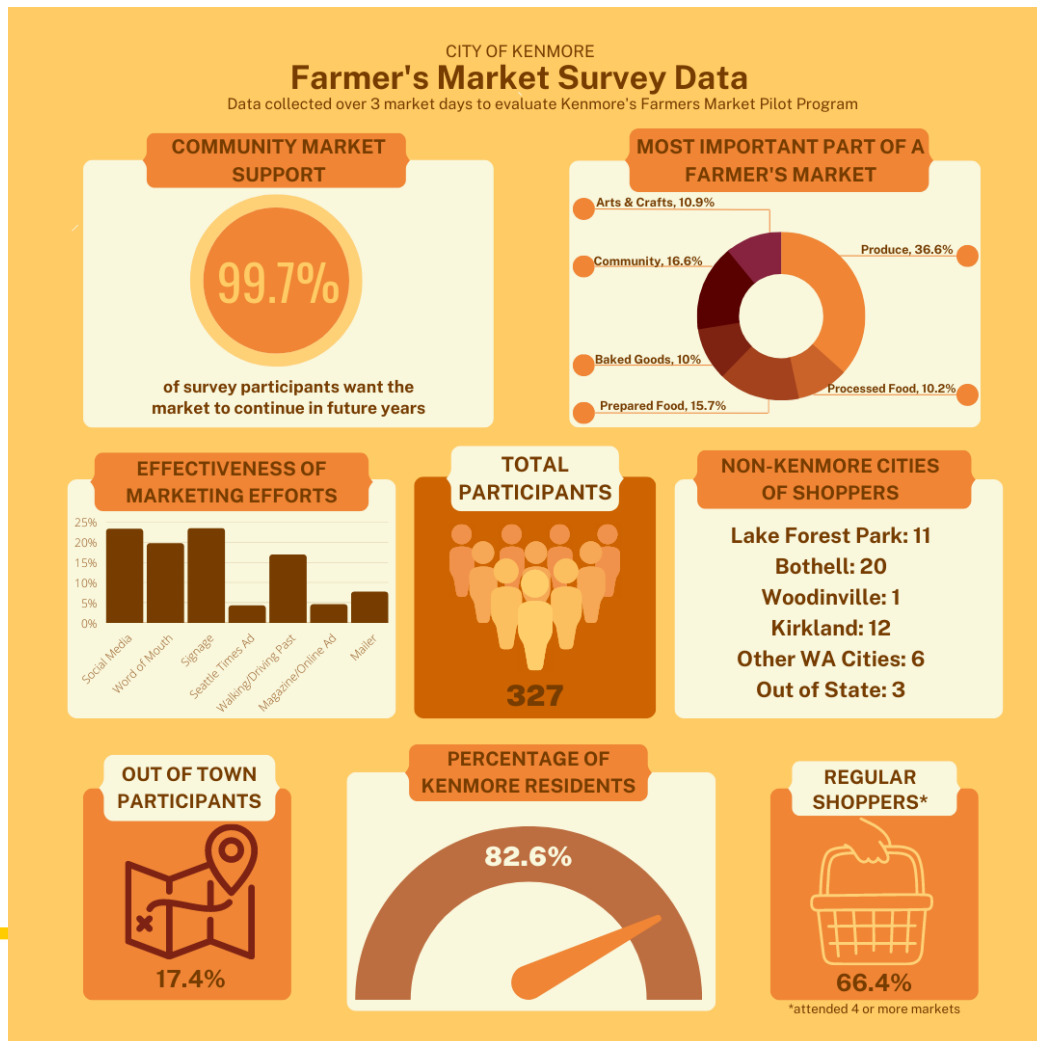
Data is collected at state level and sent back to Market Manager so we are able to see number of dollars spent at market with this program.

Electronic Benefits Transfer (EBT)– Per consultant advice, we will hold off on bringing in this program until vendors are able to take direct EBT payment from shoppers.



# Data Collection – Total community feedback = 412 people

## In Person Survey Results:



## Online Community Survey Results:

- 95% of participants in favor of continuing the market
- 62% of participants are Kenmore residents
- 52% of participants shared one of the main reasons they attended was for community gathering

## Online Vendor Survey Results – 11 vendor responses:

- 100% would return as a vendor for next year
- Most sales were the same or better than at other markets
- 100% positive response on logistics and location
- 100% positive feedback about community connections, vibe and atmosphere





# Market Feedback:

From local Kenmore business vendor:

***"Incredible market. 90% of the customers I met lived in Kenmore, so as a new Kenmore small business I was able to meet my community. I had a significant number of repeat customers who came to 90-100% of the markets. My customers also expressed how much they love having a market and their excitement at supporting small local businesses. This market gave me such an intense sense of community, and I'm lucky to now call some of my customers my friends. My business would not have grown the way it has without this Farmers Market."***

From comment box at market:

***"Most important part is supporting local, small business. Location is GREAT for young kids (fountain)."***

***"We love the farmers market so much! 3 kids and mom come almost every Wednesday. Sometimes Dad comes to join us and we get dinner at Stoup. We get a treat (Big Chair Bakery or Seattle Pops), take home some Pao de Queijo, and get our produce for the week. We almost always see people we know and it feels like we are members of a real community."***





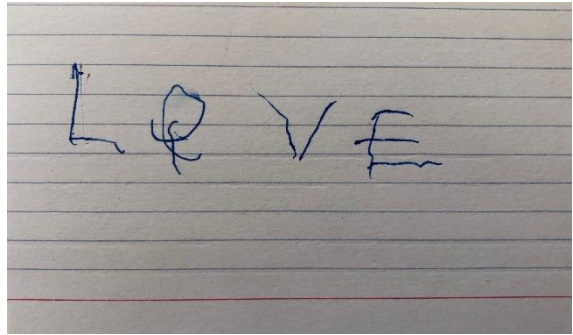
# More Community Feedback and Recap Video:

From local Kenmore neighbors:

from market comment box:



From market comment box:



[Link](#) to video made by intern, Nathan Dills; info provided by event team staff.  
(\*video content does not include City staff time expenditures and added sales tax revenues)



**City of Kenmore, Washington**

Domestic Violence Awareness Month

October 2022

**PROCLAMATION**

**WHEREAS**, domestic violence is widespread and has a devastating impact on survivors, children, families, and our community; and

**WHEREAS**, domestic violence crosses all economic, racial, gender, educational, religious, and societal barriers, and is sustained by indifference; and

**WHEREAS**, approximately 1 in 8 Washington adults reported experiencing domestic violence in their lifetime; and

**WHEREAS**, intimate partner violence remains one of the most prevalent, yet underreported crimes in the country; and

**WHEREAS**, ending the cycle of this vicious crime requires the courage of survivors and the support of the larger community; and

**WHEREAS**, our efforts must extend beyond the criminal justice system to include housing and economic advocacy for survivors, working with young people to stop violence before it starts, and reaching out to friends and loved ones who have suffered from domestic violence; and

**WHEREAS**, in solidarity, we encourage residents to stop by City Hall to pick up purple LED lights and to display these purple lights to bring awareness of domestic violence throughout our community.

**NOW, THEREFORE**, I, Nigel Herbig, Mayor of the City of Kenmore, on behalf of the City Council, do hereby proclaim October 2022 as Domestic Violence Awareness Month in the City of Kenmore. Let us honor survivors by promoting peace in our own families, homes, and communities. Let us renew our commitment to end domestic violence and its brutal and destructive effects so that domestic violence has no future in Kenmore or beyond.

**IN WITNESS WHEREOF, signed this 3<sup>rd</sup> Day of October 2022**



Signed: \_\_\_\_\_

Mayor Nigel Herbig

Attested: \_\_\_\_\_

City Clerk Anastasiya Warhol

**City of Kenmore  
City Council Meeting  
Special & Regular Meeting Minutes  
Monday, September 19, 2022**

These minutes are created to capture Council action. This is not a verbatim transcript. Meeting video and audio is available on the City YouTube channel.

**PRESENT:**

Councilmembers: Mayor Nigel Herbig  
Deputy Mayor Melanie O’Cain  
Councilmember David Baker  
Councilmember Joe Marshall  
Councilmember Angela Kugler  
Councilmember Debra Srebnik  
Councilmember Corina Pfeil

Staff: City Manager Rob Karlinsey  
Assistant City Manager Stephanie Lucash  
Police Chief Brandon Moen  
City Clerk Anastasiya Warhol  
Deputy City Clerk Michelle Kang  
Public Works Operations Manager Jennifer Gordon  
Environmental Services Manager Richard Sawyer  
Assistant to the City Manager – ARPA Garrett Oppenheim – Remote  
Environmental Services Technician Charlie Parks – Remote  
Maintenance Supervisor Justin Ell  
Wagner Architects and Planners Bob Wagner  
Pacifica Law Group Deanna Gregory

Speaking Guests: North Sound RADAR Program Manager Brook Buettner  
Karen Reed Consulting LLC Consultant Karen Reed  
Andre Giffard, Kenmore Resident  
John King, Kenmore Resident  
Geir Natland, Kenmore Resident  
Chris Olson, Kenmore Resident  
Serenity Dillaway, Kenmore Resident  
Quinn Wyatt, Kenmore Resident  
Laura Latta, Kenmore Resident  
Jacob Baron-Taltre, Kenmore Resident  
Erica Tidball, Kenmore Resident

Elizabeth Mooney, Kenmore Resident  
Dakota Rash, Lake Forest Park Resident  
Stacey Valenzuela, Kenmore Resident  
David Dorian, Kenmore Resident  
Jim Myers, Kenmore Resident

### **CALL SPECIAL MEETING TO ORDER**

Mayor Herbig called the Special Meeting to Order at 6:00 PM.

### **STUDY SESSION AGENDA**

- A. Public Works Facility Update presented by Public Works Operations Manager Jennifer Gordon, Environmental Services Manager Richard Sawyer, and Wagner Architects and Planners, *for Discussion*

[Agenda Bill - Public Works Facility Site Use and Design Options](#)

Public Works Operations Manager Jennifer Gordon, Environmental Services Manager Richard Sawyer, and Wagner Architects Planners Architect Bob Wagner, presented an overview to Council of the two preliminary site layout options, A and B, for the future public works facility, along with the environmental considerations to meet the Council's Climate Action Plan goals.

#### Preliminary Site Layout Option A:

- Utilizes all 2.8 acres acquired, no land surplus
- Provides space for current, near term (6-10 years) and long-term (10+ years) operational needs.
- Higher probability of successfully meeting Climate Action Plan goals
- Allows 2-story construction providing better fit with neighborhood character
- Mostly wood construction with lower carbon footprint
- Estimated that this option is 4-5% less expensive to construct

#### Preliminary Site Layout Option B:

- Utilizes 2.1 acres acquired with 0.7 acres unused
- Only provides space for current and near-term operations
- Lower probability of meeting Climate Action Plan goals
- Requires a 3-story building, which will be out of scale with the neighborhood and create more shade on the site
- May require more steel, increasing the carbon footprint
- Does not allow for future expansion of the administrative building

Councilmembers raised some of the following questions and staff responded:

- What are the costs of each option? At this time, there are no projected costs to offer. The plan is to receive direction from Council about which option to pursue and then get projected costs for that option. Option A will be about 4-5% cheaper than Option B.

- Why does Option A require utilizing 2.8 acres and Option B require utilizing 2.1 acres when the original plan for the facility was 1.5 acres? The Climate Action Plan was not adopted by the Council when the original decision about the 1.5 acres was decided. In order to meet the goals of the Climate Action Plan, the new acreage is more realistic.
- Our community is very concerned about preserving the tree canopy. Can you explain how Option A preserves those trees? Based off the plan on slide 10 of the presentation, there are distinct areas that preserve the trees that are already in the area. They are noticeable on the right side of the plan, the top left corner, and in the middle of the plan.

Councilmembers expressed some concerns about the budget of this project, the parking spaces and structures, as well as the solar panels to be installed on top of carports.

The presenters also explained that choosing Option A allows the building process to be in phases where construction, such as parking, does not need to be completed all at once.

#### **ADJOURN SPECIAL MEETING**

Mayor Herbig adjourned the Special Meeting at 7:07 PM.

#### **CALL REGULAR MEETING TO ORDER**

Mayor Herbig called the Regular Meeting to Order at 7:07 PM.

#### **FLAG SALUATE**

Mayor Herbig led the Council in the flag salute.

#### **AGENDA APPROVAL**

**MOTION:** Motion to add the Public Works Facility Update Study Session to be the next item in the Agenda to finish the discussion. Councilmember Marshall moved. Councilmember Pfeil seconded the motion.

**APPROVED BY UNANIMOUS CONSENT**

#### **STUDY SESSION AGENDA – CONTINUED**

The Study Session Agenda was continued at this time.

Councilmembers commented on the need to meet their own Climate Action Plan goals with the next building construction and how they are happy to see the plans presented aligning with those goals. Comments on heights of buildings and visibility were also mentioned as important concerns for the community.

Council provided direction to proceed with Option A. Questions about operational and carbon-related costs will be answered in the future, now that staff have direction.

#### **PRESENTATION**

Operations Manager Jennifer Gordon and Environmental Services Manager Richard Sawyer introduced the following staff and their roles:

- Justin Ell, Maintenance Supervisor
- Charlie Parks, Environmental Services Technician

Both Charlie Parks and Justin Ell had an opportunity to introduce themselves further to the Council.

### **PUBLIC COMMENTS**

The Council took comments from the public.

Timestamped link included here: <https://youtu.be/FXQ8S2d-Dq8?t=5333>

### **BUSINESS AGENDA**

- A. Regional Mobile Crisis Response Expansion Proposal presented by Assistant City Manager Stephanie Lucash, North Sound RADAR Program Manager Brook Buettner, Karen Reed Consulting LLC Consultant Karen Reed, and Police Chief Brandon Moen, *for Discussion*

[Agenda Bill - Regional Mobile Crisis Response Program Expansion](#)

[Attachment 1 - CMCR Agency Interlocal Agreement 2022 \(updated 9/15/2022\)](#)

[Attachment 2 - CMCR Agency Articles of Incorporation 2022 \(updated 9/15/2022\)](#)

[Attachment 3 - Budget Cover Sheet \(updated 9/15/2022\)](#)

[Attachment 4 - Summary of Draft Interlocal Agreement CMCR 2022 \(updated 9/15/2022\)](#)

[Attachment 5 - Summary of Draft Articles of Incorporation CMCR 2022 \(updated 9/15/2022\)](#)

Assistant City Manager Stephanie Lucash introduced this item to discuss with Council about the new program that will ~~provide~~ consist of a thirteen-member team to provide seven day a week coverage to the community for crisis assistance. The goal is to rebrand RADAR and merge it with Kirkland's program into a new non-profit entity for a tentative March 2023 launch date.

Councilmembers expressed some concerns about the branding of this agency where the new name seems unclear and does not capture the mental health aspect of the agency's duties. The staffers of this team would be called navigators, based on community input where the navigators would get an individual from the point of crisis and navigate them to the system of care.

Another concern for this agency is the funding. Councilmembers suggested ~~that~~ the staff look at alternative sources of funding such as the Medical and Drug Dependency Program (MDD), Department of Justice grants, and funding from the Washington Association of Sheriffs & Police Chiefs (WASPC). Furthermore, Councilmembers expressed concerns about the allocation of said funds within the agency where some programs are already funded through 988 implementation state funds or county funding. The Council does not want to be duplicative in allocation and

would rather focus on the programs within the agency that do not have alternative sources of funding.

### **STAFF REPORTS**

- A. Aquatic Center Siting Study Update, presented by Assistant City Manager Stephanie Lucash and Assistant to the City Manager Garrett Oppenheim

Kenmore has received two grants for \$100,000 each from King County to find suitable locations for two aquatic centers because there is a significant need for them. Kenmore has partnerships: one with Kirkland and one with Shoreline and Lake Forest Park. The county has provided a contract for our partnership with Kirkland and should expect the second contract shortly. The current timeline is to issue the request for proposals by October 1, 2022 and execute a contract with a consultant by the end of the year.

City Manager Rob Karlinsey reminded Council of the Comprehensive Plan Presentation by Karen Parolek of Opticos Design scheduled for September 21, 2022.

### **COUNCILMEMBER REPORTS & COMMENTS**

#### **EXECUTIVE SESSION**

Pursuant to RCW 42.30.110(1)(i), the City Council entered an executive session to discuss pending or potential litigation. Mayor Herbig announced the Executive Session is slated to end in fifteen minutes at 9:11 PM. No action was taken.

#### **ADJOURNMENT**

Mayor Herbig adjourned the meeting at approximately 9:11 PM.

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Nigel Herbig, Mayor

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Anastasiya Warhol, City Clerk





# Voucher Certification and Approval

City of Kenmore

DATE RANGE:

09/03/2022 - 09/16/2022

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 50439 through 50540: \$780,918.39

Total Payroll/Taxes/Flex Spending/Retirement & Health Savings Acct Electronic Deposits Dated: 09/09/22 \$194,420.80

ACH Payments - KBA Inc.: \$160,032.04

Rob Karlinsey

Rob Karlinsey (Sep 19, 2022 18:00 PDT)

Sep 19, 2022

City Manager / Date

Leticia Salcido

Leticia Salcido (Sep 19, 2022 17:16 PDT)

Sep 19, 2022

Finance Director / Date

Vendor Name	Check #	Date	Description	Amount
KBA INC.	1216	09/16/2022	18-C1846 July W. Sammamish Bridge Const. Mgmt.	68,162.44
KBA INC.	1217	09/16/2022	18-C1846 June W. Sammamish Bridge Const. Mgmt.	91,869.60
AMERICAN GENERAL LIFE GPO/400S	50439	09/09/2022	Life Insurance	250.52
ICMA RETIREMENT C/O ALLFIRST BANK/109964	50440	09/09/2022	City of Kenmore 401a	19,526.20
ICMA RETIREMENT TRUST 457 / 304745	50441	09/09/2022	ICMA 457 Deferred Comp	6,057.48
AISHA JALLOW	50442	09/16/2022	6/23 DEI Task Force Meeting Stipend	80.00
ALPHAGRAPHICS	50443	09/16/2022	Business Cards	175.77
AM TEST, INC	50444	09/16/2022	Log Boom Park Water Sample Testing	50.00
ARCHIVESOCIAL, INC.	50445	09/16/2022	Social Media Archiving Subscription	2,988.00
AURORA RENTS	50446	09/16/2022	Scissor Lift Rental for Hangar Bldg.	704.50
BAKER, BRIDGIT	50447	09/16/2022	WABO Class Registration Reimbursement	720.00
BAKER, BRIDGIT	50448	09/16/2022	WACE Conference Lodging/Per Diem	477.38
BRIELLE DAVIS	50449	09/16/2022	Refund Hangar Reservation Deposit	100.00
BRIEN, GAYLYNN	50450	09/16/2022	June Sales Tax Data Conversion Svcs	50.00
CABOT DOW ASSOCIATES	50451	09/16/2022	22-C2842 August Salary Study Services	4,900.00
CADMAN MATERIALS, INC.	50452	09/16/2022	Materuaks for Surface Water Pipe Replacement	460.11

## XI. B. Approve

Total Check #s 50439 through 50540 totaling \$780,918.39 a...



CANON FINANCIAL SERVICES, INC.	50453	09/16/2022	Sept. 2021 Copier Lease	266.08
CHANIN KELLY-RAE CONSULTING LLC	50454	09/16/2022	DEI Consulting Services	4,895.00
CHICAGO TITLE	50455	09/16/2022	Escrow Deposit - 18727 73rd Ave NE, Kenmore	25,000.00
CITY OF BELLEVUE	50456	09/16/2022	Q4 2022 ARCH Contribution	12,314.25
CITY OF BELLEVUE	50457	09/16/2022	2022 ARCH HTF Contribution	62,000.00
CITY OF BELLEVUE	50458	09/16/2022	Qtr 3 My Building Permit Subscription	3,640.17
CITY OF BELLEVUE	50459	09/16/2022	Q3 2022 ARCH Contributions	12,314.25
COMCAST BUSINESS	50460	09/16/2022	9/14-10/13 City Hall Internet & Cable	154.23
COMCAST BUSINESS	50461	09/16/2022	9/10-10/09 Squire's Landing Internet	71.95
D.R. HORTON	50462	09/16/2022	Refund Deposit PRJ17-0081/ENG19-0090	7,500.00
DAILY JOURNAL OF COMMERCE	50463	09/16/2022	Ads for RFP Missing Middle Housing	276.00
DTG RECYCLE	50464	09/16/2022	9/2 Material Disposal	1,068.47
ELECTRONIC BUSINESS MACHINES	50465	09/16/2022	2nd Floor Copier Aug. B/W & Color Overage Chgs	241.77
FERGUSON ENTERPRISES INC #3011	50466	09/16/2022	Materials for Surface Water Pipe Replacement	584.41
GARDNER, TELA	50467	09/16/2022	WSAPT Fall Conference Per Diem	191.50
GORDON THOMAS HONEYWELL	50468	09/16/2022	August Governmental Affairs Consulting	4,428.76
GRANICUS LLC	50469	09/16/2022	Engagement HQ Setup & Configuration	5,239.73
GRANICUS LLC	50470	09/16/2022	6/20/22-6/19/23 GovAccess Maint/Hosting/Licensing	5,512.50
HDR ENGINEERING, INC	50471	09/16/2022	6/26-7/30 16-C1625 Juanita Ped/Bike Proj.	61,321.30
HDR ENGINEERING, INC	50472	09/16/2022	7/31-8/27 16-C1625 Juanita Dr. Ped/Bike Proj.	49,662.15
HERBIG, NIGEL	50473	09/16/2022	Airfare Reimbursement for Nov. NLC Conf.	487.20
HOME DEPOT CREDIT SERVICES	50474	09/16/2022	Public Works Supplies	238.11
HONEY BUCKET	50475	09/16/2022	7/15 Summer Concert Rentals	325.00
HONEY BUCKET	50476	09/16/2022	7/25-8/21 Public Works Yard Rental	156.75
INSTITUTE OF TRANSPORTATION ENGINEERS	50477	09/16/2022	Tobin Bennett-Gold Annual Membership Dues	327.00
INTERSECTION MEDIA, LLC	50478	09/16/2022	Puget Sound Starts Here Bus Ads	1,000.00
JET CITY PRINTING	50479	09/16/2022	The Hanger/Diva Espresso Banner	93.59
JUANITA AGUILAR	50480	09/16/2022	6/23 DEI Task Force Meeting Stipend	80.00
JUDHA OF LION LANDSCAPING & SERVICES LLC	50481	09/16/2022	January-August ROW Landscaping Svcs	23,653.12
JULIANA POOLEY	50482	09/16/2022	6/23 DEI Task Force Meeting Stipend	80.00
KENMORE WATERFRONT ACTIVITIES CENTER	50483	09/16/2022	July-Sept. Payment for Honey Bucket Rentals	297.51
KING COUNTY FINANCE	50484	09/16/2022	Aug. Road Svcs - Signs/Markings/Juanita Ped-Bike	6,385.03
KING COUNTY FINANCE	50485	09/16/2022	Small Cities Indigency Screening Reimbursement	81.00
KING COUNTY FINANCE	50486	09/16/2022	Permit Fee - Dec, 2nd Burke Gilman Luminary Walk	500.00

**XI. B. Approve**

Total Check #s 50439 through 50540 totaling \$780,918.39 a...

KING COUNTY FINANCE	50487	09/16/2022	Aug. Road Svcs-Striping/Signs/Signals/Ped. Safety	26,925.01
KING COUNTY FINANCE	50488	09/16/2022	2nd Qtr Liquor Profits/Excise Tax	1,711.18
KING COUNTY FINANCE	50489	09/16/2022	Aug. Surface Water & Homeless Camp Dump Fees	159.55
KING COUNTY RADIO COMM SERVICES	50490	09/16/2022	8/1-10/31 Emergency Radio Services	300.57
KPFF CONSULTING ENGINEERS	50491	09/16/2022	19-C2098 On-Call Prof. Svcs through 6/24	118,141.42
KPFF CONSULTING ENGINEERS	50492	09/16/2022	19-C2098 On-Call Prof. Svcs through 7/29	126,672.19
MILLER STEPHENS, MARY	50493	09/16/2022	August Public Defense Services @ SCORE	1,250.00
MINUTEMAN PRESS	50494	09/16/2022	Missing Middle Flyer & Postage	7,356.60
NELSON ELECTRIC, INC.	50495	09/16/2022	City Hall Electrical Work	1,098.80
NORTHSHORE FIRE DEPT	50496	09/16/2022	August Fire Marshal Plan Review	400.00
NORTHSHORE UTILITY DIST	50497	09/16/2022	August Fleet & Fuel Maintenance	5,416.64
NORTHWEST SIGN AND DESIGN	50498	09/16/2022	Loq Boom Park Signage	38,616.54
OFFICE DEPOT	50499	09/16/2022	Tape Dispenser	6.71
OFFICE DEPOT	50500	09/16/2022	Misc. Office Supplies	151.35
OPTICOS DESIGN, INC.	50501	09/16/2022	MMH Conceptual Site Plan & Bldg. Types	18,850.00
ORION ENVIRONMENTAL COMPLIANCE & CONSULTIN	50502	09/16/2022	Property Asbestos Surveys	3,750.00
OSBORN CONSULTING INC.	50503	09/16/2022	19-C2012 July Citywide Fish Barrier Prioritization	2,918.90
PACIFIC AIR CONTROL, INC.	50504	09/16/2022	HVAC Maintenance @ City Hall	835.66
PARAMETRIX INC	50505	09/16/2022	21-C2747 2024 Transportation Element Update	27,991.12
PARAMETRIX INC	50506	09/16/2022	Cozy Inn Tavern Boundary Survey	16,885.00
PAWS	50507	09/16/2022	August Animal Sheltering Services	208.00
PUGET SOUND ENERGY	50508	09/16/2022	Aug. City Hall Electricity	2,627.21
PUGET SOUND ENERGY	50509	09/16/2022	7/14-8/15 Traffic Signals	223.48
QUALITY WATER FINANCIAL	50510	09/16/2022	Public Works Office Filtered Water System	66.00
QUALITY WATER FINANCIAL	50511	09/16/2022	City Hall 2nd Floor Filtered Water System	50.59
QUALITY WATER FINANCIAL	50512	09/16/2022	City Hall 1st Floor Filtered Water System	66.00
REPUBLIC SERVICES	50513	09/16/2022	Aug. Rhododendron Park Solid Waste	769.73
REPUBLIC SERVICES	50514	09/16/2022	August City Hall Solid Waste	885.16
SCHINDLER ELEVATOR CORPORATION	50515	09/16/2022	City Hall Elevator Phone Troubleshooting	1,011.82
SEATTLE TIMES	50516	09/16/2022	August Advertising/Legal Notices	994.58
SHANNON & WILSON, INC.	50517	09/16/2022	19-C2122 Sept. On-Call Geotechnical Svcs	2,750.00
SHRED IT, C/O STERICYCLE, INC>	50518	09/16/2022	August Shredding Services	110.03
SNOHOMISH COUNTY	50519	09/16/2022	Drainage Maintenance Disposal	208.00
SOUND SAFETY PRODUCTS CO.	50520	09/16/2022	SW Intern Equipment	164.63

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STAPLES ADVANTAGE	50521	09/16/2022	Paper Towels for Parks Restrooms	98.91
STAPLES ADVANTAGE	50522	09/16/2022	Parks Trash Liners & Toilet Tissue	209.66
STAPLES ADVANTAGE	50523	09/16/2022	Hangar Bldg. 60 Gal. Trash Liners	62.75
STAPLES ADVANTAGE	50524	09/16/2022	City Hall Maintenance Supplies	8.25
STAPLES ADVANTAGE	50525	09/16/2022	City Hall & Hangar Soap Dispensers	17.60
STAPLES ADVANTAGE	50526	09/16/2022	City Hall & Hangar Soap Dispensers	60.54
STAPLES ADVANTAGE	50527	09/16/2022	Soap for City Hall & Hangar Bldg.	208.40
STAPLES ADVANTAGE	50528	09/16/2022	Soap for City Hall & Hangar Bldg.	118.89
STATE AUDITOR'S OFFICE	50529	09/16/2022	Aug. Federal & Financial Audit Svcs	20,235.50
SUAREZ, NICOLE	50530	09/16/2022	Reimbursement for Concert Supplies	47.19
T MOBILE USA, INC.	50531	09/16/2022	Staff Cell Phones & Data Plans	1,245.57
TOLO EVENTS LLC	50532	09/16/2022	Audio Visual Factory - W. Sammamish Bridge Event	11,655.27
TRUE NORTH LAND SURVEYING, INC.	50533	09/16/2022	8/18-9/8 7637 NE 192nd Topographic Survey	5,113.00
TRUGREEN	50534	09/16/2022	Moorlands Field Lawn Service	317.91
UPS STORE KENMORE	50535	09/16/2022	July/Aug. Printing & Bridge Event Signs	367.13
UTILITIES UNDERGROUND LOCATION CTR	50536	09/16/2022	August Utility Locate Requests	245.10
VERIZON WIRELESS	50537	09/16/2022	Staff Cell Phones & Data Plans	80.12
WASHINGTON CITY/COUNTY MGMT ASSOC	50538	09/16/2022	NWWLA Registration for Lauren Chomiak	1,000.00
ZIPLY FIBER	50539	09/16/2022	8/28-9/27 City Hall Phones	669.86
KCDA PURCHASING COOP	50540	09/16/2022	KCDA Memorial Bench Installation	2,657.48
DRS 457	DFT0001385-138	09/09/2022	DRS 457 Deferred Comp	810.57
AVIDIA HEALTH	DFT0001387	09/09/2022	Employee Health Savings Contribution	100.00
DEPARTMENT OF RETIREMENT SYSTEMS	DFT0001388-139	09/09/2022	Public Employees Retirement	29,019.72
NAVIA	DFT0001394	09/09/2022	Employee Flexible Spending Account	562.64
BANK OF AMERICA 941	DFT0001395	09/09/2022	Federal Taxes	25,828.50
PAYROLL	Electronic Dep.	9/9/2022	Direct Deposit	138,099.37
TOTAL				<u><u>\$ 1,135,371.23</u></u>

XI. B. Approve  
Total Check #s 50439 through 50540 totaling \$780,918.39 a...



City of Kenmore

# Vendor Purchasing Report

For Date Range 01/01/2022 - 09/16/2022

Vendor Set: Vendor Set 01

Vendor	Name	Volume
0014	AMERICAN PLANNING ASSOCIATION	1336
0022	ASSOCIATION OF WA CITIES	22875
0024	BAKER, DAVID	468.43
0054	BULGER SAFE & LOCK, INC.	70.95
0064	CASCADE PEST CONTROL	1236.64
0067	CENTER FOR HUMAN SERVICES	16650
0076	CITY OF BELLEVUE	178299.01
0081	CITY OF KENMORE	2961.1
0083	CITY OF LAKE FOREST PARK	51948
0092	CODE PUBLISHING COMPANY	480
0099	CONSOLIDATED PRESS	14997.24
0109	DAILY JOURNAL OF COMMERCE	1771
0111	DEPARTMENT OF ECOLOGY	10561
0121	REPUBLIC SERVICES	9930.74
0130	EMPLOYMENT SECURITY DEPARTMENT	19606.67
0137	FERGUSON ENTERPRISES INC #3011	5280.31
0150	GEOENGINEERS INC	45802.56
0151	CALPORTLAND COMPANY	985.11
0169	HERRERA ENVIRONMENTAL CONSULTANTS	13368.65
0173	HOME DEPOT CREDIT SERVICES	4475.87
0184	INSLEE, BEST, DOEZIE & RYDER, P.S.	311889.25
0189	INTERNATIONAL CITY/CNTY MGMT ASSOC	1400
0191	INTERNATIONAL INST OF MUNI CLERKS	215
0197	JET CITY PRINTING	3920.14
0201	KCDA PURCHASING COOP	2657.48
0204	KENMORE COMMUNITY CLUB	180
0205	KENMORE HERITAGE SOCIETY	50
0206	KENMORE MIDDLE SCHOOL	7950
0212	KING COUNTY FINANCE W.L.R.D.	13428.37
0213	KING COUNTY ANIMAL SVCS	840
0216	KING COUNTY FINANCE	500
0218	KING COUNTY FINANCE	1847.99
0219	KING COUNTY FINANCE	303909.09
0230	KING COUNTY RADIO COMM SERVICES	901.71
0233	KING COUNTY SHERIFF	2036196.44
0235	KING COUNTY TREASURY	66649.68
0246	LAKE CITY PICTURE FRAMING	288.96
0251	LIGHTHOUSE CONSULTING INC	103985.15
0261	PENDLETON CONSULTING LLC	9635.23
0265	MORGAN SOUND INC	1565.13
0267	MR. T'S TROPHIES & AWARDS LLC	1063.56
0285	NORTHSHORE FIRE DEPT	5060
0286	NORTHSHORE SCHOOL DISTRICT	350529
0287	NORTHSHORE SENIOR CENTER	28500
0288	NORTHSHORE UTILITY DIST	180429.71
0292	HONEY BUCKET	14075.08
0299	EBIX, INC.	118.38
0300	OFFICE DEPOT	3998.08
0304	OLYMPIC ENVIRONMENTAL RESOURCES INC	27655.57
0310	PACIFIC TOPSOILS	8909.19
0311	PARAMETRIX INC	139811.76
0327	PUGET SOUND CLEAN AIR AGENCY	19183

**XI. B. Approve**  
Total Check #s 50439 through 50540 totaling \$780,918.39 a...

Vendor Set: Vendor Set 01

Vendor	Name	Volume
0328	PUGET SOUND ENERGY	244751.42
0345	SEATTLE TIMES	7041.6
0355	STAPLES ADVANTAGE	9576.14
0356	STATE AUDITOR'S OFFICE	25519.41
0357	STEWART MACNICHOLS HARMELL, INC.	40000
0359	SOUND CITIES ASSOC	16314.32
0365	TOTAL LANDSCAPE CORP	66196.25
0371	UNITED STATES POSTMASTER	5911.99
0375	US POSTAL SERVICE (HASLER)	4060.98
0385	WA ASSOC OF BUILDING OFFICIALS	1375
0387	WA CITIES INSURANCE AUTHORITY	486509
0389	WASHINGTON CITY/COUNTY MGMT ASSOC	1315
0400	WASHINGTON STATE DEPT OF REVENUE	6535.1
0401	WA STATE DEPT OF TRANSPORTATION	17802.59
0405	WASHINGTON STATE OFFICE CASH MGMT	1682.5
0412	WM CORPORATE SVCS - COLUMBIA RIDGE LANDFILL	16480.41
0424	ICMA RETIREMENT TRUST 457 / 304745	150432.5
0425	DRS 457	17755.5
0426	AFLAC	1455.22
0428	BANK OF AMERICA 941	453804.97
0429	AWC EMPLOYEE BENEFIT TRUST	601732.8
0431	DEPARTMENT OF RETIREMENT SYSTEMS	602101.06
0432	DEPARTMENT OF LABOR AND INDUSTRIES	37694.33
0434	UNITED WAY OF KING COUNTY	680
0436	NATIONAL LIFE OF VERMONT	985.36
0441	DANSOUND INC	7047
0448	UPS STORE KENMORE	555.1
0450	AURORA RENTS	6047.92
0484	CITY WIDE FENCE COMPANY, INC	8106.66
0542	AMERICAN SOCIETY OF COMPOSERS	410.64
0550	KING COUNTY RECORDER'S OFFICE	272.5
0558	SNOHOMISH COUNTY	9266
0586	QUADIENT LEASING USA, INC.	1420.28
0588	ENVIRONMENTAL SYSTEMS RESEARCH INST	9164.74
0610	WA STATE DEPT OF TRANSPORTATION	964.07
0617	KING COUNTY FINANCE	20604.16
0685	PACE ENGINEERS, INC.	17154
0692	HDR ENGINEERING, INC	597876.93
0696	AMERICAN GENERAL LIFE GPO/400S	2431.08
0764	OUSLEY, NANCY	23.99
0781	QUALITY BUSINESS SYSTEMS INC.	2021.86
0791	NORTHSHORE ROTARY CLUB	600
0817	GRAINGER	5083.44
0851	EVERMARK, LLC	1457.74
0868	JAYMARC AV	378.74
0892	JACOBS ENGINEERING GROUP	67416.75
0898	ZONAR SYSTEMS	731.12
0899	SHRED IT, C/O STERICYCLE, INC>	819.18
0913	KENMORE ELEMENTARY	3750
0937	ZUMAR	1591.69
0981	COMCAST BUSINESS	2065.48
0983	PASSPORT TRAVEL AND TOURS	1364.4
0994	GORDON THOMAS HONEYWELL	34583.28
1003	IWORQ SYSTEMS	2800
1010	WESTLAKE HARDWARE WA-153	1880.1
1034	EMERALD FIRE LLC	705
1045	HORIZON DISTRIBUTORS INC	3644.26
1047	SARAH ROBERTS	82316.78

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Total Check #s 50439 through 50540 totaling \$780,918.39 a...

Vendor Set: Vendor Set 01

Vendor	Name	Volume
1052	FIRE PROTECTION, INC	11814.74
1053	INTERNATIONAL CODE COUNCIL, INC	600
1068	WA STATE DEPT OF LABOR & INDUSTRIES	230
1123	AM TEST, INC	1375
1140	PAWS	2080
1148	AGORA REFRESHMENTS	225.48
1152	WASHINGTON ENERGY SERVICES CO. LLC	285.6
1168	SCHINDLER ELEVATOR CORPORATION	3030.22
1197	MILLER STEPHENS, MARY	10000
1215	STATE OF FLORIDA DISBURSEMENT UNIT	3575
1216	ADVANCE TESTING & SERVICE INC	1842
1226	CONTECH ENGINEERED SOLUTIONS, INC	600
1267	AUTOMATED CONTROLS/ALBIREO ENERGY	5605.79
1277	KING COUNTY FINANCE	8011
1299	VERIZON WIRELESS	648.05
1313	BOTHELL KENMORE CHAMBER OF COMMERCE	10858.47
1326	JOYCE ZIKER PARKINSON	1837.5
1331	KBA INC.	749841.31
1333	WELWEST CONSTRUCTION INC.	10000
1337	STATE OF WA DEPT. OF LICENSING	1.52
1345	SHERWIN WILLIAMS CO. #8099	787.4
1356	KARLINSEY, ROB	3747.33
1358	ALPHAGRAPHS	1936.67
1359	EVERGREEN FIRE AND SAFETY, INC.	214.14
1377	D.R. HORTON	7500
1383	CHICAGO TITLE	25029.22
1385	CITYWORKS/ AZTECA SYSTEMS INC.	36333
1390	UTILITIES UNDERGROUND LOCATION CTR	2142.69
1403	OSBORN CONSULTING INC.	572969.08
1410	SEATTLE & KING COUNTY PUBLIC HEALTH	1262
1425	FASTSIGNS	75.97
1431	BRIEN, GAYLYNN	400
1452	CITY OF KENT	500
1456	HESTON VISUAL ARTS	1467.54
1459	FLEMINGS HOLIDAY LIGHTING LLC	1491.99
1464	ROAD CONSTRUCTION NW, INC.	948754.97
1465	WA TRUST FOR HISTORIC PRESERVATION	75
1478	HERBIG, NIGEL	514.58
1480	VERTICAL VISUAL SOLUTIONS INC.	892.75
1504	SCORE	181573.07
1524	GRANICUS LLC	10752.23
1525	PACIFICA LAW GROUP LLP	13429
1547	LOYUK, SAMANTHA	246.37
1555	LINCOLN NATIONAL LIFE INSURANCE	12613.62
1591	ULINE	900.82
1605	ALL CITY FENCE CO.	11943.98
1629	WESTERN DISPLAY FIREWORKS, LTD.	25000
1661	GARDNER, TELA	925.79
1666	LANDSCAPE FORMS, INC.	5405.91
1673	KPFF CONSULTING ENGINEERS	655728.46
1689	MOTT MACDONALD GROUP, INC.	203101.84
1711	SOFTWAREONE, INC.	13724.9
1712	SITEIMPROVE, INC.	3356.95
1715	THE WIDE FORMAT COMPANY	346.82
1731	NORTHWEST ARBORICULTURE LLC	1203.72
1732	PERFORMANCE SYSTEMS INTEGRATION LLC	145.24
1739	FIX AUTO	11045.21
1754	RFI ENTERPRISES INC.	2631.4

**XI. B. Approve**

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Vendor Set: Vendor Set 01

Vendor	Name	Volume
1762	BAKER, BRIDGIT	1197.38
1763	REID, JAMES FALCONER	3440
1774	OWEN EQUIPMENT COMPANY	1371.61
1782	SWANK MOTION PICTURES, INC.	500
1786	TYLER TECHNOLOGIES, INC.	20607.88
1795	CABOT DOW ASSOCIATES	4900
1798	OLBRECHTS & ASSOCIATES, PLLC	1089
1816	NAVIA	24167.53
1820	PIPER SANDLER	23920
1828	QUALITY BUSINESS SYSTEMS / WELLS FARGO	5507.03
1829	SHI INTERNATIONAL CORP.	350.59
1838	AVIDIA HEALTH	1800
1884	CADMAN MATERIALS, INC.	3573.91
1885	NATIONAL BARRICADE CO., LLC	4644.56
1889	WILLIAMS, KASTNER & GIBBS PLLC	3730
1900	ASPECT CONSULTING LLC	680
1913	GRAND EVENT RENTALS	9161.07
1930	T MOBILE USA, INC.	10149.17
1932	U.S. BANK N.A. / CUSTODY	216
1936	SUPERION, LLC	43384.11
1948	MULTICARE CENTERS OF OCCUPATIONAL MEDICINE	238
1956	GARZA, WILLIAM	148.51
1970	CROSSROAD SIGN	3442.65
1979	MSPT XXII, LLC C/O FLYWAY RETAIL + LIVING	3000
1980	HRA VEBA TRUST	39281.88
1993	HYAS GROUP, LLC	7500
1995	REY TRANSLATIONS	250
1999	KING COUNTY POLICE CHIEFS ASSOCIATION	50
2001	PETERSEN BROTHERS, INC.	310.99
2004	RED BARN ENGINEERING, INC.	79213.5
2010	JUDHA OF LION LANDSCAPING AND SERVICES LLC	50605.6
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.	51960
2052	J. A. BRENNAN ASSOCIATES, PLLC	14506.51
2071	GRETTE ASSOCIATES LLC	653
2079	ZESBAUGH, INC.	1844.18
2081	SHANNON & WILSON, INC.	11240
2095	TRANSCO GROUP USA INC.	2368.9
2097	ROBINSON AND NOBLE, INC.	5700
2113	WA ASSOC. OF SHERIFFS & POLICE CHIEFS	180
2126	SCHWARZWALTER, MARK	552.85
2142	ICMA RETIREMENT C/O ALLFIRST BANK / 109964	380376.37
2143	ERIK D PLUMBER LLC	522.98
2145	NORTHWEST ELECTRIC AND SOLAR	3347.04
2148	Town and Country Fence Inc.	1640.49
2149	CLIFTON, CURTIS	663.44
2157	SOUND SAFETY PRODUCTS CO.	679.26
2161	BENNETT GOLD, TOBIN	3509.6
2175	ELECTRONIC BUSINESS MACHINES	1489.05
2176	CANON FINANCIAL SERVICES, INC.	2128.64
2183	SISKUN POWER EQUIPMENT	3066.67
2194	CONFLUENCE ENVIRONMENTAL COMPANY	11229.36
2199	HALALILO, PAULA	136
2200	CHASE WALKER	102
2209	MORUP SIGNS, INC.	2009.34

## XI. B. Approve

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Vendor Set: Vendor Set 01

Vendor	Name	Volume
2211	PRECISION FUEL SOLUTIONS	1640.49
2215	INTERSECTION MEDIA, LLC	1000
2221	O'REILLY/FIRST CALL	175.69
2227	EARTHCORPS	1838.67
2236	COMCAST	15842.09
2242	MARY'S PLACE	12500
2249	KING COUNTY BAR ASSOCIATION	750
2250	NAMI EASTSIDE	1500
2252	TRUGREEN	3034.62
2254	U.S. BANK PURCHASE CARDS	139834.12
2259	MINUTEMAN PRESS	32840.98
2270	LAKESIDE INDUSTRIES	1007.42
2272	BIELLENBERG, TERRI	149.45
2285	QUALITY WATER FINANCIAL	1643.31
2304	ESTABROOK, MEGAN	2800
2327	PACIFIC AIR CONTROL, INC.	8670.93
2337	HUANG, ANGELINA	3848.9
2353	NORTHSHORE SCHOOLS FOUNDATION	365108.57
2362	CHASEWEST VENTURES, INC.	15000
2368	JEFF LUKE PHOTOGRAPHY LLC	5364.77
2377	NORTH URBAN HUMAN SVCS ALLIANCE	1000
2379	JENNIFER DIXON	67336.19
2386	CECCANTI, INC.	2539587.48
2392	DEPARTMENT OF COMMERCE	41907.76
2396	ZIPLY FIBER	6461.29
2402	PACIFIC OFFICE AUTOMATION	552.24
2403	AMERICALL	1237.44
2406	FISCHER, AUSTIN	13.39
2413	ICLEI	1200
2414	GENCAP CONSTRUCTION CORP	55156.02
2425	THOMCO CONSTRUCTION, INC.	2077162.61
2432	RICH MARKETING LLC	500
2434	PSR MECHANICAL, LLC	30574.77
2437	LOUDEDGE, INC.	1350
2459	NELSON ELECTRIC, INC.	1509.47
2464	D.P. NICOLI, INC.	2106.16
2485	192 BREWING COMPANY	15000
2486	CASCADIA LAW GROUP	27825.75
2489	THE ORIGINAL POOP BAGS	1453.2
2503	NORTH AMERICAN SAFETY, INC.	2349
2507	DIVERSIFIED	10347.96
2511	SALCIDO, LETICIA	80.32
2512	CARAHSOFT TECHNOLOGY CORPORATION	3633.3
2522	TRC ENVIRONMENTAL CORPORATION	9842.16
2523	ALL AROUND FENCE COMPANY	1623.98
2530	CASCADIA CONSULTING GROUP, INC.	33420.62
2531	BCN TELECOM, INC.	3086.97
2537	HUNTINGTON TECHNOLOGY FINANCE	44525.18
2540	CHILD CARE RESOURCES	1125
2543	FOSTER GARVEY PC	73216
2544	ACTION SERVICES CORPORATION	1512
2545	KLB CONSTRUCTION, INC.	4266955.39
2546	1901 WLD KENMORE 68TH LLC	4958.7
2549	DAVID EVANS	226.44
2553	TICOR TITLE	50000
2561	PRR, INC	4763.47
2570	H.D. FOWLER COMPANY	4779.95
2573	WHISTLE WORKWEAR	1535.24

XI. B. Approve  
Total Check #s 50439 through 50540 totaling \$780,918.39 a...

Vendor Set: Vendor Set 01

Vendor	Name	Volume
2576	TRADE ROOT MUSIC GROUP LLC	4100
2577	APPLEONE EMPLOYMENT SERVICES	17463.86
2578	CENTRICITY GIS, LLC	9843.75
2579	CHANIN KELLY-RAE CONSULTING LLC	54621.66
2584	AQUALIS	14519.44
2598	WAGNER ARCHITECTS	35698
2599	CEDAR GROVE COMPOSTING, INC.	277.46
2603	COMMERCIAL FENCE CORPORATION	14588.25
2609	DTG RECYCLE	2904.28
2612	KENMORE WATERFRONT ACTIVITIES CENTER	2219.11
2614	SEATOWN ELECTRIC, PLUMBING, HEATING & AIR	285.6
2617	STRIDER CONSTRUCTION CO., INC.	3993173.98
2618	STEPHANIE LUCASH	1558.41
2621	TRACY BANASZYNSKI	47
2622	IMPERIAL NW CONSTRUCTION LLC	462.42
2623	TOLO EVENTS LLC	160443.46
2624	CBRE, INC. - VALUATION & ADVISORY SERVICES	15800
2625	BRIMSTONE FIRE SAFETY MANAGEMENT LLC	769.26
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	560
2633	MARCO BALLESTEROS	320
2634	JUANITA AGUILAR	560
2635	DAVID G. MOORE	12422
2636	CHRISTINA MARTIN	1100
2637	AISHA JALLOW	320
2638	AMERICAN RED CROSS	3470
2639	GREAT WESTERN RECREATION, LLC	4254.43
2640	OPTICOS DESIGN, INC.	30975.5
2641	VENTILATION POWER CLEANING, INC.	60244.25
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.	1618.05
2649	UNIVERSITY OF WASHINGTON	1850
2650	JOHN SUTHERLAND	225.57
2651	TITAN EARTHWORK, LLC	270522.61
2652	DOMANIK MOSES	1500
2653	CERTAPRO PAINTERS	35513.39
2655	RELIABLE TRANSLATIONS, INC.	355.16
2656	WASHINGTON STATE FARMERS MARKET ASSOCIATIOI	150
2657	PRECISION MOLDED PLASTICS, INC.	680.32
2659	RYAN GOTTFREDSON	3500
2660	WASHINGTON FEDERAL BANK	174297.42
2661	JASON RICHARD SPERLING	2160
2662	INTERSTRENGTH INSTITUTE	13110.07
2663	CHRISTIAN W. SMITH	650
2666	Purcell P& C, LLC	8312.55
2667	AMERIZORB	82.01
2668	CORE DESIGN, INC.	16477.97
2669	MIKE FAHMIE	444.15
2671	TOWN & COUNTRY POST FRAME	5578.93

XI. B. Approve  
Total Check #s 50439 through 50540 totaling \$780,918.39 a...

## Vendor Purchasing Report

For Date Range 09/16/2022 - 09/16/2022

Vendor Set: Vendor Set 01

Vendor	Name	Volume
2672	UNITED PLUMBING	2550.45
2673	DANZHI WANG	2242.57
2674	YELEEN PRODUCTION	2800
2675	SPACK SOLUTIONS	1099
2676	PASIFIKA ARTISTS NETWORK LLC	2500
2677	BRETT KEKOA	13.39
2678	NATHAN LOUISIS	13
2679	LOGAN HUMPHREY	13.39
2680	JOSE NERIO	13.39
2681	MARCELA REY	250
2683	SERA CAHOONE	2750
2684	JAYDEEN ROBINSON	400
2685	CLEARSTREAM RECYCLING, INC	929
2686	THE SLOCAN RAMBLERS LTD.	2000
2687	HEDGEROW LLC	7500
2688	BIG BELLY SOLAR LLC	8635.7
2689	NANCY H. STEWART	800
2690	MERCHANTS 8U BASEBALL CLUB	66
2691	E-SQUARED SYSTEMS, LLC	865.39
2692	PREMIER MEDIA GROUP	1000
2693	LAKE DEFENSE FORCE CORP	59341
2694	BRIAN VALLENE	2.68
2695	AUSTIN'S AWESOME ART	400
2696	LUCIA KWONG	150
2697	THE LODGE AT ST. EDWARD PARK	2014.88
2698	BRIELLE DAVIS	100
2699	INSTITUTE OF TRANSPORTATION ENGINEERS	327
2700	ORION ENVIRONMENTAL COMPLIANCE & CONSULTIN	3750
2701	NORTHWEST SIGN AND DESIGN	38616.54
2702	SUAREZ, NICOLE	47.19
2703	TRUE NORTH LAND SURVEYING, INC.	5113
Vendor Set Vendor Set 01 Total:		27456423.39

**XI. B. Approve**  
 Total Check #s 50439 through 50540 totaling \$780,918.39 a...










# 9/16 Voucher Approval

Final Audit Report

2022-09-20

Created:	2022-09-19
By:	Carla Schnee (cschnee@kenmorewa.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAA_fEKOJVLj3eRtvHnQHdaHSReTwsEnCWE

## "9/16 Voucher Approval" History

-  Document created by Carla Schnee (cschnee@kenmorewa.gov)  
2022-09-19 - 11:10:21 PM GMT- IP address: 50.235.209.34
-  Document emailed to Leticia Salcido (lsalcido@kenmorewa.gov) for signature  
2022-09-19 - 11:12:52 PM GMT
-  Email viewed by Leticia Salcido (lsalcido@kenmorewa.gov)  
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-  Document e-signed by Leticia Salcido (lsalcido@kenmorewa.gov)  
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2022-09-20 - 0:16:24 AM GMT
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-  Signer rkarlinsey@kenmorewa.gov entered name at signing as Rob Karlinsey  
2022-09-20 - 1:00:46 AM GMT- IP address: 50.235.209.34
-  Document e-signed by Rob Karlinsey (rkarlinsey@kenmorewa.gov)  
Signature Date: 2022-09-20 - 1:00:47 AM GMT - Time Source: server- IP address: 50.235.209.34
-  Agreement completed.  
2022-09-20 - 1:00:47 AM GMT



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

<p><b>Subject/Topic:</b>  Agreement 21-C2703 Street Sweeping Services.</p> <p><b>Proposed Council Action/Motion:</b>  Authorize the City Manager to execute an amendment to Agreement 21-C2703 with Davidson-Macri Sweeping, Inc. in an amount not to exceed \$25,000 for street sweeping services throughout the city.</p>	<p><b>For Council Meeting Agenda of:</b> October 3, 2022</p> <p><b>Department:</b> Public Works</p> <p><b>Prepared by:</b> Richard Sawyer, Environmental Services Manager</p> <table border="0" style="width: 100%;"> <thead> <tr> <th></th><th style="text-align: right;"><u>Initial &amp; 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;">LS</td></tr> <tr> <td>Approved by City Manager:</td><td style="text-align: right;">RK</td></tr> </tbody> </table> <p><b>Exhibits/Attachments:</b> NA</p>		<u>Initial &amp; Date</u>	Approved by Department Head:	RS	Approved by City Attorney:	NA	Approved by Finance Director:	LS	Approved by City Manager:	RK
	<u>Initial &amp; Date</u>										
Approved by Department Head:	RS										
Approved by City Attorney:	NA										
Approved by Finance Director:	LS										
Approved by City Manager:	RK										
<p><b><u>INFORMATION/BACKGROUND:</u></b></p> <p>This contract provides routine sweeping services throughout the city. Sweeping is conducted throughout the year with increased frequency during fall months to manage leaf debris. Sweeping provides aesthetic value for streets and removes sediment and debris before it enters the city's stormwater system providing both protection of our stormwater assets and improving water quality.</p>											
<p><b><u>FISCAL CONSIDERATION:</u></b></p> <p>The City's approved 2021-2022 biennium budget allocates funds for this contract within the drainage maintenance services budget in the surface water management fund.</p>											
<p><b><u>COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:</u></b></p> <p>Council's 2021-2022 Priority #2 "Develop a Kenmore Climate Plan and promote Environmental Stewardship, including water, air, forest, and habitat restoration."</p>											



## Business of the City Council City of Kenmore, WA

**Subject/Topic:** Comprehensive Plan and Development Regulation Amendments – Continued Public Hearing

**For Council Meeting Agenda of:** 10/3/22

**Department:** Community Development

**Prepared by:** Debbie Bent, Community Development Director and Lauri Anderson, Principal Planner

**Proposed Council Action/Motion:** Continue the public hearing on the Comprehensive Plan and Development Regulation Amendments, particularly development regulation changes that would allow duplexes and triplexes throughout the R-6, Residential, zoning district.

	<u><b>Initial &amp; Date</b></u>
<b>Approved by Department Head:</b>	<b>DB, 9/27/22</b>
<b>Approved by City Attorney:</b>	<b>NA</b>
<b>Approved by Finance Director:</b>	<b>NA</b>
<b>Approved by City Manager:</b>	<b>RK, 9/27/22</b>

**Exhibits/Attachments:**

Attachment 1: Summary of “Missing Middle” housing changes (including images, Attachments 1a through 1d)  
 Attachment 2: Draft Vision Statement  
 Attachment 3: Draft Land Use Element  
 Attachment 4: Draft Housing Element  
 Attachment 5: Draft Capital Facilities Element  
 Attachment 6: Revised Zoning Map  
 Attachment 7: Draft “Missing Middle” amendments  
 Attachment 8: Public hearing flyer  
 Attachment 9: “Missing Middle” housing FAQs  
 Attachment 10: Powerpoint presentation from 9/26/22

At your meetings on 7/18 and 7/25, you requested changes to the Comprehensive Plan and development regulation amendments recommended by the Planning Commission. On 9/12/22, you reviewed those changes. As these preliminary recommendations would allow duplexes and triplexes throughout the R-6, Residential, zoning district (instead of only within ¼-mile of the City’s two main transit corridors), a public hearing is needed. Attachment 1 is a summary of the “Missing Middle” housing (duplex and triplex) changes. Attachments 2 through 7 are the revised documents, with changes highlighted.

At your September 26 meeting, staff provided a brief overview of the amendments (see Attachment 10). The City Council then opened the public hearing which is to be continued on October 3. Staff will prepare a matrix of public comments received about the proposed amendments, including a staff response, to be provided to Council as part of the October 17 agenda packet. Council discussion and direction regarding Comprehensive Plan and development regulation amendments is anticipated at the October 17 City Council meeting. Based on Council direction given October 17, a final ordinance would be scheduled for adoption on November 7.

September 26 was advertised as the public hearing date on the City’s “Missing Middle” webpage, through social media, and through a flyer (Attachment 8) mailed to all Kenmore households. The flyer also provided information about a presentation to the community on “Missing Middle” housing by Karen Parolek of Opticos Design—scheduled for September 21 at 7:00 p.m. The link to her presentation is here: <https://www.kenmorewa.gov/government/housing/missing-middle-housing>. As you know, Opticos Design coined the term “Missing Middle” housing and has helped craft the draft code amendments to ensure that new duplexes and triplexes are “house-scale.”

Attachment 9 provides responses to frequently-asked questions about “Missing Middle” housing.

Public notice of the “Missing Middle” housing changes has been extensive. The Planning Commission began their discussion of “Missing Middle” housing in January 2021. All Planning Commission materials are sent to a broad mailing list and new names are regularly added.

**XII. B. Comprehensive Plan and Development Regulation Amendments, presen...**

In April 2021, the Commission advertised and hosted a presentation by Joe Minicozzi of Urban3 who discussed how different types of development impact city finances and the importance of “thickening” the community through techniques such as “Missing Middle” housing.

In July 2021, a city-wide survey was launched and information was sent to all mailboxes in the City (twice) inviting participation. The scientifically valid survey included questions about housing and was used to prepare a public participation plan. The goal of the survey was to identify initial community reactions--before any education on the “Missing Middle” topic. The survey information invited participants to sign up to receive Planning Commission materials and the regular mailing list was expanded.

In November 2021, the Commission hosted a virtual Housing Forum—advertised on the City’s website and social media, and through a flyer distributed in the community and mailed to the City’s various mailing lists.

An additional flyer about “Missing Middle” housing was mailed to the City’s mailing lists and physically distributed to the Hangar, the Senior Center, and local parks in March 2022.

In May, the Planning Commission held their public hearing on the project, with a postcard mailed to all addresses in Kenmore, and special outreach to the Spanish-speaking community.

Articles about “Missing Middle” housing were included in the Fall 2021, Winter 2022, and Spring 2022 Quarterly publications which were mailed to all households. Too, articles appeared in the regular E-news publications beginning in September 2021 (articles in September, November 2021, December 2021, February 2022, April 2022, and August 2022). Social media posts and webpage updates have been a regular part of the project (see the City’s “Missing Middle” webpage at <https://www.kenmorewa.gov/government/housing/missing-middle-housing>)

**FISCAL CONSIDERATION:** The Community Development Department budgeted \$150,000 for the Comprehensive Plan update over the 2021-2022 biennium. Staff used consultant assistance in 2021 and 2022 to develop a public participation plan, conduct a statistically valid survey of residents to provide input to the planning process, host a community forum on “Missing Middle” housing, conduct outreach to those who use Spanish, and help prepare draft code amendments for duplexes and triplexes addressing neighborhood compatibility. The City has been awarded a \$120,000 grant for further consideration of Middle Housing types.

**COUNCIL PRIORITY BEING ADDRESSED:** Most of the City Council’s 2021/2022 priorities are addressed by the Comprehensive Plan update, including Priority 1: “Increase and preserve the options for affordable housing stock;” Priority 2: “...promote Environmental Stewardship...;” Priority 3: “Develop and Implement a Diversity Equity, and Inclusion Policy...;” Priority 6: “Focus on and emphasize multimodal transportation safety...;” and Priority 11: “Engage and educate the community on growth and development in Kenmore.”



## **DRAFT “MISSING MIDDLE” HOUSING CODE AMENDMENTS**

### **SUMMARY OF PROPOSED CHANGES TO ALLOW DUPLEXES AND TRIPLEXES**

#### **BACKGROUND**

Why “Missing Middle” Housing? Why now? The Puget Sound region is suffering from an acute housing crisis like never before. Over the last decade, home prices in King County have grown at a significantly higher rate than household income. Conditions have continued to deteriorate.

There are countless people who would love to live in Kenmore but just can’t afford it. These are people who would like to live closer to their jobs. They are engineers, grocery store managers, firefighters, airplane machinists, wetland biologists, nonprofit administrators, university faculty, and many other middle-income workers. These are the people that would benefit from middle housing.

To be able to afford to buy a single family home in Kenmore, a family must earn nearly three times the King County median income. Lack of housing inventory in relation to jobs and population growth is the main cause of this crisis.

Lack of choice in housing types is also a major problem. The overwhelming majority of housing in Kenmore falls into two extreme categories: Multifamily apartments and single family homes. This “Missing Middle” initiative attempts to help alleviate the crisis by providing more attainable housing choices that are still “house-scale” and preserve the look and feel of our residential neighborhoods.

Kenmore is known as a first ring suburb to major job centers in Seattle and the Eastside. For the climate and for racial and social equity, cities near these job centers have an obligation to unlock and make more efficient and equitable use of their residential land. Middle housing is one tool to help make this happen.

What specifically is being proposed? The draft “Missing Middle” housing code amendments would allow duplexes (2-unit buildings) and triplexes (3-unit buildings) throughout the City’s R-6, Residential, zoning district.

“Missing Middle” housing consists of *house-scale* buildings containing more than one dwelling unit that are compatible with single-family neighborhoods. “Missing Middle” housing includes duplexes, triplexes, cottage housing, and other housing types that offer alternatives to apartment living. This housing provides options in between mid-rise apartments and detached single-family homes.

To ensure compatibility with surrounding single-family residences, the duplex and triplex amendments include size limits on new buildings, along with design standards that address height, entries, garages, parking, and driveways. The goal is to ensure that large structures, out of scale with existing neighborhoods, are not constructed.



Duplex



Triplex

Allowing more “Missing Middle” housing in Kenmore will check a lot of very important boxes, including:

1. Doing our part to end our region’s unprecedented housing crisis by providing more attainable housing and providing more housing choices in the gap between single family homes and apartment buildings;
2. Adding a better mix and flexibility of housing types to meet ever changing demographic and generational needs;
3. Creating more housing choices for middle income workers, such as schoolteachers, first responders, and tradespeople;
4. Providing more inclusive neighborhoods, fighting systemic racism, and reducing barriers to those who wish to live or stay in Kenmore;
5. Allowing people to live closer to their jobs, thereby reducing traffic congestion, the carbon emissions that contribute to climate change, and the time and income spent on driving; and
6. Preventing suburban sprawl that:
  - requires more expensive infrastructure, including more roads and pipes
  - results in more tree cutting and negative impacts to the natural environment.

## **THE PROPOSED REGULATIONS**

### **New definitions for duplex and triplex**

New definitions clarify that dwelling units in a duplex or triplex could all be owned by a single individual for rental, or could be separately owned through a condominium. The amendments clarify that a duplex or triplex is not a townhouse which has separate review and approval standards.

### **Permitted locations**

Duplexes and triplexes would be allowed in the R-6 Residential zoning district. The draft Zoning Map, showing the R-6 zone (now titled the R-M, Residential Medium-Density, zone) is included as Attachment 6 to the agenda packet.

### **Focus on lot dimensions rather than lot sizes**

The current minimum lot size in the R-6 Residential zoning district is 5,400 sq.ft. The new standards don't include a minimum lot size but do specify minimum lot dimensions to build a duplex or triplex. These dimensional standards would allow a stacked duplex (one unit on top of the other) on a minimum 40' wide x 100' deep lot and a side-by-side duplex or triplex on a minimum 50' wide x 100' deep lot.

#### Dimensional standards for new duplex and triplex buildings

Regulations would control how wide and how deep a building could be as viewed from the street or accessway and would mimic the dimensional standards of traditional single-family houses. The allowable dimensions vary based on the lot dimensions and, in some cases, restrict the location of the building to allow room for future subdivision and development.

Attachments 1a through 1c include drawings of a new single-family house (based on size information from a sample of 2021 building permits), a duplex and a triplex. The duplex and triplex meet the dimensional requirements of the proposed regulations. The duplex and triplex buildings have smaller footprints than the new single-family house, even though they contain more housing units.

Attachment 1d is an aerial photo showing footprints of a possible duplex and triplex development meeting the proposed standards on a lot in Kenmore. Comparing the duplex and triplex buildings with the surrounding single-family development, the buildings fit with the neighborhood and are "house-scale."

#### Limited height

Current R-6 Residential standards allow a maximum height of 35'—enough for a 3-story structure. The proposed regulations would reduce building height to 30' for duplexes and triplexes and mandate that eaves not exceed a height of 24'—guaranteeing no more than a 2 1/2 -story structure.

#### Building placement and entry design standards

Proposed amendments require that the duplex or triplex face the street. The main entrance must either be on the front façade or a side entrance(s) that provides a recognizable building element (entry porch) to flag the location from the street. Side entries must provide a walkway to the street.

#### Garage standards

A garage or carport would be set back 20' from the front façade of the building and could not have more than the equivalent of two garage doors facing the street. To preserve the focus of the streetscape on residential buildings rather than cars, the draft regulations allow a garage to be located in the rear yard, with a 10' setback from the rear property line (rather than 20') unless an alley is present that would allow a further reduced setback.

The standards encourage use of a porte-cochere to provide weather protection for vehicle unloading when parking is at the rear of the lot.



Porte-cochere



Porte-cochere

#### Surface parking standards

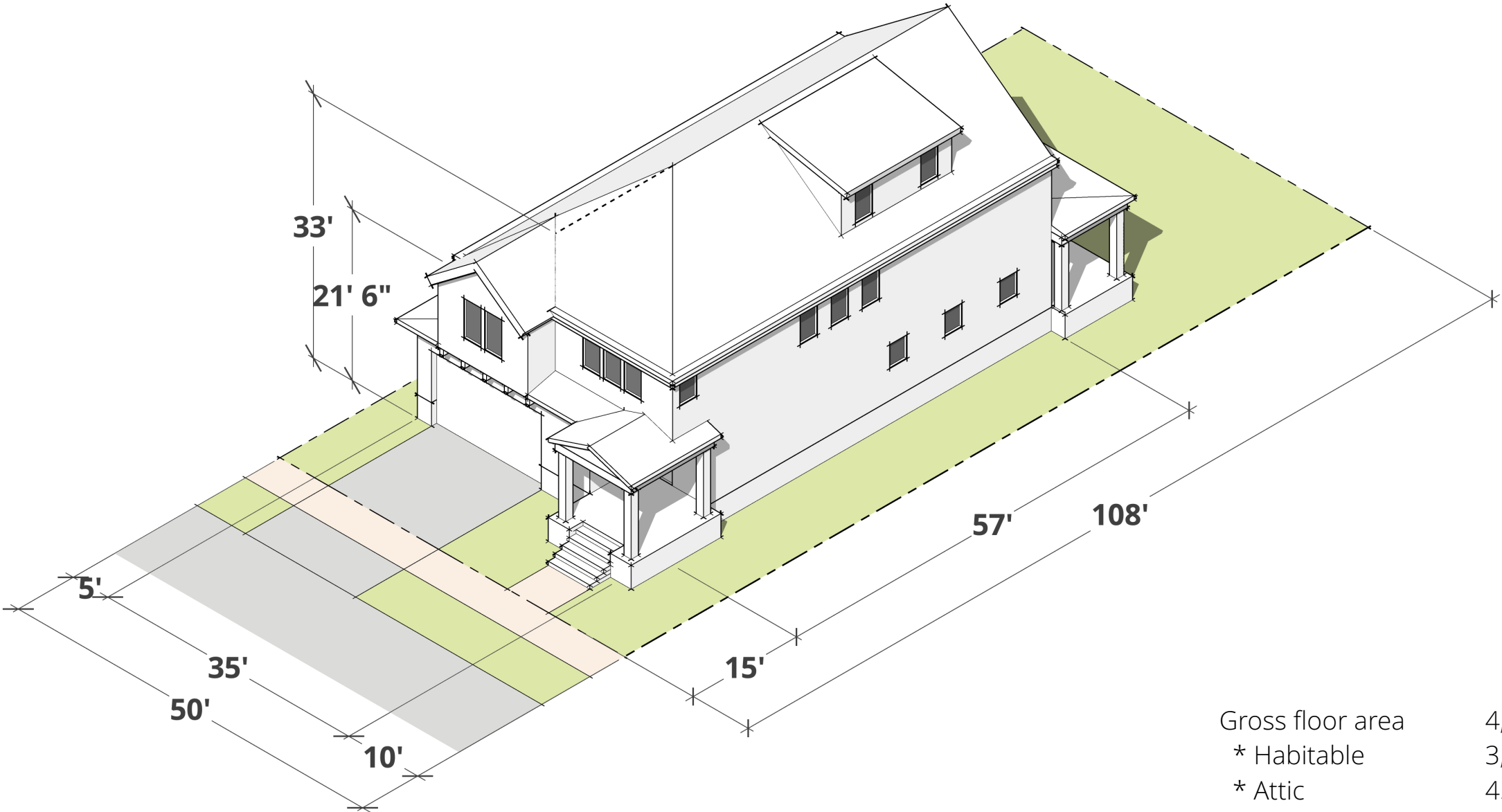
Surface parking would not be allowed in a street setback or closer than 5' to a side or rear property line. Screening would have to be provided.

#### Driveway design standards

To minimize the appearance of wide driveways from the street, driveway widths would be limited to 12' in front of the duplex or triplex building and could be reduced to 10' in side yards behind the building façade and at the rear of the lot. Driveways could be within 3' of side property lines if a 3' landscape strip of native vegetation or a fence is provided.

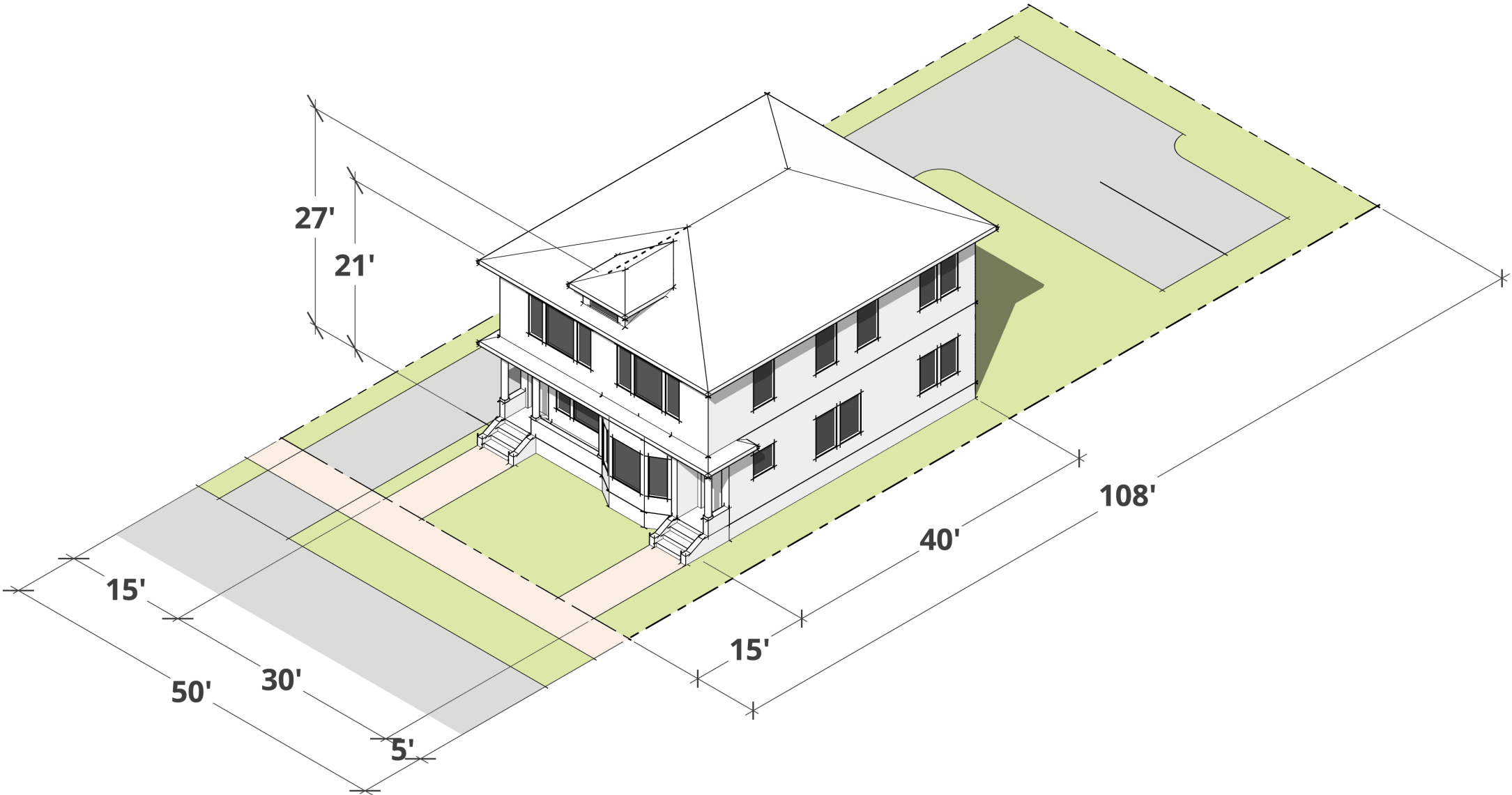
#### Tree preservation

By not changing Zoning Code sections related to tree preservation, new duplexes and triplexes would be required to meet the multifamily tree preservation standards which are more protective than single-family standards.



Single Family House on 50' x 108' Lot

Gross floor area	4,100	gsf
* Habitable	3,100	gsf
* Attic	450	gsf
* Garage	550	gsf
Gross site area	0.12	ac
Number of units	1	du
Density	8.0	du/ac
Unit type mix	4bd / 4ba	

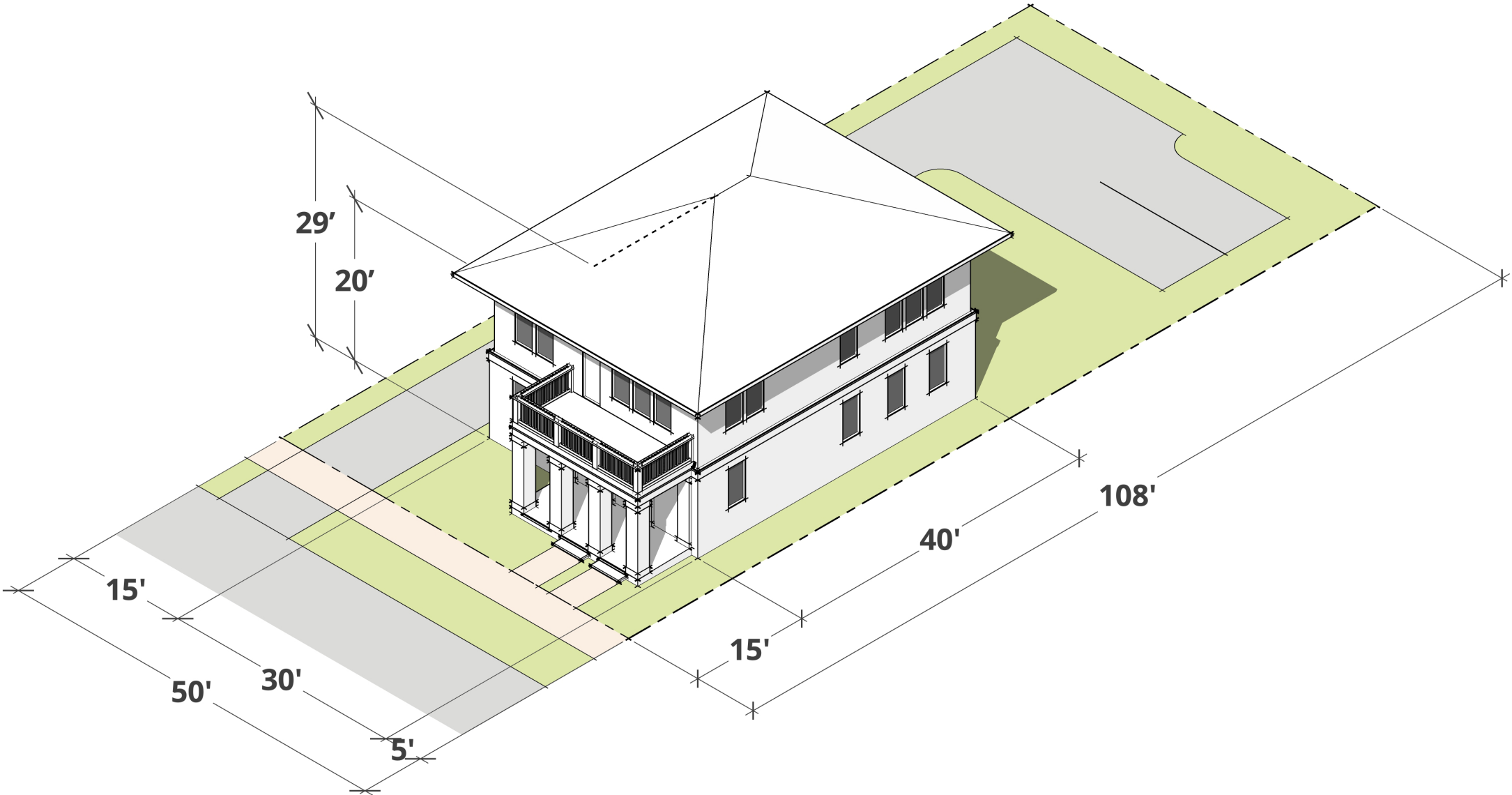


Duplex on 50' x 108' Lot

Gross floor area	2,290	gsf
Gross site area	0.12	ac
Number of units	2	du
Density	16.1	du/ac
Unit type mix	2bd / 2ba (1,145 gsf) x 2du	





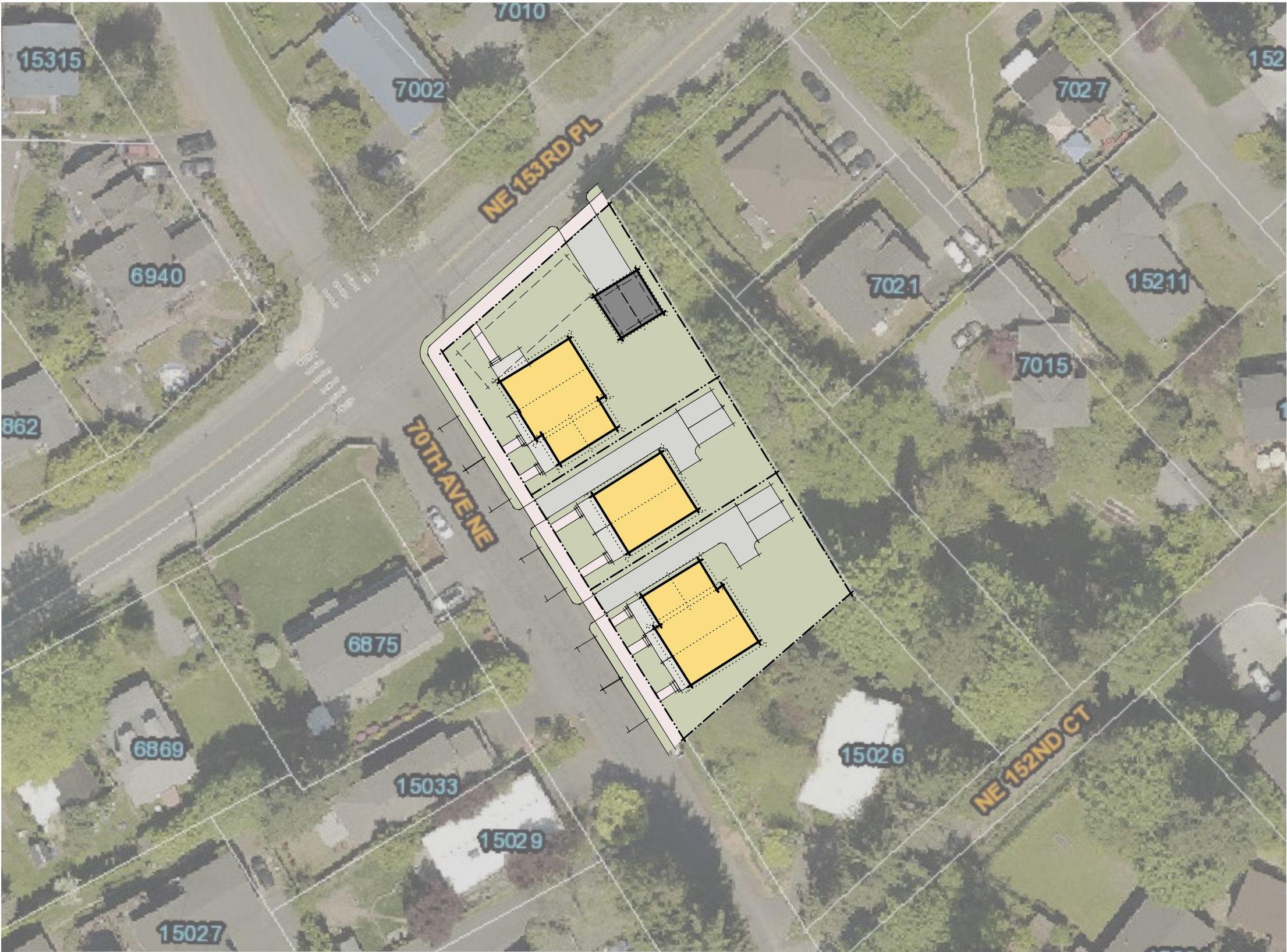


Triplex on 50' x 108' Lot

Gross floor area	2,400	gsf
Gross site area	0.12	ac
Number of units	3	du
Density	24.2	du/ac
Unit type mix	1bd / 1ba (600 gsf) x2 2bd / 2ba (1,200 gsf) x1	







Proposed Site Plan

Program Summary

Site Area			
Developable	0.47	ac	
Gross	0.47	ac	
Program Totals			
Unit Count	8	du	
Building Count	3	bldg	
<sup>1</sup> Building Area (Gross)	8,280	gsf	
Parking Count	11	sp	
Parking Ratio	1.4	sp/du	
Density			
Developable	17.0	du/ac	
Gross	17.0	du/ac	
Unit Types		Unit GSF	Count
2 BD		900	2 du
2 BD		1,080	6 du
Building Types		Bldg GSF	Count
Duplex Side-By-Side		2,160	1 bldg
Triplex (2-Story)		3,060	2 bldg
Parking Mix		Proposed	Target
On-street		5	-
Surface		4	-
Carport		-	-
Garage		2	-
Tuck-Under		-	-

<sup>1</sup> Excludes garage area (480 gsf).

Legend

- 2-Story Building Height
- Garage



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## KENMORE 20-YEAR VISION

As we look into the future, we see Kenmore as a place that residents, businesses and visitors find welcoming, with courteous people, ~~and that~~ offering a high quality of life to live, raise children, shop, work, recreate, and socialize. In 2035~~44~~, we see Kenmore as a fun, vibrant waterfront community centered on the waterfront but including a variety of unique neighborhoods that

- a. ~~offers~~encourages a diversity of well-maintained, complementary housing types to provide a choice of attractive living accommodations affordable to ~~for~~ all residents
- b. protects natural and environmentally sensitive areas, significant open space, trees, ~~and~~ air and water quality, and healthy wildlife habitat, knowing that a healthy environment is critical to human health
- c. leads and actively participates in regional efforts to promote environmental stewardship, sustainability, restoration, and conservation while continuing to act boldly and wisely to slow climate change and address its impacts
- d. is friendly and inclusive, ~~and family friendly, with a small town feeling, that~~ welcoming all types of families, supporting diversity, and fostering a sense of belonging and pride in all residents
- e. is connected both visually and physically to its waterfront, recognizing it as a significant local and regional asset
- f. supports recreation and health through well-maintained parks, community centers, trails, and open spaces
- g. is a walkable and bikable community that provides a safe, reliable and effective system of streets, sidewalks, bike-ways, and trails, ~~and transit routes~~, linking significant local and regional destinations
- h. embraces its role as a high-capacity transit community, supporting bus rapid transit and other transit options as part of the regional network
- i. provides convenient access to goods and services essential to residents' daily needs
- j. ~~supports the character of~~ seeks to enhance the quality of life in its single-family residential neighborhoods
- k. has its own sense of place and ~~an identifiable, walkable~~ pedestrian-friendly downtown offering commercial, civic, cultural and park spaces, integrated with multifamily housing
- l. has an economic base that provides a range of goods and services, offers quality employment opportunities, and supports local businesses
- m. has clear design standards creating attractive, functional, and enduring buildings and places
- n. encourages volunteerism and public involvement and works as a good partner with citizen residents and governments throughout the region

- 1 o. supports the safety, physical and mental health, and welfare of all of its citizens/residents
- 2 p. supports and encourages education and quality schools
- 3 q. supports local arts, culture and history

4 **To achieve this vision, responsible and financially sustainable commitments in**  
5 **planning and resources will be made. We share and support this vision for**  
6 **Kenmore.**

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Text = new text  
Text = text revised for City Council

## **LAND USE ELEMENT AMENDMENTS**

### **INTRODUCTION**

#### **Purpose**

The Land Use Element plays the central role of directing land use patterns and guiding land use decision-making. It provides the basis for housing, transportation, public service, utility, and capital facility plans. The Land Use Element ~~is divided into~~includes sub-elements due to the variety and complexity of issues:

#### **Land Use**

- Downtown
- Community Design
- Natural Environment
- Shorelines
- Economic Development.

#### **Growth Management Act**

The land use element is the central requirement in the Growth Management Act (GMA). It provides the basis for all the other required elements including housing, transportation, capital facilities, and utilities elements. These other elements rely on the future land use pattern and the population and housing accommodated by the land use pattern in determining needed improvements and strategies. The specific GMA requirements for the land use element include addressing:

- Distribution/location/extent of land uses: Agriculture, timber production, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, public facilities, ~~and other~~ land uses
- Population densities, building intensities, and estimates of future population growth
- Protection of the quality and quantity of ground water used for public water supplies
- Urban planning approaches that promote physical activity. ~~In Kenmore, goals, objectives and policies related to this responsibility also are included in the Parks, Recreation and Open Space Element.~~
- Drainage, flooding, and stormwater runoff within and nearby the jurisdiction as well as guidance for corrective actions to mitigate or clean discharges to waters of the state. ~~In Kenmore, goals, objectives, and policies related to this responsibility also are found in the Surface Water Element.~~

Although the GMA directs growth at urban densities to the Urban Growth Area (including Kenmore), lower development densities may be used as a strategy to protect critical areas.

### **Vision 2040/VISION 2050**

Vision 2040/VISION 2050 is a regional growth strategy prepared by the Puget Sound Regional Council (PSRC) addressing King, Kitsap, Pierce, and Snohomish Counties. Vision 2040/VISION 2050 directs future development into the urban growth area, while focusing new housing and jobs in cities and within a limited number of designated regional growth centers. In Vision 2040/VISION 2050, Kenmore is identified as a “Larger City/High Capacity Transit Community,” which is described below as follows:

**Larger City** A Larger City has a combined population and employment total over 22,500, but is smaller than a Metropolitan or Core City. Many of these 18 cities (which include Edmonds, Kenmore, Mountlake Terrace, Shoreline, and Woodinville) are home to important local and regional transit stations, ferry terminals, park and ride facilities, and other transportation connections. Central places within this group of cities are expected to become the more important subregional job, service, cultural, and housing centers over time. The Regional Growth Strategy envisions an expanding role for these cities in accommodating growth. **High Capacity Transit Communities** include cities connected to existing or planned light rail, commuter rail, ferry, streetcar, and bus rapid transit facilities... As the region’s transit system grows, these 34 communities play an increasingly important role as hubs to accommodate regional employment and population growth. Targeting growth within these transit-rich communities helps to support mobility and reduces the number and length of vehicle trips.

VISION 2050 calls for the High Capacity Transit Communities in King County to accommodate 11% of the County’s anticipated population growth and 6% of the anticipated employment growth between 2019 and 2044. Nine King County communities besides Kenmore (including some annexation areas) are designated as High Capacity Transit Communities, including Shoreline, Lake Forest Park and Woodinville.

Vision 2040 contains the Multi-County Planning Policies required by the Growth Management Act are part of VISION 2050 and provides a common regionwide framework for countywide and local planning in the central Puget Sound region. Policies address regional collaboration, the regional growth strategy, the environment, climate change, development patterns, housing, economy, transportation, and public services. The policies reflect the commitment in the Vision 2040/VISION 2050 vision statement to provide, “protect the environment, support and create vibrant, livable, and healthy communities, offer economic opportunities for all, provide for safe and efficient mobility, and use the region’s resources wisely and efficiently an exceptional quality of life and opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy.”

### **Countywide Planning Policies**

The 2012/2022 King County Countywide Planning Policies (CPPs) define an Urban Growth Area within which urban development should occur. The City of Kenmore is included within the Urban Growth Area. The overall land use goal is that “growth in King County occurs in a compact, centers-focused pattern that uses land and infrastructure efficiently, connects people to opportunity, and protects Rural and Natural Resource Lands. Residential, commercial, and industrial development should occur in an urban context and be sufficiently dense to efficiently support urban services.



The policies establish a “centers” strategy. Growth is to be focused within cities with a countywide designated Urban or Manufacturing/Industrial/Regional Growth Centers such as Seattle’s Northgate and Kirkland’s Totem Lake areas. Local/Countywide Growth eCenters, including Kenmore, accommodate housing, employment and services in a compact form and at sufficient densities to support existing or planned high capacity transit service and to make efficient use of urban land. As in Vision 2040/VISION 2050, Kenmore is identified as a “Larger City/High Capacity Transit Community.”

The CPPs contain goals and policies related to the environment, development patterns, housing, the economy, transportation, and public facilities and services. One of the guiding principles of the CPPs is, “centering social equity and health.”

## EXISTING CONDITIONS

### History of Kenmore

Kenmore’s beginnings and cultural features help provide a context for understanding Kenmore today. This section addresses archaeological and historic resources in the City of Kenmore.

### Native Americans

The Native Americans who lived in the Sammamish River Valley Area were known as the Simump Tribe. Local settlers called them the Squaks, a corruption of the word “Squowh.” According to historical accounts, not more than approximately 200 Native Americans lived along Lake Sammamish or the Sammamish River Valley when white settlers arrived in the 1860s. Numerous arrowheads were found by early settlers at the mouth of the Sammamish River along Lake Washington.

According to the King County Office of Cultural Resources, there are no registered archaeological sites in Kenmore. However, the 1975 Washington Environmental Atlas, prepared by the US Army Corps of Engineers, indicates that along Lake Washington and the mouth of the Sammamish River are “areas known to contain large numbers of sites.” It is therefore possible that there are unknown archaeological sites in Kenmore due to its lake and river frontage and low elevations.

### Kenmore Founders/White settlers

Abundant timber lured settlers to the Kenmore area in the 1860s. At that time, the forest-covered hills were owned/controlled by investors in Washington timber lands. Philo Remington, gun inventor, purchased vast land holdings including some in Kenmore. His son-in-law Watson C. Squire moved west, settling in the Seattle area, and purchased most of Remington’s land holdings in Kenmore in 1880. Squire owned most of what is the northwest quadrant of Kenmore, from 62<sup>nd</sup> Avenue NE to 68<sup>th</sup> Avenue NE and from the waterfront to the top of the hill at NE 190<sup>th</sup> Street. He platted this land in 1892. Squire later became Territorial Governor in 1884, and then the first U.S. Senator from the State of Washington in 1889.

John McMasters leased property from Squire and operated McMasters’ Shingle Mill from 1900 to 1920, the first commercial business in Kenmore. The mill was located just east of the current Kenmore Pre-Mix site. It was McMasters who named the community Kenmore because it reminded him of his birthplace Kenmore, 40 miles south of Ottawa, in Canada. This in turn had been named after Kenmore, Scotland, which is has similar geography to the study area with its large lake and surrounding mountains.

Kenmore was considered rural and was connected to the region via railroads and logging roads as far back as 1876. In 1887, Seattle's Lake Shore and Eastern train went around Lake Washington along the route of today's Burke-Gilman trail and was a major regional line serving Puget Sound logging areas.

Seattle residents would take Sunday train rides rather than risk primitive roads to visit Kenmore and its "wilderness." There were early wagon roads between Seattle and Kenmore and by 1909 a road had been paved as far as Lake Forest Park. During 1913-1914, the brick road between Lake Forest Park and Bothell was opened and followed the original wagon trail. Other than travel by train or wagon, the area was accessible by steamboats that would stop at various landings on the lake.

After completion of the brick road (now Bothell Way) in 1913-1914, restaurants sprang up in the Kenmore portion of the road and it became a custom to drive out to Kenmore for Sunday dinner. A piece of the original brick road is still visible just north of the former Wayne Golf Course clubhouse in Bothell.

About the time of the completion of the brick road, Kenmore School District built its first school in 1914 on McMasters Street, now NE 181<sup>st</sup> Street. Classes ranged from eight to 12 students in one class, with a class for each age. When no longer used as a school, the Kenmore Community Club used the building from 1925 to 1930. The Kenmore School District joined with the Bothell School District in 1916.

After the end of logging and in the days after World War I, Kenmore's population increased when Puget Mill sold a number of small tracts for residential use. The mill owners held much of the land in what is now Kenmore and when lots were put on the market, many homes were built north of what would be Bothell Way. Even with this boost in residents, the town was still a small community of about 150 persons and a few businesses.

The area began to develop and increase its population in the early 1930s. This growth and development included restaurants, dance halls, and roadhouses along Bothell Way, and earned Kenmore a questionable reputation. The area was known as "Roadhouse Strip."

In contrast to the development of the roadhouses, St. Edward Seminary was built in 1931 on 300 acres of Archdiocese property. Neighboring St. Thomas Seminary was built in 1959. Due to the lack of enrollment, St. Edward was closed in 1976 and St. Thomas was closed in 1977. A citizen campaign resulted in the State's purchase of the St. Edward portion of the property while the former St. Thomas seminary was leased to and eventually purchased by Bastyr University.

In the 1940s several businesses, many still operating, were established and provided local employment. Continuing Kenmore's connection to Lake Washington, in 1946 Bob Munro established Kenmore Air Harbor with one hangar and one two-seater aircraft.

## Historic Structures and Places

The King County Historic Preservation Program maintains an inventory of over 1,000 historic resources located throughout the County. Development proposals for resources listed on the inventory are circulated to the King County Historic Preservation Officer for review and comment. The approximately 100 sites in Kenmore which are included in the 2010-2011 Historic Reconnaissance-Level Survey conducted by the King County Historic Preservation Program include:

- Kenmore Bridge over the Sammamish River

- 1      • Kenmore Community Clubhouse
- 2      • Aqua Club
- 3      • Inglewood Golf Course Clubhouse
- 4      • St. Edward Seminary
- 5      • St. Thomas Seminary (Bastyr University)
- 6      • Kenmore Air Harbor House
- 7      • Arnston Hartlove Grocery
- 8      • Northlake Lutheran Church
- 9      • Church of the Redeemer
- 10     • Charles Thomsen House

<u>Name</u>	<u>Address</u>	<u>Local Landmark?</u>
<u>Kenmore Community Clubhouse</u>	<u>7304 NE 175<sup>th</sup> Street</u>	<u>Yes</u>
<u>Aqua Club</u>	<u>18512 58th Avenue NE</u>	
<u>Inglewood Golf Course Clubhouse</u>	<u>6505 Inglewood Road NE</u>	
<u>St. Edward Seminary (The Lodge at St. Edward State Park)</u>	<u>14477 Juanita Drive NE</u>	<u>Yes</u>
<u>St. Thomas Seminary (Bastyr University)</u>	<u>14500 Juanita Drive NE</u>	
<u>Kenmore Air Harbor House</u>	<u>6321 NE 175th Street</u>	
<u>Northlake Lutheran Church</u>	<u>6620 NE 185th Street</u>	
<u>Church of the Redeemer</u>	<u>6220 NE 181st Street</u>	
<u>Charles Thomsen House</u>	<u>7330 NE 170<sup>th</sup> Street</u>	<u>Yes</u>

11

12 The above sites are located on **Figure LU-1**. Most are potentially eligible for local landmark status. The

13 Kenmore Community Clubhouse was designated as a local landmark in 2015. The Thomsen House was

14 designated as a King County Landmark prior to Kenmore's incorporation. Both of these The City's local

15 landmark properties are described more fully below.

#### 16 *Charles Thomsen House*

17 The Charles M. Thomsen House was built in 1927 in the French Provincial Style and was designated as a

18 King County Landmark prior to Kenmore's incorporation in 1998. While the vast majority of Period

Revival style residences in King County are located in Seattle, the handful of Period Revival homes in formerly rural, unincorporated areas of the County consist of variations of the English Cottage and Colonial Revival Styles. The Thomsen Estate House is notable as it is the only known example of a rural residence constructed in the French Provincial Style and it is considered to be in good condition with many original features. The Charles Thomsen House may be eligible for the State of Washington Heritage Register or the National Register.

#### *Kenmore Community Clubhouse*

The Kenmore Community Clubhouse was constructed in 1929-1930 for the Kenmore Community Club and was designated as a local landmark in 2015. The Landmarks Commission's landmark designation report states that the Clubhouse is a rare surviving building that exemplifies the importance of clubs and civic organizations in early to mid-20<sup>th</sup> century King County. The Clubhouse has served as a meeting space for a wide variety of organizations and activities, especially during the 1930s, 40s and 50s, and is still being used for its original purpose.

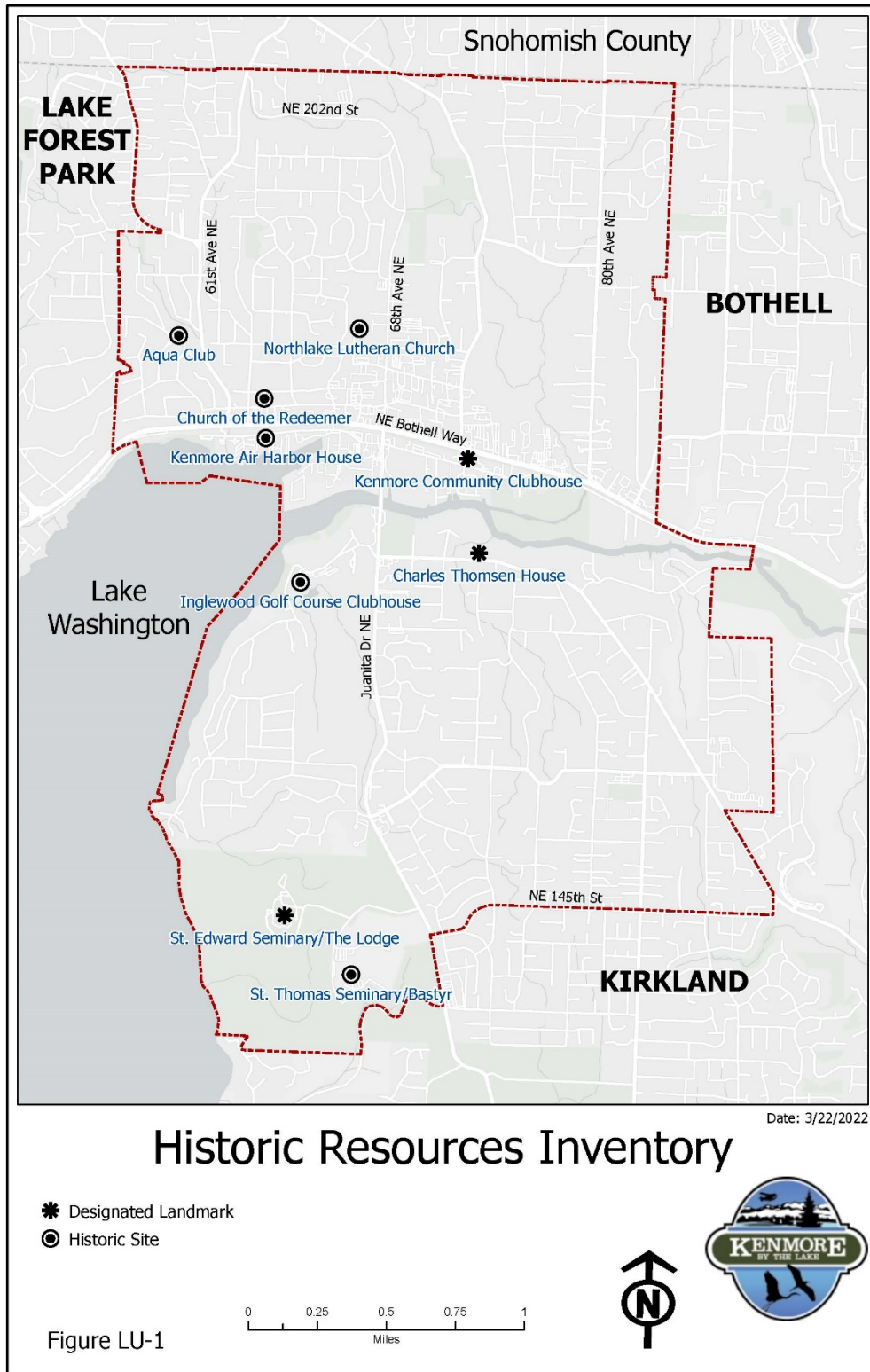
#### *St. Edward Seminary/Lodge at St. Edward State Park*

The St. Edward Seminary opened doors in 1931 as Washington State's first Catholic seminary for the education of diocesan priests. In the late 1930s, the school became the first fully accredited seminary in the United States. The building is a highly intact, large-scale example of the Late Romanesque Revival style and is the work of architect John Graham Sr. a prolific early 20th century architect in the Pacific Northwest whose most notable commissions in Seattle included the Space Needle, Frederick & Nelson Department Store, Dexter-Horton Building, and the former Bon Marche building. After declining enrollment, the seminary and its surrounding land were sold in 1977 to the State of Washington to become Saint Edward State Park. Beginning in 2017, Daniels Real Estate rehabilitated and restored the seminary building which had been vacant and fallen into disrepair. The Lodge at St. Edward State Park opened in 2021.

~~According to the State of Washington Office of Archaeology and Historic Preservation, t~~The St. Edward Seminary is listed on the State of Washington Heritage Register and in the National Register of Historic Places. It was awarded local landmark status in 2018 at the same time the property was rehabilitated and restored into the Lodge at St. Edward State Park. The Charles Thomsen House may also be eligible for the Washington Heritage Register or the National Register.

~~The~~A 2010-2011 reconnaissance survey also identified many homes in the Uplake Terrace neighborhood that may be eligible for local landmark status as representative of Mid-Century Modern architecture. Additional historic surveys would identify potential landmarks in other neighborhoods of the City.

1



## **Land Use Patterns**

This section analyzes existing land use patterns in the City of Kenmore. Both existing and planned land uses are addressed.

## **Existing Land Uses**

The City of Kenmore boundaries encompass approximately 6.1 square miles of land. The City contains primarily single-family residential land uses, but also includes a variety of other uses as shown in **Table LU-A and Figure LU-2**. Kenmore is largely a built-out community with a limited amount of unconstrained vacant land suitable for development, but **with** significant opportunities for redevelopment.

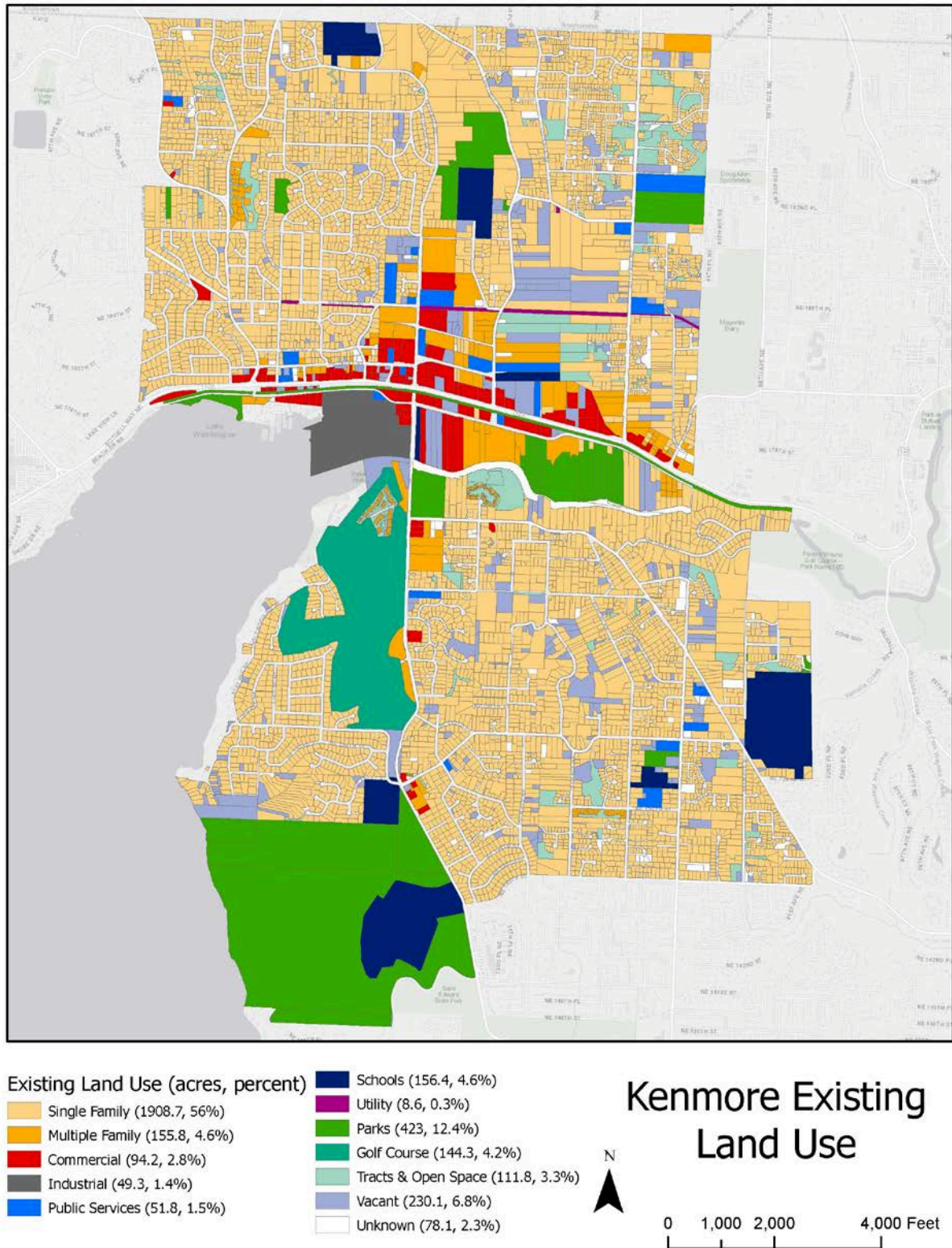
**TABLE LU-A**  
**2015-2022 LAND USE BY PARCELS - CITY OF KENMORE**

CATEGORY	ACRES	PERCENT
Single-family	1908.7	56.0%
Multi-Family	155.8	4.6%
Commercial	94.2	2.8%
Industrial	49.3	1.4%
Public	51.8	1.5%
Schools	156.4	4.6%
Utility	8.6	0.3%
Parks	423.0	12.4%
Golf Course	144.3	4.2%
Open Space/Tracts	111.8	3.3%
Vacant	230.1	6.8%
Unknown	78.1	2.3%
<b>TOTAL</b>	<b>3,412</b>	<b>100%</b>
Note: Does not include rights-of-way		

Source: King County Department of Assessments



1 Figure LU-2



Most of the Kenmore's single-family residential growth will occur on remaining vacant parcels, ~~estimated at 102 acres net available in 2007,~~ or as a result of infill development of partially developed properties. However, most of Kenmore's commercial growth would occur as redevelopment of developed lands.

#### **Kenmore Air Harbor**

Founded in 1946, Kenmore Air Harbor is a unique land use in the City. The seaplane base is located on a 5-acre property on the Lake Washington waterfront. The airline provides daily service to downtown Seattle, the San Juan Islands and Canada, and includes customs services for international flights.

The seaplane fleet has an average size of 20 single-engine planes. In ~~2015~~2019, about ~~half~~two-thirds of the fleet was made up of de Havilland Otters (the largest planes, accommodating up to 10 passengers). The other ~~half~~third was smaller de Havilland Beavers and two Cessna 180s. Given dock space constraints, the airport estimates that no more than 25 seaplanes will be based at Kenmore Air Harbor in the future, although the mix of planes may change to accommodate more of the larger aircraft. The Air Harbor also provides space for approximately 25 private airplanes.

During the summer season, approximately 110 "operations" per day (single takeoffs or landings) occur at Kenmore Air Harbor. On a typical winter day, 10 operations could be expected. In ~~2014~~2019, approximately ~~61,000~~65,000 passengers were served. July and August are the Air Harbor's busiest months.

The seaplanes are able to fly from dawn to dusk, however, the airport has a voluntary curfew in place, restricting operations in Kenmore before 7:30 a.m. on weekdays and before 8:30 a.m. on weekends.

Although all Kenmore Air seaplanes are based and maintained in Kenmore, half of them travel to Kenmore Air's Lake Union passenger terminal before traveling north to Canada and the San Juan Islands. The balance of the fleet travels directly from Kenmore to northern Canada.

Along with passenger services, the Air Harbor does seaplane restoration and maintenance on its property. Annual inspections may involve engine testing or other noise. Kenmore Air has a full parts department for de Havillands and Cessnas. They are, in fact, one of the largest seaplane parts supplier in North America. They also provide parts and technical support for Edo floats, although float manufacturing is done off-site.

During its summer peak, the Air Harbor employs approximately 250 people.

Two runways on Lake Washington are used: Waterway 16-34 is 10,000' long and 1,000' wide; Waterway 18-36 is 3,000' long and 1,000' wide. Most of the time, the seaplanes take off to the southwest. If the north wind is strong, the planes taxi farther down the lake and take off to the north near the Air Harbor.

Landing patterns at Kenmore Air Harbor are determined by wind direction, as aircraft normally land into the prevailing wind. If the wind is from the north, as it is during a typical summer day, aircraft fly northbound up the middle of the lake from the Sand Point area, then land to the north at Kenmore and taxi in to the dock. If the wind is from the south, which is more common during the winter months, aircraft fly a standard left rectangular traffic pattern and land to the south on the lake. The downwind leg of this pattern is flown over the golf course, the base leg just east of 68<sup>th</sup> Avenue NE, and the final approach leg

approximately over the CalPortland property. On an annual basis, approximately 75% of all landings are northbound and 25% southbound.

There is a speed limit to reduce boat speeds in the seaplane waterway area that is monitored by the King County Harbor Patrol.

## FUTURE LAND USE

When comparing **Figure LU-2**, Existing Land Use, and **Figure LU-3**, the Kenmore Land Use Plan (provided later in this Chapter), the future development pattern would show:

- **Protection/maintenance of single-family residential areas** ~~Neighborhoods offering a variety of residential housing types and densities ranging from low-density single-family areas to multi-family development in Downtown.~~ This is a key concept of the Vision Statement ~~is to protect single-family areas and concentrate most multi-family in Downtown~~ support a diversity of housing types to provide accommodations affordable to all residents.
- **Concentration of commercial and business uses locations where they are currently located or in areas targeted for conversion where compatibility can be ensured.** New commercial development would primarily occur in the form of redevelopment in Downtown and adjoining areas to minimize intrusion into single-family areas ~~predominantly residential neighborhoods~~ and to effectively concentrate these uses where alternative transportation modes are or will be available. However, new opportunities for small-scale retail enterprises or services meeting the daily needs of residents may be located in neighborhoods if compatibility concerns are addressed. ~~The Community Business district provides additional opportunities for mixed-use development to support Downtown and the local community.~~
- **Phasing out of heavy manufacturing and industrial uses in favor of mixed uses (commercial and residential) and clean light manufacturing.** Existing heavy manufacturing and industrial uses would be phased out over time through market and regulatory forces, and mixed uses and clean light manufacturing would replace them. New heavy manufacturing and industrial uses are prohibited.
- **Creation** ~~Continued development of a central place~~ vibrant downtown in Kenmore. ~~Creating a~~ Kenmore is both a High Capacity Transit Community and a Candidate Countywide Growth Center. Downtown is central to ~~the this Vision Statement,~~ provisions including providing a central place for the focal point for community growth and development, promotion of including centrally located multi-family and both mixed-use and standalone commercial development with access to alternative modes of transportation high capacity transit, civic buildings such as City Hall, the Post Office, the Library, the Hangar and Town Square, and other provisions amenities. ~~The northwest quadrant of the 68<sup>th</sup> Avenue and SR 522 intersection is identified as an area for a concentration of smaller scale civic and mixed uses, while the southeast quadrant of the same intersection~~ The southeast and southwest quadrants of Downtown would be developed with larger-scale private mixed-use master planned developments that restore and protect the Sammamish River and Lake Washington and provide public access to the waterfront. Lakepointe would develop as planned in the southwest quadrant of the intersection.
- **Transit-oriented development in the area centered on the Metro/Sound Transit Park and Ride.** This concentration of pedestrian-oriented mixed use residential development is at intensities that

support and are supported by multi-modal transportation options, including bus rapid transit. Transit-oriented development reinforces Kenmore's designation as a High Capacity Transit Community.

- **Retention of institutional uses including government, schools, and public park properties.** The purpose of this classification is to identify and retain key public and private institutional uses in the City, to promote master planning of facilities, and to prevent conversion of significant properties to other residential or commercial uses without benefit of the rezone process.

## **Development Capacity**

Development capacity considers vacant, underdeveloped and redevelopable property. A relatively small portion (~~about~~ less than 5 percent) of the City's land is vacant. Although some land is vacant due to property owner preferences, some is likely vacant due to environmental constraints such as wetlands, flood hazards, or steep slopes.

Partially vacant land, where perhaps one home is located on a large parcel that, according to zoning, could be further subdivided, is considered to be underdeveloped. Much of the City's platting activity is now occurring on such larger, partially developed residential lots.

~~As evidenced by the Kenmore Village project, re~~Redevelopment of developed properties also can occur in the future. However, it is usually difficult to achieve redevelopment of properties, particularly in a downtown context. Often parcels are small and under multiple ownerships. In order to create a viable project in the market, consolidation of properties is needed.

To determine future development capacity, vacant and partially developed lands were reviewed as part of the ~~2021~~ King County ~~Buildable Lands~~Urban Growth Capacity Report project. The methodology for the jobs and housing capacity estimates is provided in the ~~heat report~~King County Buildable Lands Report 2014.

~~Assuming development in accordance with the Kenmore Land Use Plan and using 2012 as the base year, the City could accommodate an additional 4,503 housing units and an additional 3,945 jobs.~~

The City's ~~2012-2031~~2019-2044 housing unit growth target established by the King County Countywide Planning Policies is ~~2,980~~3,070 housing units. The adopted Land Use Plan would provide enough zoned capacity, and a more than sufficient market cushion, to exceed the ~~2031-2044~~ housing unit target. Calculated residential capacity in 2021 was 4,135 dwelling units—a 1,065 unit surplus.

Jobs capacity also is greater than the City's ~~3,897~~3,200 jobs target, although not by much. The 2021 calculated jobs capacity was 3,881 jobs.

## **PLAN AMENDMENTS**

The Growth Management Act recognizes that Comprehensive Plans are dynamic rather than static, and should be evaluated regularly to ensure that they respond to changing needs of the community and respond to new Federal or State law. In accordance with the Growth Management Act, and Policy LU-2.1.5 of this Element, the City will allow for an amendment process to consider changes to the essential components of the Comprehensive Plan, including Goals, Objectives, and Policies.



The City is required to institute a public participation program identifying procedures whereby proposed amendments or revisions of the comprehensive plan are considered by the City Council no more frequently than once every year, except that amendments may be considered more frequently under the following circumstances:

- The initial adoption of a subarea plan that does not modify the comprehensive plan policies and designations applicable to the subarea
- The adoption or amendment of a Shoreline Master Program under the procedures set forth in chapter 90.58 RCW
- The amendment of the Capital Facilities Element that occurs concurrently with the adoption or amendment of the City budget
- Amendments or revisions to the City’s comprehensive plan when an emergency exists or to resolve, if appropriate, an appeal of the Comprehensive Plan filed with the Growth Management Hearings Board or with the court.

Aside from the exceptions above, all proposals are to be considered by the City Council concurrently so the cumulative effect of the various proposals can be ascertained.

## GOALS, OBJECTIVES, AND POLICIES

Following are the general land use goals, objectives and policies. ~~In some cases, policies are cross-referenced in more than one Element or Sub-Element and this is noted by a policy reference in italics (e.g., H-26.1.2).~~

### **GOAL 1. *ENHANCE KENMORE’S QUALITY OF LIFE AS A PLACE FOR PEOPLE OF ALL AGES TO LIVE, RAISE CHILDREN, RECREATE, WORK, SHOP, AND SOCIALIZE.***

**OBJECTIVE 1.1** Provide a community atmosphere that is friendly and inclusive ~~and family-friendly, with a small town feeling that~~ supporting diversity and fostering a sense of belonging and pride in all residents.

**Policy LU-1.1.1** Recognize and support people of color, indigenous and immigrant populations, and other individuals or groups who have historically been underrepresented in community goal-setting and implementation.

**Policy LU-1.1.2** Encourage the involvement of historically-marginalized groups when discussing policies that will impact their neighborhoods and communities. Provide outreach in multiple formats and languages.

**Policy LU-1.1.3** Consider the impact of City policies, programs and projects on groups whose voices may not regularly be heard.

**Policy LU-1.1.4** Evaluate planning approaches for potential residential and commercial displacement and use a range of strategies to mitigate displacement impacts.

Policy LU-1.1.5 Make Kenmore a community where all people love where they live.

**OBJECTIVE 1.2 Promote the mental and physical health of all community members.**

Policy LU-1.2.1 Create healthy, viable, and safe neighborhoods where all people can live, work and play, regardless of color, age, income, or ability.

Policy LU-1.2.2 Through land use policies and development regulations that are consistent with state and federal laws, limit land uses and activities that may result in harmful secondary effects to the community, such as crime, vandalism, or neighborhood deterioration. Consider spacing requirements, buffers, landscaping, access, signage controls, business license and operating requirements, as well as other mechanisms to control secondary impacts.

Policy LU-1.2.3 Ensure fairness and equity in distributing community amenities such as parks and community facilities to provide all residents with opportunities to enjoy the benefits of a rich social and physical environment.

Policy LU-1.2.4 Strive to make City capital projects and community events accessible to those with physical impairments.

~~Policy LU-1.1.1 Encourage development within Kenmore that creates and supports a healthy and diverse community. Kenmore should contain affordable housing and employment opportunities and should protect the natural environment and significant cultural resources.~~

Policy LU-1.3.2.5 Use incentives, regulations and programs to support land use patterns and development standards that encourage physical activity through walking and bicycling.

Policy LU-1.4.2.6 Consider small-scale, neighborhood commercial uses within walking or bicycling distance of homes to increase residents' opportunities to meet their daily needs without having to drive. Encourage businesses to locate in Kenmore so that residents have more opportunities to walk or bicycle to work.

Policy LU-1.2.7 Continue to support projects that improve the quality of both the built and natural environments to support a thriving community and reduce disparate health and environmental impacts, especially to low-income and disadvantaged communities. Clean air, water and soil, and a healthy ecosystem are critical for human health.

**OBJECTIVE 1.23 Endeavor to provide a complete community, compatible in character and design, containing housing, shops, work places, schools, parks, civic facilities, and community services.**

Policy LU-1.23.1 Ensure that Kenmore's plans consider all the issues, resources and needs that make a community whole, including land use, civic, cultural, recreation, transit, health,



- 1 human services, natural environment, and the provision of infrastructure and other  
2 services.
- 3 Policy LU-1.23.2 Provide adequate land capacity for residential growth, and for a full range of  
4 commercial uses in Kenmore. This land capacity should include both redevelopment  
5 opportunities as well as opportunities for development on vacant lands.
- 6 Policy LU-1.23.3 Integrate non-residential uses such as governmental, utility, religious, social, and  
7 other institutional uses, where appropriate, into residential neighborhoods to create  
8 quality communities which have a full range of public facilities and services. These  
9 uses should be sited, designed, and scaled to be compatible with existing  
10 residential character.
- 11 **OBJECTIVE 1.14 Encourage the availability of healthy, affordable, culturally acceptable food**  
12 **for all community residents.**
- 13 Policy LU-1.14.1 Through land use regulations and economic development, encourage locally-based  
14 food production, distribution and choice.
- 15 Policy LU-1.14.2 Where appropriate, encourage the development of community gardens and  
16 farmers' markets as a means to encourage community-building, support local  
17 agriculture and promote economic development.
- 18 **OBJECTIVE 1.35 Maintain and enhance the character of existing single-family all residential**  
19 **neighborhoods by allowing compatible housing, improving infrastructure**  
20 **and walkability, and establishing appropriate site development standards.**
- 21 Policy LU-1.35.1 Ensure that zoning regulations emphasize single family dwellings as the principal  
22 use in the City's established single family neighborhoods provide for a range of  
23 housing types and densities, such as lower density single family neighborhoods,  
24 medium density neighborhoods that combine single family housing with duplexes,  
25 triplexes and cottage housing, and neighborhoods with larger scale multifamily  
26 developments.
- 27 Policy LU-1.35.2 Provide development standards that create a consistent and compatible pattern of  
28 development within residential neighborhoods. Development standards should  
29 address housing densities, lot dimensions, building setbacks and height,  
30 impervious surface limitations, management of surface water with an emphasis on  
31 low impact development, tree retention, access, parking, and other standards.  
32 Regulations addressing building size and design also may be appropriate in some  
33 locations.
- 34 Policy LU-1.35.3 Provide regular and appropriate levels of investment in transportation, surface  
35 water and parks maintenance and improvements within residential neighborhoods,  
36 consistent with the City's capital improvement priorities. Encourage special  
37 districts to provide services and maintain infrastructure within residential  
38 neighborhoods consistent with adopted service and capital improvement plans.  
39 (see Policy H-26.1.2)

**OBJECTIVE 1.46 Create a climate that fosters business creation and retention that positively contributes to the City's quality of life.**

Policy LU-1.46.1 Provide adequate land for commercial development of a character which enhances the community's goals, augments the tax base, and does not adversely affect the natural environment.

Policy LU-1.6.2 Support the large number of home-based businesses in Kenmore and recognize their importance as a way to keep jobs closer to home.

Policy LU-1.46.23 Ensure zoning regulations accommodate a range of allowable business and commercial uses in appropriate locations at the neighborhood, community, and regional levels.

**OBJECTIVE 1.57 Identify and prioritize properties for public acquisition and use.**

Policy LU-1.57.1 During the 20-year planning period, identify community needs and site the following facilities or uses in accordance with the Downtown Sub-Capital Facilities Element, the Housing Element, and the Parks, Recreation and Open Space Element:

- Town Green and Community BuildingPublic Works facility
- Affordable housing
- Parkland, particularly on the waterfront or in under-served areas
- Open space to preserve environmentally sensitive areas, including those areas that protect and enhance the City's wetlands and receiving water bodies, where regulatory measures alone are insufficient.

Policy LU-1.57.2 Encourage public and private community service providers, including the City of Kenmore, to share or reuse facilities when appropriate, to reduce costs, conserve land and provide convenience and amenity for the public. Joint siting and shared use of facilities should be encouraged for schools, community centers, health facilities, cultural facilities, libraries, swimming pools, institutional properties, and other social and recreational facilities.

Policy LU-1.57.3 Promote site development which provides utilities and infrastructure that are maintainable, aesthetically pleasing, and have several functions, such as surface water facilities designed as accessible open spaces for a development.

**GOAL 1.1. DEVELOP AND MAINTAIN A SUSTAINABILITY ACTION PLAN, OUTLINING STEPS THE COMMUNITY (INCLUDING CITIZENS, BUSINESSES, CITY ADMINISTRATION AND THE CITY COUNCIL) CAN TAKE TO SUPPORT SUSTAINABLE ECONOMIC PROSPERITY, SOCIAL EQUITY AND ENVIRONMENTAL HEALTH IN KENMORE.**

**OBJECTIVE 1.1.1 — Encourage the availability of healthy, affordable, culturally acceptable food for all community residents.**

**Policy LU 1.1.1.1** Through land use regulations and economic development, encourage locally based food production, distribution and choice.

**Policy LU 1.1.1.2** Where appropriate, encourage the development of community gardens and farmers' markets as a means to encourage community building, support local agriculture and promote economic development.

**GOAL 2. PROVIDE FOR ORDERLY DEVELOPMENT.**

**OBJECTIVE 2.1 Implement the Comprehensive Plan Land Use Map.**

**Policy LU-2.1.1** Designate the proposed general distribution, general location and extent of the uses of land, where appropriate, for housing, commerce, offices, recreation, open spaces, public utilities, public facilities, and other land uses. The official Comprehensive Plan Land Use Map is included as **Figure LU-3**.

**Policy LU-2.1.2** Implement a range of residential, commercial, and public land use classifications:

- a. Table of Districts and Densities Land Use Classifications and Implementing Districts. Utilize the following table to establish land use districts and basic and maximum densities allowed in the City.

LAND USE/ CLASSIFICATION	BASE DENSITY/ MAXIMUM DENSITY WITH BONUS <sup>1</sup>  IMPLEMENTING ZONING DISTRICT
Residential 1 Dwelling Unit Per Acre (R-1)  Low Density Residential	1 (4) <sup>2</sup>  R-1, R-4, R-6
Residential 4 Dwelling Units Per Acre (R-4)	4 (6)
Residential 6 Dwelling Units Per Acre (R-6)	6 (9)
Residential 8 Dwelling Units Per Acre (R-8)	8 (12)

<sup>1</sup> Maximum density may be exceeded when a significant public benefit is provided. Examples include transit-oriented development, MHC preservation, or an approved development agreement.

<sup>2</sup> In the R-1 zone, the base density of 1 unit per acre may be transferred onsite to less constrained property. The bonus indicated in parentheses may only be transferred off site to a density-receiving area such as the Downtown. Bonus criteria are subject to requirements of the Kenmore Municipal Code.

LAND USE/ ZONE DISTRICT CLASSIFICATION	BASE DENSITY/ MAXIMUM DENSITY WITH BONUS <sup>1</sup>  IMPLEMENTING ZONING DISTRICT
Residential 12 Dwelling Units Per Acre (R-12) Medium Density Residential	12 (18) R-6M, R-12
Residential 18 Dwelling Units Per Acre (R-18) High Density Residential	18 (27) R-18, R-24, R-48, UR
Residential 24 Dwelling Units Per Acre (R-24)	24 (36)
Manufactured Housing Community (MHC)	12 to 20 MHC
Downtown Residential	48 to 72 (72) DR
Neighborhood Business (NB)	8 (24) NB
Community Business (CB)	24 (36) CB
Waterfront Commercial (WC)	48 (72) WC
Urban Corridor (UC)	48 (72) UC
Regional Business (RB)	48 (72) RB
Downtown Commercial	48 to 72 (72) DC
Public and Private Facilities (PPF)	n/a PSP
Special Study Area	Special District n/a

b. District Land Use Classification Descriptions. Utilize the following purpose statements to distinguish the land use districts classifications.

- Residential: The purposes of the Residential Districts land use classifications are to implement Comprehensive Plan policies for housing quality, diversity, and affordability, and to efficiently use land, public services (including high-capacity transit), and energy while ensuring environmental protection. In the R-1 district, the primary uses are single detached dwellings clustered as appropriate in relation to environmental constraints. In the R-4 through R-8 districts, Residential District purposes are accomplished by providing for predominantly single detached dwelling units on lot sizes that vary according to district. In the R-12 through R-24 districts, Residential District purposes are accomplished by allowing for a mix of predominantly apartment and townhouse dwelling units with a variety of densities according to district. In the Residential Districts, accessory uses and complementary

nonresidential uses that are compatible with residential communities may be allowed.

• **Low Density Residential:** In this classification, land uses are predominantly single detached dwelling units on lot sizes that vary according to district but with an overall base density of one to six four dwelling units per acre. In the R-1 and R-4 districts, uses are clustered as appropriate in relation to environmental constraints.

• **Medium Density Residential:** In this classification, a diversity of compatible housing types is expected at base densities generally between six and 18 dwelling units per acre. Higher densities may be permitted to allow particular “Missing Middle” housing types. Housing may include single detached dwelling units, duplexes, triplexes, cottage housing, and small-scale apartment buildings, depending on district.

• **High Density Residential:** In this classification, land uses are predominantly larger apartment or condominium buildings with a variety of densities according to district. Base densities generally exceed 18 dwelling units per acre. In the area near the Metro/Sound Transit Park and Ride, development intensities support and are supported by multi-modal transportation options, including high capacity transit. The provision of affordable housing is a key feature of this transit-oriented development.

- **Manufactured Housing Community:** The Manufactured Housing Community **Districtclassification** is intended to ensure consistency with RCW 36.70A.070(2)(c) which requires that sufficient land be available for all types of housing including manufactured housing. The Manufactured Housing Community **Districtclassification** promotes residential development that is higher density than single-family, but single-family in character. The **is** land use **designationclassification** is assigned to existing manufactured housing communities.

- **Downtown Residential:** The Downtown Residential **Districtclassification** provides higher density residential development in support of the Downtown Commercial **Districtclassification**. Limited retail and office uses are also allowed as part of mixed-use developments. The **Districtclassification** represents an opportunity to provide a range of housing types in the community with attention to appearance and scale. ~~The Downtown Residential land use plan classification is implemented by the Downtown Residential zone.~~

Some limited existing uses requiring vehicle storage that continue to contribute to the economic vitality of downtown are permitted to continue their business on existing properties, but are encouraged to

transition the use of their properties to those more in keeping with the first paragraph of this intent statement.

- Neighborhood Business: The purposes of the Neighborhood Business **Districtclassification** are to provide convenient daily retail and personal services for a limited service area, to minimize the impacts of commercial activities on nearby properties, and to provide for limited residential development.

- Community Business: The purpose of the Community Business **Districtclassification** is to provide pedestrian-friendly, mixed-use development that both supports larger mixed-use and commercial areas with its residential development, and provides small-scale retail, educational, and personal service uses, and offices, for the local community. Allowable uses include office uses and mixed-use (housing and retail/service) developments. Commercial uses with extensive outdoor storage and industrial uses would be discouraged in the Community Business **Districtclassification**.

- Waterfront Commercial: The purpose of the Waterfront Commercial **Districtclassification** is to focus on existing water-dependent uses, but also to allow eating and drinking places, temporary lodging and other uses to support marina and airport development. Compatible light manufacturing would be appropriate. Office and mixed use multifamily development are desirable for the future.

- Urban Corridor: The Urban Corridor **Districtclassification** is located along SR-522. The overall vision is to convert the area on the south side of the highway from a commercial strip corridor to an area of primarily office and multifamily development, taking advantage of lake views and proximity to transit.

On the north side of the highway, west of downtown, the area would continue to be a mix of restaurant, retail and service uses, with additional opportunities for office and mixed use multifamily development.

East of downtown, portions of the district (nearest the transit center) would be an enterprise zone, allowing for a wide range of commercial uses, including bulk retail, as well as **high-density—standalone multifamily development with affordable housing requirements**. Farther to the east, near the city limits, office and multifamily uses are envisioned.

New auto-oriented businesses would be prohibited throughout the district.

- Regional Business: The purposes of the Regional Business **Districtclassification** include to provide for the broadest mix of retail,



office, wholesale, and service uses, with compatible storage and light manufacturing uses, serving regional market areas and offering significant employment opportunities. These purposes are accomplished by supporting existing businesses, while encouraging compact and mixed-use development that is supportive of transit and pedestrian travel for the future. Industrial and heavy manufacturing uses are no longer appropriate in this district classification.

- **Downtown Commercial:** The Downtown Commercial District classification features a mix of private and public uses designed to create a small town feel, and pedestrian-friendly environment downtown consistent with Kenmore's designation in the Regional Growth Strategy as a High Capacity Transit Community and as a Candidate King County Countywide Growth Center. Public places, sidewalks, extensive landscaping, transit-orientation, shared or structured parking, protection of environmentally sensitive areas, affordable housing, and high quality design and signage are key features. Permitted uses emphasize mixed or multiple use developments, and include high-density housing, civic and governmental uses, offices, small-scale commercial and retail businesses, and locally oriented professional and personal services.

Uses not compatible with the Downtown Commercial intent such as those which require vehicle or materials storage, service bays, wide curb cuts, expanses of exterior product display or storage, or produce little customer or visitor activity are discouraged. Park and Ride/Transit Centers are promoted along SR-522, particularly in the Northwest Quadrant of the 68th Avenue NE/SR-522 intersection.

Some limited existing uses that require vehicle storage and continue to contribute to the economic vitality of downtown Kenmore are permitted as existing uses on existing properties, though the use is encouraged to transition use of the property to those more in keeping with the first paragraph of this purpose statement. The Downtown Commercial land use plan classification is implemented by the Downtown Commercial zone.

- **Public and Private Facilities:** The purpose of the Public and Private Facilities District classification is to identify and retain public and private lands primarily utilized for parks, recreation, schools, medical facilities (e.g. hospitals, clinics, medical districts etc.), non profit service uses and organizations, utilities, government buildings, and other administrative or institutional uses. In some locations, housing may also be an appropriate use. Master plans would be encouraged to determine the type and extent of these primary uses as well as compatible accessory uses. Development regulations include a process to reclassify smaller properties to the zone most prevalent immediately

surrounding the site subject to the provision of information by the institution about the need to convert to a different use.

- **Special Study Area – Bastyr University:** The City has designated the St. Thomas Seminary property, owned by Bastyr University as a Special Study Area recognizing the Bastyr University Master Plan approved in December 2009 that will guide the development of the property. The land use designation for the Campus is Public and Private Facilities and development activities on the Campus will be limited to activities and levels of use as specified in the approved Master Plan and implementing zone of Public and Semi-Public.

The Bastyr University Campus Master Plan is adopted for the approximately 50-acre property in the City and is illustrated in **Figure LU-3A**. The Bastyr University Master Plan and the applied zoning provide for a coordinated multi-use higher education center meeting the vision of the University and the City to support diverse and continuing education opportunities, strengthen the City's economic base, and protect natural features. **Figure LU-3A** is considered a conceptual graphic, and minor modifications (KMC 19.23.050.A) to site development consistent with City master plan and zoning regulations are considered consistent with the Comprehensive Plan. The City's long term interest in the property is to have continued use of the site by Bastyr University or a similar institution with public access/use maintained through the use of a purchase of development rights, out-right purchase of portions of the property, off-site density transfers or joint use agreements.

- **Special Study Area – Plywood Supply:** The City has designated the Plywood Supply property south of NE 175th Street as a Special Study Area while the City works with property owners to complete a master plan that will guide the development of the property. In order to allow the master planning process to proceed, the property will retain its underlying RB designation for comprehensive planning purposes while development of that master plan is proceeding.

Special Study Areas—Lakepointe and Glacier Northwest. Although these are two independent special study areas, given their close proximity and shared waterfront location they should be planned and developed in a consistent and compatible manner.

- Lakepointe—Mixed Use Master Plan: The City has designated Lakepointe as a Special Study Area recognizing its significant size and waterfront location on both the Sammamish River and Lake Washington. A site development permit and Master Plan are approved for the Lakepointe site. A cohesive development plan should be prepared for the site to guide development of the property specifying permitted uses and development consistent with the following goals: Property-Specific (P suffix) Development Standards. Northshore Comprehensive Plan Policies K-11 and K-12, adopted in Exhibit "C"

to Ordinance 98-0027 that was reaffirmed in Ordinance 03-0177, continue to be in effect for this property.

1. Develop a mixed-use pedestrian-oriented urban village, providing some affordable housing;
2. Apply design standards consistent with expectations for Kenmore's downtown;
3. Minimize surface parking;
4. Provide substantial public access to, and use of, the Lake Washington and Sammamish River waterfronts, including a community open space for use by the general public;
5. Provide easily accessible public viewpoints, and protect view corridors to Lake Washington;
6. Provide pedestrian and bicycle linkages to the downtown core, nearby parks and the Burke-Gilman Trail;
7. Recognize and support the site's unique role in the regional transportation network, including connections to bus rapid transit along SR-522, the Kenmore Air Harbor, and a potential Lake Washington passenger ferry;
8. Provide a strong transportation demand management program that facilitates transit use;
9. Create an environmentally-sensitive and sustainable development, including reduced car infrastructure, low impact development, protection of water quality and critical areas, mitigation for impacts to the shoreline edge through shoreline restoration and riparian vegetation enhancement, and enhancement of fish and wildlife habitat.

- Special Study Area—Glacier Northwest: The City has designated the Glacier Northwest property as a Special Study Area recognizing its size and waterfront location on Lake Washington. A cohesive development plan should be prepared for the site to guide redevelopment of the property consistent with the following goals:

1. Develop a mixed-use pedestrian-oriented area, providing some affordable housing;
2. Apply design standards consistent with expectations for Kenmore's downtown;
3. Minimize surface parking;
4. Provide public access to, and use of, the Lake Washington waterfront, including a community open space for use by the general public;
5. Provide easily accessible public viewpoints, and protect view corridors to Lake Washington;
6. Provide pedestrian and bicycle linkages to the downtown core, nearby parks and the Burke-Gilman Trail;
7. Recognize and support the site's unique role in the regional transportation network, including connections to bus rapid transit along SR-522, the Kenmore Air Harbor, and a potential Lake Washington passenger ferry;

8. Provide a strong transportation demand management program that facilitates transit use; and
9. Create an environmentally-sensitive and sustainable development, including reduced car infrastructure, low impact development, protection of water quality and critical areas, mitigation for impacts to the shoreline edge, and enhancement of fish and wildlife habitat.

Policy LU-2.1.3 ~~Multi-family~~ High density residential classifications should be applied as follows:

- a. Primarily located in or near the Downtown area and in the area of transit-oriented development near the Metro/Sound Transit Park and Ride in mixed-use developments and in neighboring areas already containing multi-family uses;
- b. In or next to Regional, Community, or Neighborhood Business Centers; and,
- c. Where ~~Existing~~ existing or planned transportation capacity should be adequate to accommodate projected travel demand.

Policy LU-2.1.4 Commercial classifications should be:

- a. Located along Principal or Minor arterials or on collector streets that intersect with arterials within 1/2 mile. Existing or planned transportation capacity should be adequate to accommodate projected travel demand;
- b. Located to provide convenient shopping or other services for nearby neighborhoods;
- c. Encouraged near trails to provide opportunities for small-scale pedestrian-oriented development serving passers-by.
- d. Strategically located to maximize the potential success of the hierarchy of commercial classifications. The priority area for commercial development should be the Downtown;
- e. Sized appropriately to accommodate sufficient land to accommodate community business and services needs;
- f. Located in areas with current or planned pedestrian access; and
- g. Commercial designations should be expanded only when it can be demonstrated that conditions have changed since the original commercial classification boundaries were determined, and there is a demonstrated community need.

Policy LU-2.1.5 Consider proposed Comprehensive Plan Amendments each calendar year concurrently so that the cumulative effect of the proposals can be determined. The City may consider some amendments outside of the normal review cycle such as amendments to the Capital Facilities Element, Shoreline Master Program, adoption of a subarea plan, emergency amendments, or others as authorized in the Growth Management Act. All proposed Comprehensive Plan Amendments should include the following elements:

- a. A detailed statement of what is proposed to be changed and why;
- b. A statement of anticipated impacts of the change, including geographic area affected and issues presented;
- c. A demonstration of why existing Comprehensive Plan guidance should not continue in effect or why existing criteria no longer apply;
- d. A statement of how the amendment complies with the Growth Management Act's goals and specific requirements;
- e. A statement of how the amendment complies with the Kenmore Vision Statement;
- f. A statement of how functional plans and capital improvement programs support the change; and
- g. Public review of the recommended change, necessary implementation (including area zoning if appropriate) and alternatives.

Policy LU-2.1.6 Ensure proposed Comprehensive Plan policy amendments ~~are accompanied by any result in~~ changes to development regulations, modifications to capital improvement programs, ~~and revised~~ subarea, neighborhood, and functional plans ~~required for implementation so that regulations will be consistent as necessary to ensure consistency with between~~ the Plan ~~and the implementing regulatory and budgetary frameworks.~~

**OBJECTIVE 2.2 Prepare clear development regulations consistent with the Comprehensive Plan.**

Policy LU-2.2.1 Prepare zoning maps, classifications, and development standards that are consistent with the Comprehensive Plan and functional plans.

Policy LU-2.2.2 To provide flexibility as times and development conditions change, address possible amendments to the P-suffix and special district overlay requirements through the development agreement process. If development standards are modified or eliminated, offsetting public benefits must be provided.

Policy LU-2.2.3 Kenmore's regulation of land use should:

- a. Protect public health, safety, and general welfare;

b. Protect environmentally-sensitive areas, including wetlands, groundwater, streams, Lake Washington, the Sammamish River and Puget Sound.

c. Support tree preservation, whenever possible.

d. Implement and be consistent with the Comprehensive Plan and other adopted land use goals, policies, and plans;

e. Be expeditious, predictable, clear, straightforward, and internally consistent;

f. Treat all members of the public equally and base regulatory decisions wholly on the applicable criteria and code requirements; and,

g. Provide clear direction for resolution of regulatory conflict;

h. Be enforceable, efficiently administered, and provide appropriate incentives and penalties;

i. Be consistently and effectively enforced;

j. Create public and private benefits worth their cost;

k. Be coordinated with timely provision of necessary public facilities and services;

l. Be coordinated with special purpose districts and other public agencies to promote compatible development standards in Kenmore;

m. Be responsive, understandable, and accessible to the public;

n. Provide effective public notice and reasonable opportunities for the public (especially those directly affected) to be heard and to influence decisions;

o. Avoid intruding on activities involving constitutionally protected freedoms of speech, petition, expression, assembly, association and economic competition, except when essential to protect public health, safety and welfare (and then the restriction should be no broader than necessary); and

p. Provide for relief from regulations when they would deprive a property of reasonable use, and when such relief would neither endanger public health and safety nor conflict with adopted use policies.

**OBJECTIVE 2.3      Establish a system of densities and development standards that allows for efficient infrastructure and service delivery while protecting environmental**



**resources, and acknowledging neighborhood character ensuring compatibility between different building types.**

Policy LU-2.3.1 Through future planning efforts over the next twenty years, seek to achieve an average zoning density of at least seven homes per acre in the City through a mix of residential densities and housing types, appropriately located. Higher density classifications should be applied primarily in and around the Downtown and in the transit-oriented development area near the Metro/Sound Transit Park and Ride. ~~Medium density classifications should be applied within a walkable and/or bikeable distance to transit and services. Lower density classifications, generally no less than four dwelling units per acre, should be applied to established single-family neighborhoods without easy access to transit and services.~~ A lower density zone may be used to recognize significant environmentally sensitive areas.

**Policy LU-2.3.2 When considering density increases or reduced lot sizes, use tools such as building size and form regulations and design standards to address issues of neighborhood compatibility.**

Policy LU-2.3.23 Apply minimum density requirements to residential and mixed-use zones of twelve or more homes per acre when consistent with the vision for a given zone.

**Policy LU-2.3.4 In the Downtown Commercial classification, adopt a minimum floor area ratio (FAR) to promote multi-story development.**

Policy LU-2.3.35 Review Uniform Building codes and make amendments to remove barriers to achieving desired densities, such as increased stories of wood frame construction.

Policy LU-2.3.46 Use regulations, incentives, open space acquisition, or, where these measures are not adequate, use low density zoning to protect floodplains, riparian corridors, high value wetlands, and unstable slopes from degradation, and to encourage linking these environmental features into a network of open space, fish and wildlife habitat. In sensitive areas, some density may be transferred onsite to less constrained areas, or density may be transferred off-site to specified receiving areas, such as the Downtown.

Policy LU-2.3.57 ~~In some areas, use~~ Through density incentives, to encourage development ~~to of innovative low-cost affordable~~ housing, or significant open space, public parks and public trails. Where provided, encourage public parks and public trails to be part of a network consistent with the Parks, Recreation, and Open Space Element goals, objectives, and policies. Additionally, in the Downtown, density incentives or other incentives should be provided for shared and structured parking, or consolidation of lots. Consider performance-based measures to achieve this policy. Ensure benefits, for example, significant open space, are in proximity to the development site.

**Policy LU-2.3.8 In parts of Downtown near transit, in the high-density residential classification near the Metro/Sound Transit Park and Ride, and in the Urban Corridor**

classification east of 73<sup>rd</sup> Avenue NE, require inclusion of affordable housing in new residential or mixed use development.

**OBJECTIVE 2.4      Coordinate land use, road, and utility planning.**

Policy LU-2.4.1      Establish priority areas for public facility and service improvements, especially for transportation. These priority areas should be located where public facility and service improvements would most effectively advance the City of Kenmore's growth and development as a Candidate Countywide Growth Center, or the City's goals for economic development, ~~Downtown revitalization~~ neighborhood improvement, environmental protection, energy efficiency, or affordable housing objectives. Priority areas will shift over time as improvements are installed and adopted service level standards are attained.

Policy LU-2.4.2      Implement an annual monitoring program to assess land use development trends, and service and infrastructure provision. If service deficiencies, such as city, county and state roads, public water supply and wastewater treatment, or communication infrastructure are identified, the City of Kenmore and the affected service providers should adopt Capital Improvement Programs to remedy identified deficiencies in a timely fashion, or the City of Kenmore should reassess the land use plan. In particular, the City should continue to promote reliability improvements for electric services in Kenmore.

Policy LU-2.4.3      Work with communication providers to ensure that broadband service at suitable speeds is available throughout the city.

Policy LU-2.4.34      Ensure that infrastructure and facilities are sized appropriately to community needs and are located with attention to the desired neighborhood character.

Policy LU-2.4.45      Consider the effects of improved or new infrastructure such as roads and utilities as potential barriers between neighborhoods or as stimulators of development.

Policy LU-2.4.56      Through zoning and subdivision regulations, require that residential developments, including mobile home parks, whether new developments or substantial redevelopments, provide the following improvements:

- a.      Paved streets (and alleys if appropriate), curbs and sidewalks, and internal walkways when appropriate;
- b.      Adequate parking consistent with local transit service levels;
- c.      Street lighting and street trees;
- d.      Underground utilities;
- e.      Stormwater control;
- f.      Public water supply;

1		g. Public sewers.
2	Policy LU-2.4.67	Provide water, sewer, surface water, transportation, and recreational facilities at
3		the time of development.
4	<b>OBJECTIVE 2.5</b>	<b>Encourage development on properties with existing or planned public</b>
5		<b>services and utilities.</b>
6	Policy LU-2.5.1	Encourage innovative, quality development and redevelopment through a variety of
7		regulatory, incentive, and program strategies. Possible approaches include:
8		a. Special development standards for infill or redevelopment sites;
9		b. Assembly and resale of sites to providers of affordable housing or mixed-
10		use developments;
11		c. Impact mitigation fee structures that favor infill or redevelopment;
12		d. Expedited permit processes;
13		e. Greater regulatory flexibility; and
14		f. Reduced permit fees and/or delayed fees.
15	<b>OBJECTIVE 2.6</b>	<b>Require adequate transitions between land uses of differing intensities and</b>
16		<b>between development and environmentally sensitive areas.</b>
17	Policy LU-2.6.1	Review and amend zoning and subdivision regulations to ensure adequate
18		setbacks, landscaping, and buffering are required where land use conflicts may
19		occur.
20	Policy LU-2.6.2	Ensure critical area regulations provide sufficient buffer widths consistent with the
21		quality and class of the environmentally sensitive area.
22	Policy LU-2.6.3	Locate zoning districts and prepare development regulations that result in gradual
23		transitions between different building intensities.
24	<b>OBJECTIVE 2.7</b>	<b>Participate in joint planning of services and utilities with special districts,</b>
25		<b>private service providers, neighboring municipalities, King County and</b>
26		<b>Snohomish County, and the State of Washington.</b>
27	Policy LU-2.7.1	Plan in partnership with special districts, private service providers, neighboring
28		municipalities, King and Snohomish Counties, and the State of Washington. The
29		City should strive to balance the differing needs identified by planning partners at
30		various geographic levels, and ensure that planning partners honor Kenmore's
31		needs.
32	Policy LU-2.7.2	Prepare functional plans to identify City facility and service needs and define ways
33		to fund these needs consistent with the land use plans and service and finance

strategy. Independent special districts and other public agencies should also prepare functional plans which should be considered by Kenmore. The capital facility plans and capital improvement programs prepared by all other agencies which provide services to Kenmore should be consistent with the Kenmore Comprehensive Plan.

**GOAL 3. SUPPORT DEVELOPMENT OF KENMORE'S DOWNTOWN AS A KING COUNTY COUNTYWIDE GROWTH CENTER.**

**OBJECTIVE 3.1 Take action to support Downtown Kenmore's candidacy as a King County Countywide Growth Center--a place to equitably concentrate jobs, housing, shopping, and recreational opportunities.**

**Policy LU-3.1.1** Ensure that the combination of jobs and population in the Downtown meets County standards (eventual goal of 30 activity units per acre).

**Policy LU-3.1.2** Continue plans for a mix of uses, providing housing and employment at densities that support high-capacity transit.

**Policy LU-3.1.3** Apply a minimum floor area ratio for new commercial buildings in the Downtown Commercial classification.

**Policy LU-3.1.4** Continue to demonstrate that Downtown is a priority for growth and investment.

**Policy LU-3.1.5** Continue to use design standards to ensure a pedestrian-friendly and attractive Downtown.

**Policy LU-3.1.6** Plan for a variety of housing types including affordable housing.

**Policy LU-3.1.7** Try to retain existing residents and businesses in the community as growth is planned

**Policy LU-3.1.8** Continue to support existing recreational opportunities Downtown such as the Town Square and skate park, as well as future opportunities in the Special Study Areas at Lakepointe and Plywood Supply.

**Policy LU-3.1.9** Support multi-modal transportation, including bicycling, walking, transit, and a passenger ferry.

**GOAL 34. IDENTIFY, PRESERVE, AND ENHANCE THE CULTURAL RESOURCES OF KENMORE.**

**OBJECTIVE 34.1 Promote and support visual, literary, and cultural arts and activities in the community.**

**Policy LU-34.1.1** Encourage King County to continue to provide arts and culturally-based services to the City of Kenmore through its existing programs, and to provide technical assistance for locally-generated programs.

Policy LU-34.1.2 Encourage shared, multipurpose use of regional and community facilities for cultural activities to maximize their efficient use and to expand public access to cultural opportunities.

Policy LU-34.1.3 Develop a public art program that provides art in public facilities, projects and places to enhance community character and quality of life. Priority locations should include Downtown, government facilities, and municipal parks. Maintenance and conservation should be considerations in the development and management of public art.

**OBJECTIVE 34.2 Promote the preservation of significant historic and archaeological sites and structures.**

Policy LU-34.2.1 Establish a partnership between Kenmore, King County, the Kenmore Heritage Society and citizen volunteers in order to comprehensively inventory historic and archaeological resources pursue historic inventories and studies to promote landmark designation. Use the inventory to guide decision-making in resource planning, environmental review, and resource management.

Policy LU-34.2.2 Encourage land uses and development that retain and enhance significant historic and archaeological resources and sustain historic community character.

Policy LU-34.2.3 Coordinate with Native American the Tribes, the King County Historic Preservation Officer, and the State Office of Archaeology and Historic Preservation, as appropriate, to review public and private projects to protect and enhance historic and archaeological resources.

Policy LU-34.2.4 Seek funding from King County, the State of Washington, or other agencies to acquire and preserve significant historic resources for use by City and other public agencies.

**OBJECTIVE 34.3 Encourage local activities which promote the community's history.**

Policy LU-34.3.1 Support the efforts of the Kenmore Heritage Society to document Kenmore's history, and provide educational materials and resources to all ages.

Policy LU-34.3.2 Work in partnership with the Kenmore Heritage Society, other agencies and special districts to identify places or facilities where a museum or display of historic artifacts and information can be accomplished.

Policy LU-34.3.3 When dedicating new civic facilities, consider naming them in honor of historical events or persons of significance to the community.

Policy LU-4.3.4 Acknowledge that growth and development in Kenmore occurs on the ancestral lands of the Coast Salish peoples.

## IMPLEMENTATION STRATEGIES

The Land Use policies would require new, continuing or increased commitments of City resources to prepare new regulations, review/amend existing regulations, create educational or incentive programs, or coordinate with adjacent jurisdictions.

New programs, rules, or regulations would be needed to address:

- ~~An annual monitoring program for assessing development trends, services and infrastructure~~
- Historic resource preservation funding
- Public arts programs
- Partnerships with historic groups and agencies.
- Standards and locational requirements for small-scale commercial enterprises and services closer to home for neighborhood residents in low and medium density residential classifications.
- Minimum floor area ratio (FAR) for commercial development in the Downtown Commercial classification.
- Transit-oriented development density increases and revised standards in the area near the Metro/Sound Transit Park and Ride.

A review of existing programs, rules and regulations would be needed to ensure they meet the policies. Types of regulations and rules that should be reviewed include:

- ~~Appropriate permitted uses in single-family low and medium density residential zones~~ Appropriate permitted uses in single-family low and medium density residential zones ~~districts outside of environmentally sensitive areas~~
- Permitted uses in commercial zones
- Downtown densities in conformance with Countywide Growth Center criteria
- Development standards addressing neighborhood ~~character and~~ compatibility with surrounding development
- ~~Zoning categories consistency with Comprehensive Plan~~
- Density bonuses, density transfers, and minimum density regulations
- Uniform Building Code review
- Infill development standards or incentives
- Permit procedures and fees.

Additional or continuing efforts would need to be made to coordinate with adjacent jurisdictions or participate in regional programs, including:

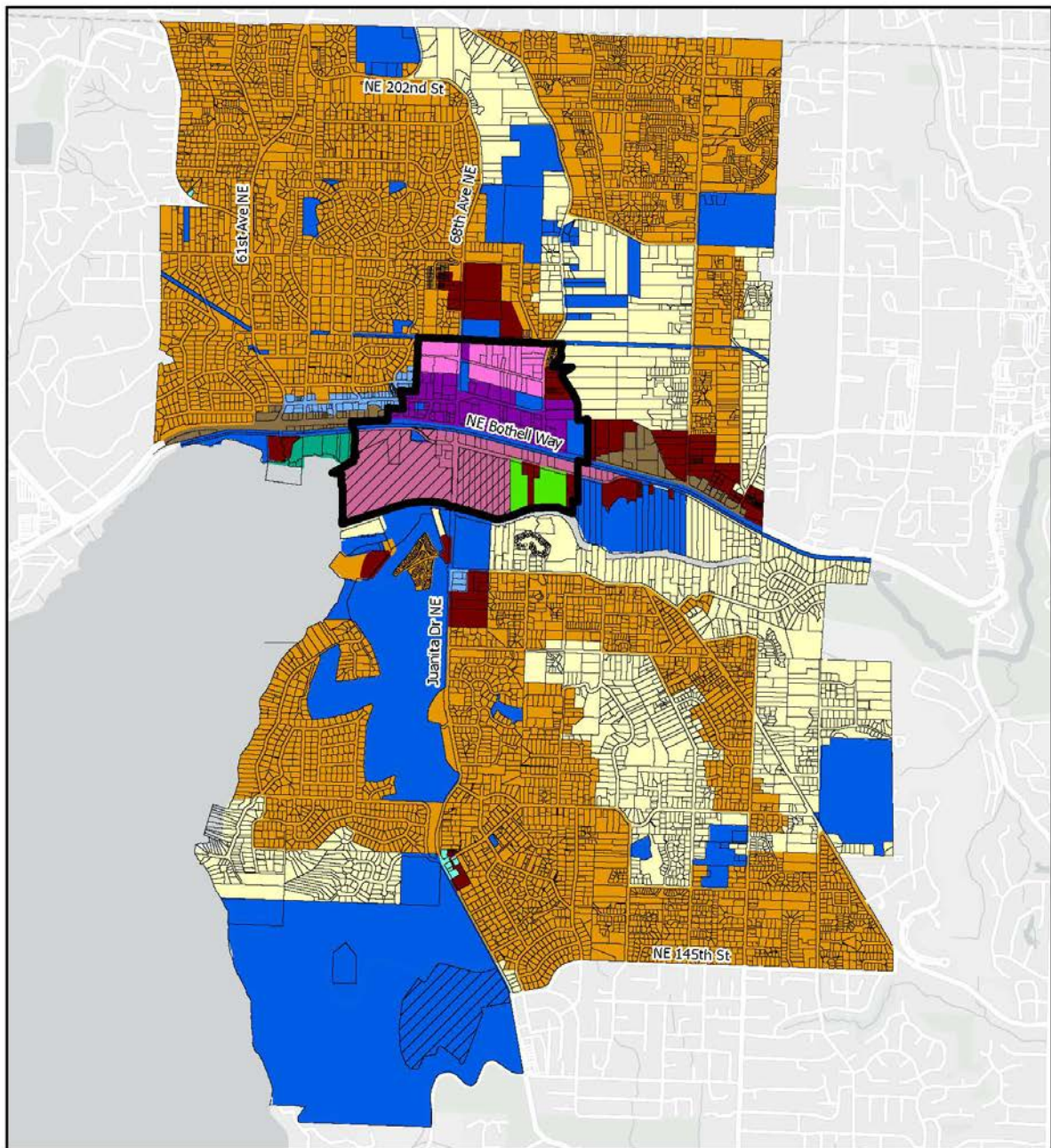
- The King County Urban Growth Capacity Study
- Coordination with special districts and County regarding services



- Support of County historic resources programs
- Coordination with County/State agencies regarding historic/cultural resources during development review.

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- |                                |                            |
|--------------------------------|----------------------------|
| Countywide Growth Center       | Public/Private Facilities  |
| Special Study Areas            | Regional Business          |
| Community Business             | Low Density Residential    |
| Downtown Commercial            | Medium Density Residential |
| Downtown Residential           | High Density Residential   |
| Manufactured Housing Community | Urban Corridor             |
| Neighborhood Business          | Waterfront Commercial      |

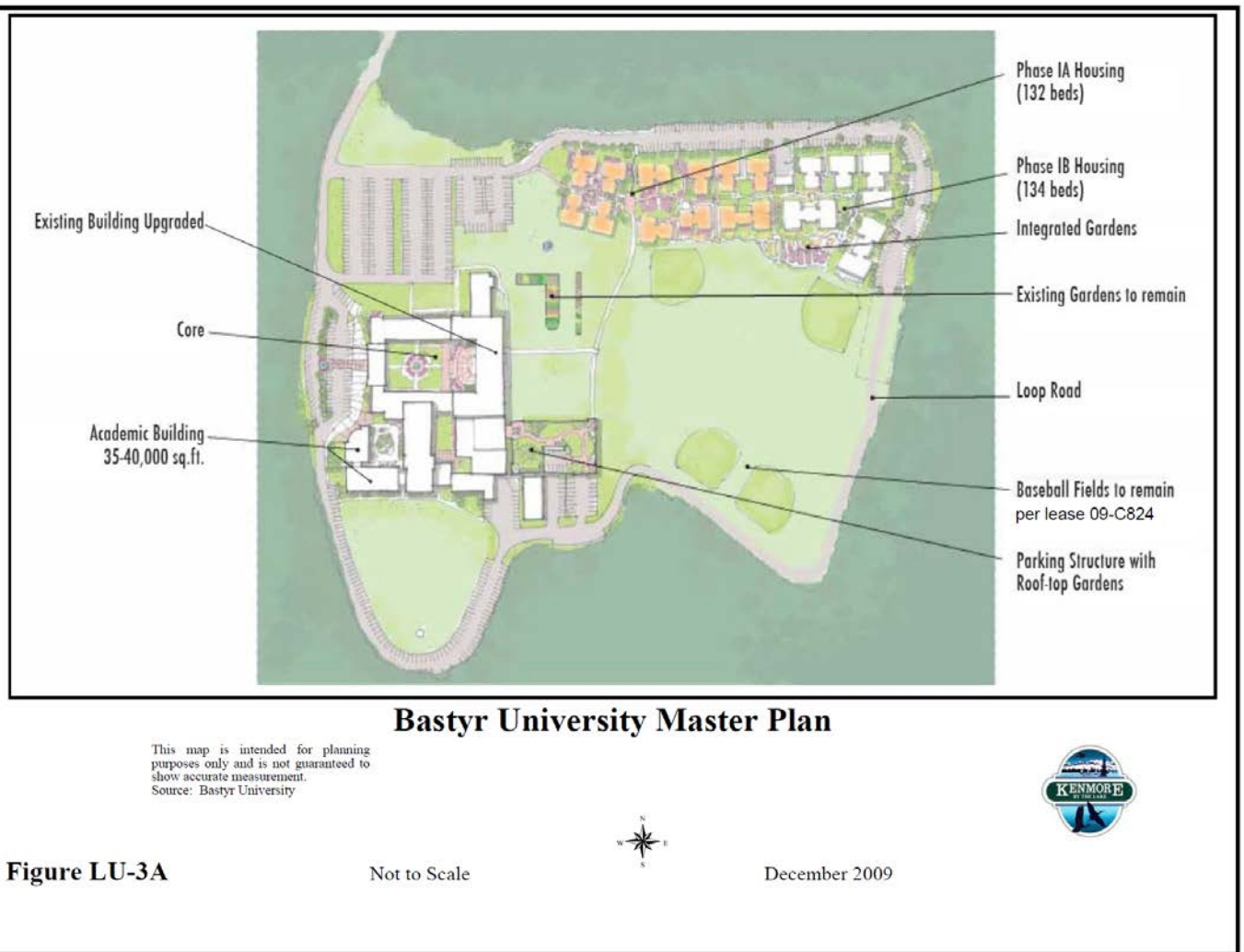
## Kenmore Land Use Plan

Figure LU-3



0 1,000 2,000 4,000 Feet

# Bastyr University Master Plan



~~Text~~ = deleted text

Text = new text

Text = text revised for City Council

## **HOUSING ELEMENT AMENDMENTS**

### **INTRODUCTION AND BACKGROUND**

#### **Purpose**

This Housing Element is intended to ~~promote and maintain residential neighborhoods, ensure~~ plan for a range of densities and housing types for all needs and incomes, ~~address special needs housing, and protect the quality of the residential environment through preserving, improving, and expanding housing stock.~~ City housing policy should be financially sustainable—supportive of strong neighborhoods with efficient service provision. Consistent with the Natural Environment Sub-Element of this Plan, new housing should be located to protect the natural environment, including wetlands, streams, and fish and wildlife habitats of importance. When the community was first incorporated, community visioning efforts showed some trends in housing preferences, including a preference for adding single-family dwellings at about the same lot size as surrounding lots, and acceptance of accessory dwelling units. Also indicated was a desire to control the location of attached housing by placing it in Central Kenmore, and not dispersing small-scale attached dwellings in neighborhoods.

#### **Growth Management Act Requirements**

The Growth Management Act (GMA) states that Comprehensive Plans are to ~~encourage the availability of~~ plan for and accommodate housing affordable ~~affordable housing~~ to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock. Housing elements are to ~~make~~ include an inventory and analysis of existing and projected housing needs, including units for moderate-, low-, very low-, and extremely low-income households as well as emergency housing, emergency shelters, and permanent supportive housing.; The Housing element should include a statement of goals, policies, and objectives, and mandatory provisions for the preservation, improvement, and development of housing, including moderate-density housing options such as duplexes, triplexes, and townhomes. Housing elements must identify sufficient land capacity for housing, including low income, special needs, and multiple housing types; and make adequate provision for existing and projected housing needs of all economic segments of the community, and consider housing location in relation to employment location. Housing elements also must identify policies, regulations, and implementation measures that do not result in racially disparate impacts, displacement and exclusion in housing.

#### **Countywide Planning Policies**

The “overarching” housing goal of the new Countywide Planning Policies (CPPs) is to “provide a full range of affordable, accessible, healthy, and safe housing choices to every resident in King County.” The CPPs direct each jurisdiction to update its comprehensive plan for:

- Preserving, improving, and expanding its housing stock.
- Promoting fair and equitable access to housing for all people.
- Taking actions that eliminate race-, place-, ability-, and income-based housing disparities.



The CPPs identified identify the countywide housing needs of moderate-, low-, and very low-, and extremely low-income households, which are equal to 1619 percent, 1215 percent and 1215 percent, respectively, of all housingCounty households. The CPPs also state that each city shallshould address the housing needs of all economic segments and strive to provide housing affordability to accommodate a proportionate amount of the countywide needs.

The county-wide population growth forecast has been established by the Washington State Office of Financial Management (OFM), as required by the GMA. EachIn the CPPs, each jurisdiction in King County agreed to a housing target (population allocations converted into households) for the years 2006–20312019–2044, in Countywide Planning Policies (CPPs). The householdKenmore’s housing growth target for Kenmore is 3,5003,070 housing units. The city is committed to ensuring there isKenmore has capacity in the Comprehensive Plan and implementing regulations to meet this target. Actual growth would occur based upon market forces.

Beyond ensuring capacity for growth and support for affordable housing, the CPPs focus local government housing elements toward other objectives, such as:

- New housing accessible to employment, shopping, and transit.
- Neighborhoods that promote healthy human activity.
- Fair housing.
- Regional collaboration on inter-jurisdictional housing issues.

#### **Affordable Housing Committee Recommendations**

The Affordable Housing Committee of the Growth Management Planning Council serves as a regional advisory body, responsible for recommending action and assessing progress towards implementing the Regional Affordable Housing Task Force Action Plan for King County. This Plan was developed in 2018 to address the affordable housing crisis in King County.

The Plan states that, at its core, the housing crisis is driven by a supply and demand challenge that is two-fold. First, King County’s population has grown faster than new homes have been built. Second, King County’s population has not grown evenly across the income spectrum. In response to demand for housing by high-earner households, housing developers have focused new projects to serve the upper end of the market and many of what were once existing affordable units have increased in price beyond what many middle- and low-income working individuals and families can afford.

The Action Plan includes seven goals, with strategies to achieve the goals, and actions to implement the strategies. Goals include: Increase construction and preservation of affordable homes for households earning less than 50% area median income; prioritize affordability accessible within a half mile walkshed of existing and planned frequent transit service, with a particular priority for high-capacity transit stations; preserve access to affordable homes for renters by supporting tenant protections to increase housing stability and reduce risk of homelessness; and promote greater housing growth and diversity to achieve a variety of housing types at a range of affordability and improve jobs/housing connections throughout King County

#### **History of Discriminatory Land Use and Housing Practices**

Like many communities, Kenmore has a documented history of discriminatory land use and housing practices, including the placement of racially discriminatory housing covenants over some local neighborhoods. These actions prevented people of color from living in parts of the City. Too, widespread zoning of areas exclusively for single-family housing has kept out those with lower incomes or those who

can afford only rental housing. A new focus diversity, equity and inclusion is part of this Housing Element. In particular, a new emphasis on “Missing Middle” housing types is one way to reverse this pattern of exclusion, particularly in areas close to high capacity transit and other amenities.

#### **Displacement Risk**

The Puget Sound Regional Council (PSRC) has developed a “displacement risk map” to identify areas in the region where current residents and businesses are at risk of displacement as growth occurs. A portion of Kenmore east of 68<sup>th</sup> Avenue NE is identified on this map as an area of moderate displacement risk. Housing Element policies address displacement and potential mitigations, particularly for lower-income residents and People of Color.

#### **Relationship to the Natural Environment**

The Natural Environment Element notes that natural systems have played an important part in defining the character of Kenmore. Historically, this area has made significant alterations to the natural environment as a result of development. Moving forward, protecting Lake Washington and the City’s wetlands, streams, trees, and fish and wildlife habitat is crucial to integrating new housing compatibly into the natural environment. Addressing geologic hazards and flooding protects future residents from harm.

### **EXISTING CONDITIONS**

The following discussion draws from the East King County Housing Analysis, produced for all member cities of A Regional Coalition for Housing (ARCH), and made a part of this Comprehensive Plan update as Appendix .

#### **Population and HouseholdsPopulation Age**

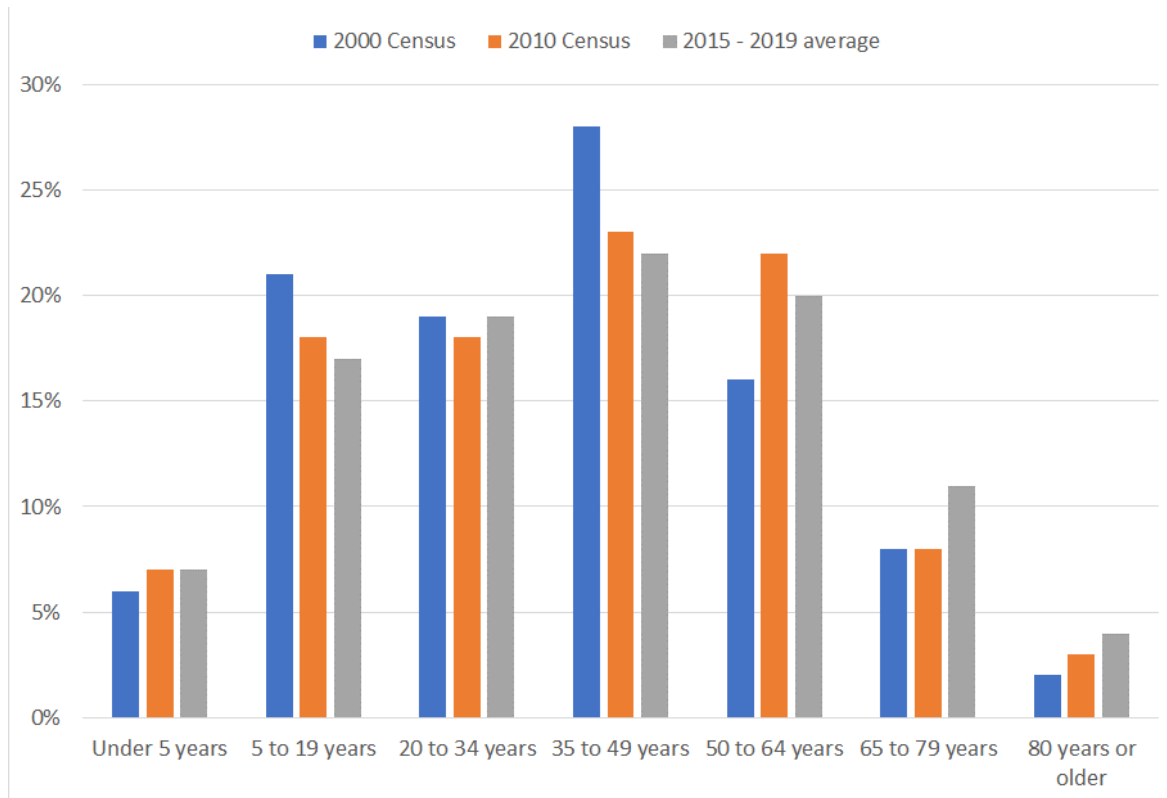
Kenmore’s population grew ten (10) percent in the 2000s, from 18,678 to 20,460an estimated 16 percent from 2010 to 2021. Excluding the small “Point Cities,” (Hunts Point, Yarrow Point, Medina, Clyde Hill, Beaux Arts Village )Kenmore grew more slowly than any other ARCH community in that period (Appendix . Exhibit ).

Kenmore’s population grew 11.9 percent between 2015 and 2021, from 18,67821,500 to 20,46024,050. People with disabilities comprise 9 percent of the population, just as county-wide (Appendix . Exhibit ).

Population declined, however, among school-age children and adults 35 to 44 years old and rose for those 65 years and older (Housing Analysis Appendix , Exhibit D-1 ; and Figure H-1, below). The city’s proportion of senior citizens (65 years and older) is similar to countywide figures. As in other citiespredicted, the seniors’ segment has not increased significantly as ofsince 2010, but due to aging of the Baby Boomers generation (age 55—65) will increase that figure over the next decade.



**FIGURE H-1**  
**POPULATION AGE, KENMORE**



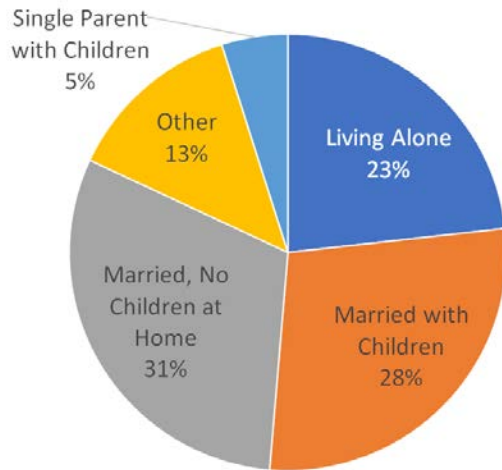
Source: 2010 Census and Washington State Office of Financial Management, April 1, 2021 Population Estimates.

People of Color comprise approximately 22 percent of the Kenmore population overall. The highest percentages of these groups (26 to 28 percent) appear in the youngest age categories, below 45 years old (Appendix , Exhibit ).

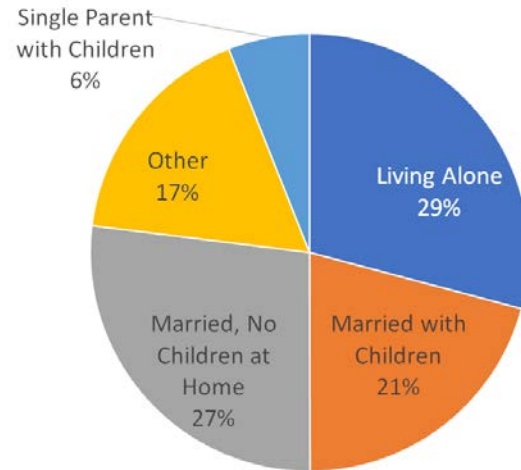
### Households and Household Types

Kenmore had roughly 700 (14 percent) more households in 2011 than in 2000, but the types of households remained virtually unchanged-averaged 8,858 total households from 2015 to 2019, 11 percent more than in 2010, but the composition of household types changed very little (Housing Analysis Appendix , Exhibit B ). Compared to King County overall (Figures H-2 and H-3 below), the city has a greater percentage of married-couple families (56.59 percent) than King County overall (Figures H-2 and H-3, below), but is typical for east King County in that respect. (“East King County,” or EKC, refers here to member cities of ARCH.) and families with children (33 percent). The city also maintains a somewhat lower proportion of one- and two-person households (57 percent) than the rest of east King County (58.64 percent; Housing Analysis Appendix , Exhibit C-2 ).

**FIGURE H-2  
KENMORE, 2015–2019**



**FIGURE H-3  
KING COUNTY, 2015–2019**



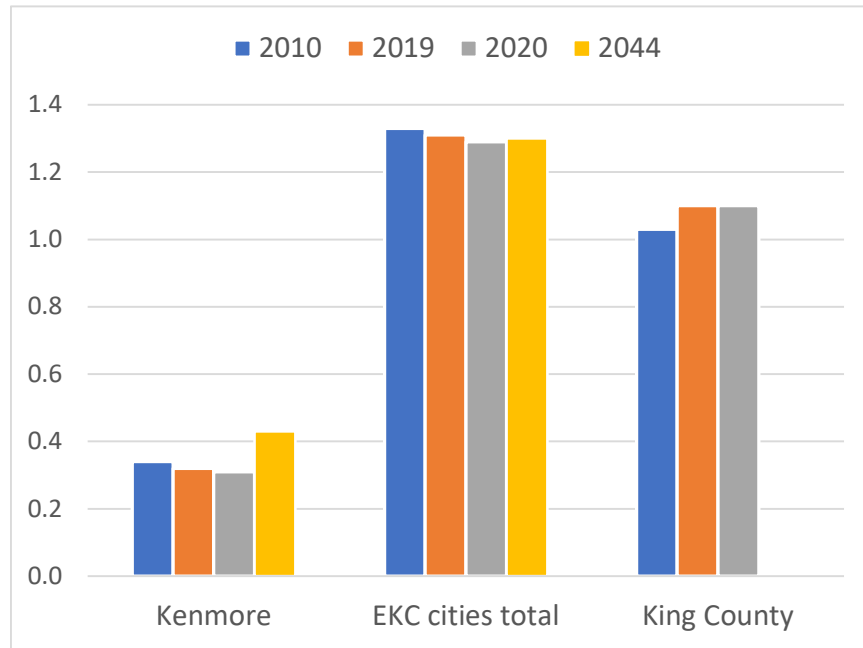
Source: 2010 Census American Community Survey (ACS) 2019 5-Year Estimates (U.S. Census Bureau)

## Kenmore Jobs and Wages

Employment can be an important contributor to housing demand within a community, both in terms of the amount and affordability of housing. Although Kenmore's employment growth during the 1990s was relatively high (24 percent), this was mostly offset by lost jobs (26 percent) between 2000 and 2010. Kenmore lost 20 percent of its jobs from 2006 to 2018, to a total of 4,012. The city's employment target of 3,200 jobs (2019–2044) represents an 80 percent increase over total employment in 2018, which, if true, means that local job growth will be a larger factor in housing demand in the future than in the past.

The Jobs-Housing Ratio is a way to measure demand for housing from local employment relative to the local housing supply. (a) ratio less than 1.0 means less demand for housing from the local workforce than is available in the city). As of 2006, the city's jobs-housing ratio was just under 0.4 and based on growth projections would increase to just over 0.4 by 2034 (see Figure H-4). This is much lower than the countywide ratio and the ratio of most other ARCH cities in east King County, suggesting This means that most Kenmore residents work in other cities, compared to other areas, and the housing demand from existing jobs is relatively low.

**FIGURE H-4  
JOBS-HOUSING RATIO**

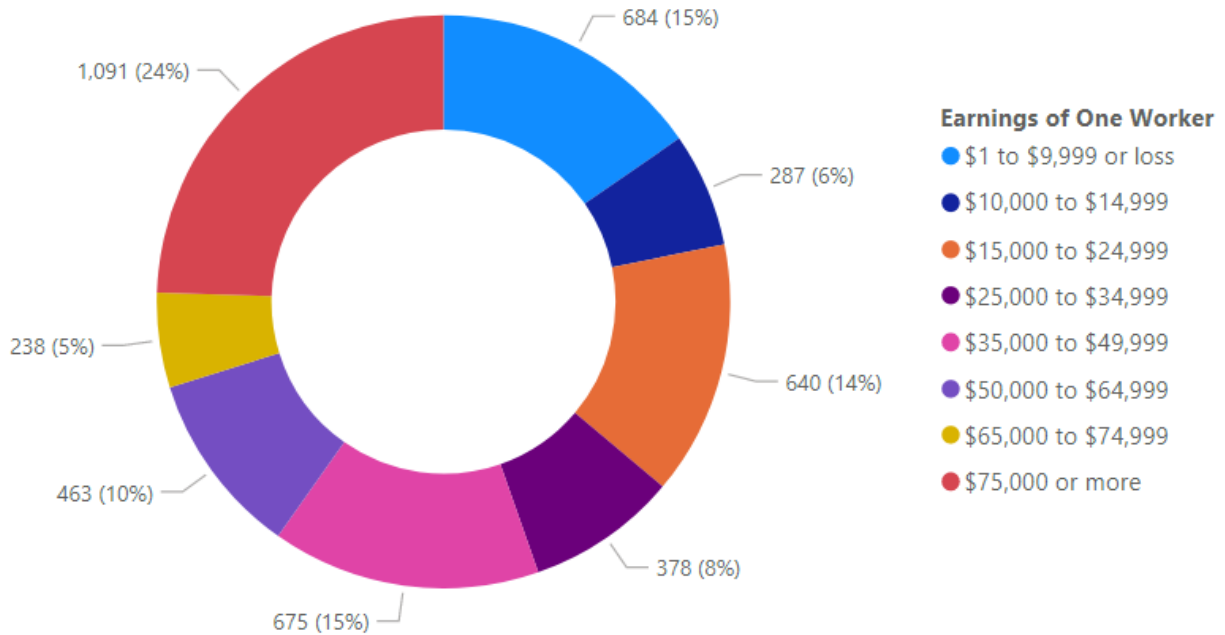


Source: A Regional Coalition for Housing (ARCH).

While the demand for housing from local employment is lower than other nearby communities, along with relatively low employment opportunities in the city, jobs in Kenmore tend to pay less than jobs countywide in the same sector (Figure H-5, below), which implies a demand for relatively affordable housing from the local workforce toward the lower paying types; 60 percent pay less than \$50,000 a year (Figure H-5, below).

FIGURE H-5

**AVERAGE WAGES BY INDUSTRY SECTOR WAGES OF JOBS IN KENMORE**



Source: Puget Sound Regional Council ACS, 2015–2019 5-Year Estimates.

## Household Incomes

Approximately 2022 percent of the households in Kenmore fall within the standards defined as extremely low- or very low- or low income (Table H-A). This is slightly lower than countywide figures, but higher than east King County (Figure H-6Appendix , Exhibit ). The rental market is the primary source of housing for these populations.

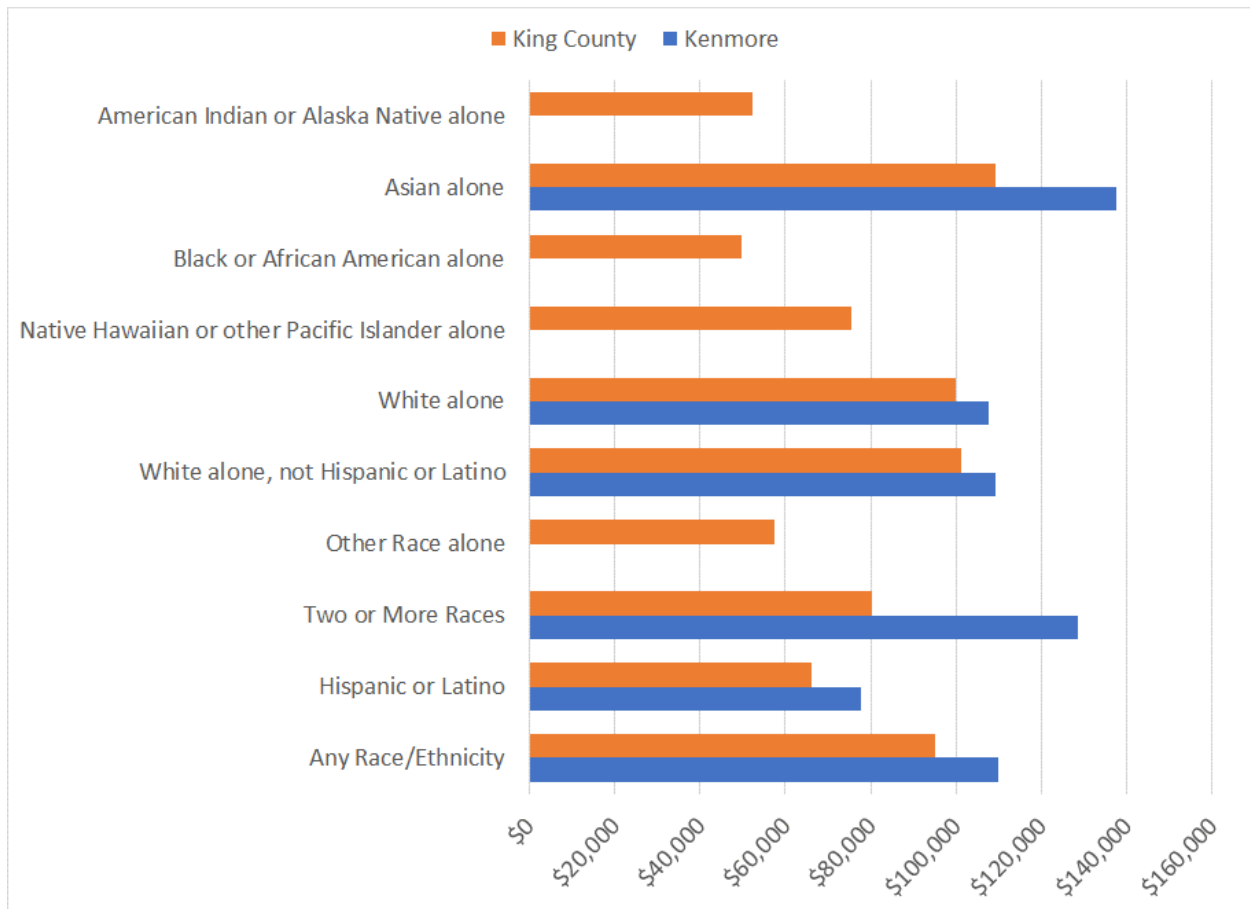
Figure H-6 provides information on median household income by race/ethnicity.

**TABLE H-A  
HOUSEHOLDS BY INCOME CATEGORY**

HOUSEHOLD INCOME CATEGORY	PERCENT OF TOTAL HOUSEHOLDS			
	KENMORE		KING CO.	
	2006-2010	2014-2018	2006-2010	2014-2018
< 30% of median: <del>Very</del> Extremely Low-Income	11%	12%	12%	9%
30% to 50% of median: <del>Very</del> Low-Income	6%	10%	10%	9%
50% to 80% of median: <del>Moderate</del> Low-Income	13%	11%	13%	10%
> 80% of median: Middle- and Higher-Income	71%	68%	64%	72%
<p>“Median” refers to the <del>(King County)</del> Area Median Income <del>(King and Snohomish counties)</del>.            Some totals exceed 100% due to rounding.            *<del>“Kenmore Census Designated Place.” The city was not incorporated until 1998, and the Kenmore CDP is a slightly different geographic area but the closest with available data. Income category breakouts not available for 1990.</del></p>				

Source: ~~1990 and 2000 Census (U.S. Census Bureau) and 2006-2010~~Comprehensive Housing Affordability Strategy (CHAS) ~~(Comprehensive Housing Affordability Strategy; 5-Year Estimates (U.S. Housing and Urban Development).~~

**FIGURE H-6**  
**MEDIAN HOUSEHOLD INCOME**



Source: ACS 2019 5-Year Estimates (U.S. Census Bureau).

Northshore School District records show that 48.13.5 percent of the students qualify, based on income, for free or reduced lunches at school (Northshore website). Almost nine (9) percent of the students live in a household with an income below the poverty level (Housing Analysis, Exhibit G-3).

### Number and Types of Existing Housing Units

#### Housing Types

Kenmore added 42.14 percent more housing units during the 2000s since 2006—somewhat slower than the growth of the 1990s, but in line with projections in the 2005 Comprehensive Plan. Kenmore also grew a bit more slowly than King County and the rest of the Eastside. (See Exhibits A and L-1 of the East King County Housing Analysis Appendix.) The city's mix of housing types changed very little during that time since 2000 (Table H-B, below).



**TABLE H-B  
NUMBER AND TYPE OF HOUSING UNITS, KENMORE**

	2000		2010		2021	
TYPE OF HOUSING	UNITS	% OF TOTAL	UNITS	% OF TOTAL	UNITS	% OF TOTAL
Single-family Detached	5,235	70%	6,024	70%	6,625	69%
Multi-2 or more-family	1,892	25%	2,254	26%	2,753	28%
Mobile Homes	361	5%	291	3%	287	3%
Total Units	7,488	100%	8,569	100%	9,665	100%

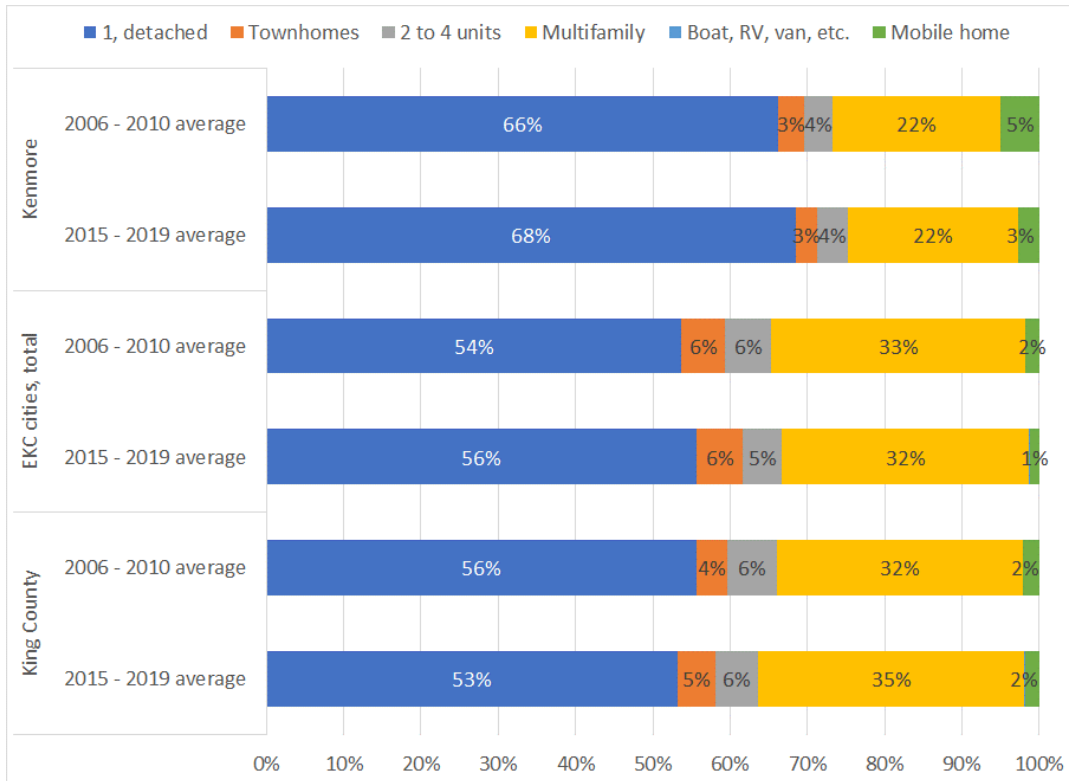
Source: U.S. Census Bureau, 2000 Census, and Washington State Office of Financial Management (OFM), 2014-2021.

Compared to King County and most of east King County, Kenmore has a relatively low percentage (22 percent) of multi-family housing. Less than 30 percent of Kenmore's housing is multi-family (Figure H-7, below; Housing Analysis Appendix , Exhibit L-1 ). Approximately 25 percent of the multi-family units are condominiums. Seventy (70) percent of the city's residential capacity, however, is zoned for "medium high" and "high" densities, and if developed to capacity Kenmore will provide a variety of housing similar to that of other similarly-sized cities.

Of Kenmore's total city acreage, 78% is zoned exclusively for residential uses (all of the R zones and MHC). Of that acreage, the area zoned exclusively for single-family residential development comprised 95% of the total in 2021. New allowances for duplexes and triplexes medium density housing in residential areas near transit will reduce this percentage and provide more opportunities for additional housing types in the City.

Approximately 350 multi-family units have been built or begun construction since 2006, about 25 percent of overall housing growth in this period (2014 Buildable Lands Report; not all reflected in Figure H-7). About 40 percent of these newer units are condominiums.

**FIGURE H-7**  
**HOUSING UNITS BY UNITS IN STRUCTURE**



Source: 2000 Census and 2010 Census and 2019 American Community Survey, 5-Year Estimates (U.S. Census Bureau).

Kenmore is one of the few communities in east King County with any significant number of manufactured homes (close to 300; Washington State OFM). Most of Kenmore's manufactured homes are located in six parks with a small number located on individual lots. Units are primarily owner occupied, sited on rental pads. The manufactured housing communities are an important housing resource for many Kenmore residents. More than half of the households living in manufactured homes are low-income. Two of the manufactured housing communities are reserved for seniors. In many cases, manufactured housing communities provide the opportunity of unsubsidized home ownership to households that cannot afford to purchase other types of housing. Homes are in a wide range of physical condition, including some units that are getting past their useful life. Other concerns include long-term park maintenance and replacement of aging infrastructure. Overall availability of manufactured housing has been decreasing in King County as parks are redeveloped with other uses. Of concern is that manufactured housing has offered a relatively affordable form of housing and when parks are closed and replaced with more expensive housing, homeowners lose most of their investment. Future redevelopment of some of the mobile home parks to higher densities could provide additional housing units with affordability requirements.

Several multi-family housing projects are in the planning or construction stages. The largest proposed multi-family development is Lakepointe, which would provide 1,200 new housing units; the exact mix of owner-occupied and rental units in the project is yet to be determined.

Another project, which has been approved, is the first major residential redevelopment project in the Downtown district. Located on a former Metro park and ride site, the property will have up to 325 apartments within walking distance of shopping and transit. Pursuant to local zoning requirements, twenty

five (25) percent of the units will be affordable to moderate income households. The first phase of 138 apartments started construction in 2014.

Kenmore has permitted more than 603~~4~~ accessory dwelling units as of 2011~~2021~~, or about one for every 167 detached single family homes—almost exactly the same as the average for all of east King County (Housing Analysis, Exhibit Q-1). (This compares to a rate of one for every 32 detached homes in Mercer Island, the city with the highest ratio of ADUs.). In 2020, the City amended its ADU regulations to encourage development of ADUs, including extinguishment of the owner occupancy requirement after the first six months of consecutive occupancy.

### **Age of Housing**

Kenmore's housing stock is somewhat older than the rest of east King County, but a bit younger than that of King County overall. Fifteen (15) percent of all homes in the community are less than 10 years old (similar to the rest of east King County), and 45 percent have been built since 1980 compared to 55 percent for the rest of east King County (Housing Analysis, Exhibit O).

Kenmore's housing stock is similar in age to that of other ARCH communities and younger than that of King County overall. Eight (8) percent of all homes in the community were built since 2010 (similar to the rest of King County and the ARCH sphere). On the other hand, 25 percent of Kenmore's homes are more than 50 years old, compared to 37 percent across King County (See Housing Analysis, Appendix ).

### **Housing Condition**

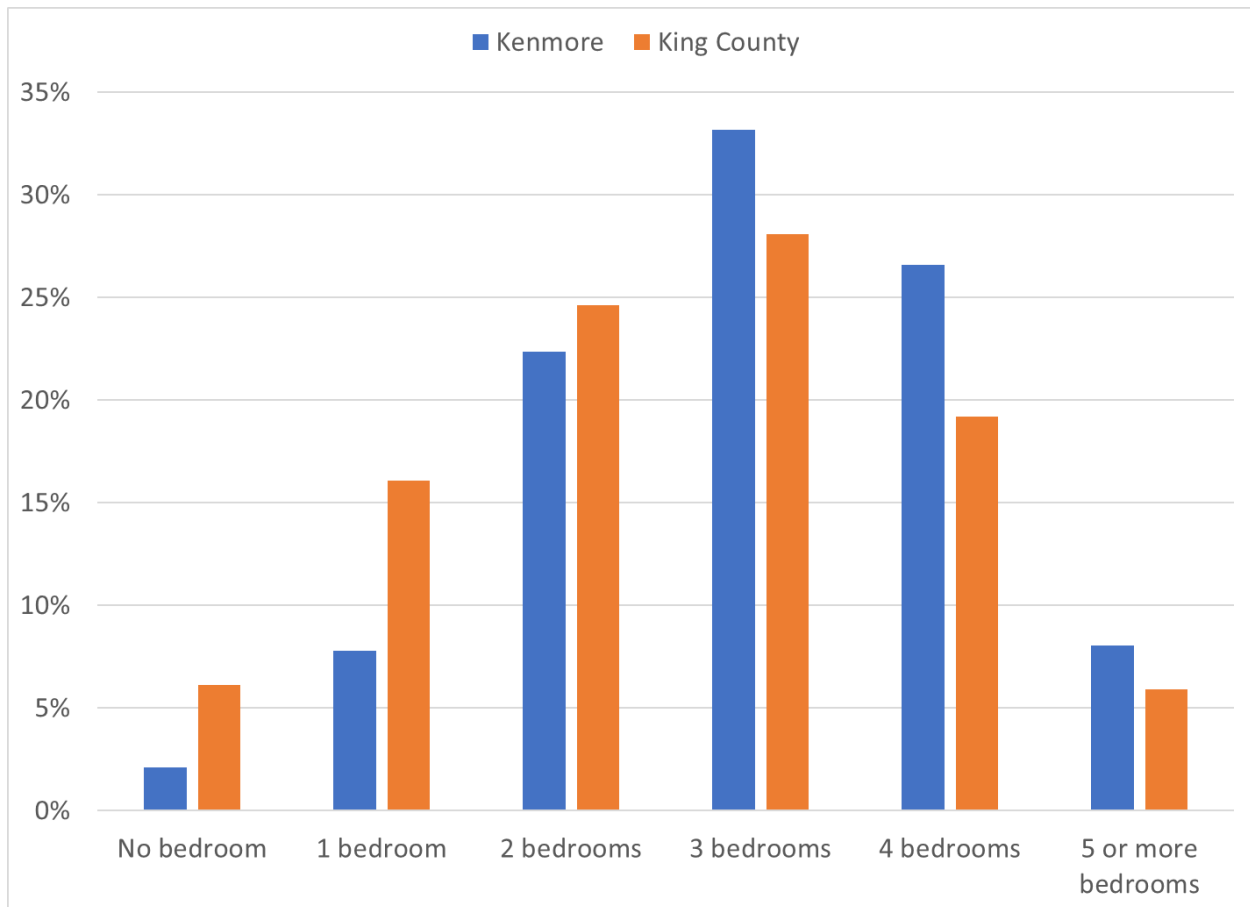
One percent (1%) of Kenmore's housing units lack complete plumbing facilities, and one percent lack complete kitchen facilities (Housing Analysis, Appendix ). King County overall is similar in both respects.

### **Bedrooms**

Kenmore's housing stock is weighted toward homes with more bedrooms than King County in general (Figure H-8, below). This is true in both owner-occupied and renter-occupied housing. Compared to 2010, Kenmore has increased slightly the percentages of studio and four-bedroom units and lost about 140 one-bedroom units (Appendix , Exhibit ).

**FIGURE H-8**

**HOUSING UNITS AND BEDROOMS**



Source: ACS 2015 – 2019 5-Year Estimates.

**Prices of Market Rate Housing Prices**

**Homeownership**

Kenmore has a homeownership rate of 74.73 percent, which is at the upper end of ownership rates among the highest for ARCH cities in east King County, and greater than the countywide average rate (57%). Kenmore has also had a relatively significant increase in the rate of homeownership since the early 1990s, while most cities have seen homeownership rates stable or decreased in that period. Black, Indigenous, and other People of Color (BIPOC) householders are 19 percent of Kenmore's households and 18 percent of the homeowners. Asian householders (not Hispanic or Latino) are 13 percent of the total households and 14 percent of the homeowners. Other BIPOC householders are 6 percent of the total and 4 percent of Kenmore's homeowners.

The average home sale price in the first quarter of 2014-2020 in Kenmore was \$413,730,000 (Central Puget Sound Real Estate Research Committee/Washington Center for Real Estate Research). This is lower than the average prices in nearby communities and in King County overall (\$474,000). On average, Kenmore's home prices fell 14 percent during the recent recession, less than east King County in general (21 percent); but as seen across most of the Eastside, prices have more than recovered.

Condominiums and townhomes, including both ground-oriented and non-ground-oriented owned dwelling units, provide a relatively affordable homeownership alternatives for Kenmore residents. The average sale price for condominiums in early 2014/2020 was \$169,371,000—similar to condo prices in Bothell and Woodinville, and low compared to the averages across east King County and King County overall (Central Puget Sound Real Estate Research Committee/Washington State Real Estate Research Committee).

## Rental Housing

Rental housing makes up about 25/27 percent of housing supply in Kenmore, a significantly smaller portion of overall housing than in east King County as a whole and King County as a whole. Average rents are slightly higher in the Kenmore/Bothell market than in the Shoreline market (Table H-C, below), but low compared to the rest of East King County and the county overall. The median gross rent (including utilities) in Kenmore in 2020 was the lowest among east King County cities except Beaux Arts Village, and 10 percent below the county-wide median (Table H-C; Appendix , Exhibit ).

**TABLE H-C**  
**AVERAGE/MEDIAN GROSS RENTS, 2014 (SPRING)/2015–2019 5-YEAR AVERAGES**  
**PROPERTIES WITH 20 OR MORE APARTMENTS(2019 DOLLARS)**

LOCATION	SIZE OF UNIT (BEDROOMS/BATHROOMS)				AVERAGE All Units
	0/1	1/1	2/1	3/2	
Bothell/Kenmore	\$1,472	\$1,480	\$1,724	\$2,205	\$1,719
Kenmore	\$1,236	\$1,287	\$1,391	\$2,071	\$1,433
Shoreline/Lake Forest Park	\$1,193	\$1,362	\$1,592	\$1,925	\$1,574
Eastside/King County	\$1,307	\$1,420	\$1,671	\$2,030	\$1,606

Source: The Apartment Vacancy Report (Dupre + Scott Apartment Advisors)/ACS 2015-2019 5-Year Estimates.

Rental vacancy data indicate that Kenmore has relatively few apartments available (Housing Analysis, Exhibit P-2/Appendix , Exhibit ); Table H-D, below).

**TABLE H-D**  
**APARTMENT VACANCY RATES**  
**PROPERTIES WITH 20 OR MORE APARTMENTS**  
**RENTAL HOUSING VACANCIES**

	PERCENT OF ALL RENTAL HOUSING UNITS	
	2006 – 2010 average	2015 – 2019 average
Kenmore, total	2.239	2.606
Renter-occupied	94.5%	93.0%
Vacant, for rent	3.7%	3.7%

	<b>PERCENT OF ALL RENTAL HOUSING UNITS</b>	
	<u>2006 – 2010 average</u>	<u>2015 – 2019 average</u>
<u>Vacant, for seasonal, recreational, or occasional use*</u>	<u>1.0%</u>	<u>1.8%</u>
<u>Rented, not occupied</u>	<u>0.7%</u>	<u>1.5%</u>
<u>Total vacant</u>	<u>5.5%</u>	<u>7.0%</u>
<u>King County, total</u>	<u>340,071</u>	<u>406,209</u>
<u>Renter-occupied</u>	<u>92.2%</u>	<u>93.5%</u>
<u>Vacant, for rent</u>	<u>4.4%</u>	<u>3.2%</u>
<u>Vacant, for seasonal, recreational, or occasional use</u>	<u>2.3%</u>	<u>2.2%</u>
<u>Rented, not occupied</u>	<u>1.1%</u>	<u>1.1%</u>
<u>Total vacant</u>	<u>7.8%</u>	<u>6.5%</u>

\* “Seasonal, recreational, or occasional use” may include units not available for rent.

## **Rental Housing for People Needing Supportive Services**

Kenmore has a range of housing for people who need supportive services, particularly for the elderly and those individuals with physical disabilities. The housing includes adult family homes, assisted living facilities, boarding homes, group living, and nearby nursing homes.

An estimated ~~six (6)~~four (4) percent of the people in Kenmore are over the age of ~~75~~80 years (Housing Analysis Appendix, Exhibit     ). Supplemental Security Income supports people with disabilities in ~~over 200 (3 about two percent)~~ of Kenmore households (Housing Analysis Appendix, Exhibit     ).

Kenmore has ~~two~~one licensed assisted living ~~facilities~~facility (boarding homes) with ~~406~~100 beds and ~~24~~26 licensed adult family homes with ~~447~~150 beds (Housing Analysis Appendix, Exhibit Q-2). Adult family home residents include elderly people, individuals with limited mobility (use of wheelchair), developmental disabilities, mental illness, diabetes, terminal illnesses, brain injury, and those recovering from strokes. The number of persons living in supported living situations (i.e., group quarters) has increased ~~almost 50~~35% since ~~2000~~2010, a somewhat lower rate than the growth across east King County (44 percent) (Housing Analysis Appendix, Exhibit K-2). The closest nursing home to Kenmore is in Bothell. ~~The North Creek Health and Rehab Center (10909 NE 185th)~~Bothell Health Care (707 228<sup>th</sup> St. SW) nursing home has ~~41~~299 beds.

## **Income- and Price-Restricted Housing**

### **Land Use and Tax Incentives**

The City of Kenmore has a number of voluntary incentive programs to support housing developers who commit to setting aside some of the homes in their properties to be affordable for income-eligible households. At this writing, one property (Spencer 68) does so, as a result of the city’s purchase and resale of a disused Metro park-and-ride lot.



	<b>Apartments</b>
<b>50% AMI</b>	<b>5</b>
<b>85% AMI</b>	<b>51</b>
<b>Market Rate</b>	<b>166</b>

Spencer 68 Apartments benefits from an exemption from property taxation on their buildings (not the land) for 12 years—through 2029—and, in exchange, reserves 56 affordable units for the life of the property.

Affordable housing requirements and tax incentives are offered in the transit-oriented district around the current park-and-ride facility on SR-522, and density requirements are in place for the Downtown Commercial zoning district. Density incentives are provided in the Neighborhood Business (NB) zone and in most other zones through the Residential Density Incentives program.

#### **Assisted Rental Housing** *Public and other Funding Programs*

A variety of publicly assisted rental housing is available in Kenmore, including:

<b>Name</b>	<b>Owner</b>	<b>Population Served</b>	<b>Units or Beds</b>
<b>Brookside Apartments</b>	<b>Sound Mental Health</b>	<b>Transitional</b>	<b>16</b>
<b>Copper Lantern</b>	<b>Low Income Housing Institute</b>	<b>Families</b>	<b>21</b>
<b>Green Leaf Apartments</b>	<b>King County Housing Authority</b>	<b>Families</b>	<b>27</b>
<b>Harbour Villa Apartments</b>	<b>King County Housing Authority</b>	<b>Seniors &amp; Disabilities</b>	<b>5</b>
<b>Heron Landing</b>	<b>Downtown Action to Save Housing</b>	<b>Seniors</b>	<b>50</b>
<b>Heron Run</b>	<b>Kenmore Family Associates</b>	<b>Families</b>	<b>40</b>
<b>Northwood Apartments</b>	<b>King County Housing Authority</b>	<b>Seniors &amp; Disabilities</b>	<b>34</b>
<b>Shadrach Apartments</b>	<b>Hopelink</b>	<b>Shelter</b>	<b>9</b>

All of these income- and price-restricted housing units are located within a half mile of transit service, the Greenleaf family housing and Northwood senior housing operated by the King County Housing Authority (KCHA), Heron Run family and Heron Landing senior housing operated by DASH, Copper Lantern (rental and ownership housing) operated by LIHI and Shadrack family shelter operated by Hopelink.

In addition, the Housing Authority operates a voucher program (**Housing Choice Vouchers**) for the rental of privately held units. This federal program currently assists approximately 20122 Kenmore households with rental subsidies. Lower income tenants in the City of Kenmore may also apply for emergency funding from King County in the event they are faced with eviction due to nonpayment of rent. This assistance is available through the Multi-Service Center of Northeast King County.

#### **Housing for the Homeless**

Although Kenmore-specific information is not available, the 2020 Point in Time Count of the homeless found that there were 204 sheltered homeless individuals and 56 unsheltered homeless individuals (living on the streets) in north King County, which includes Bothell, Kenmore, Lake Forest Park, Shoreline, and Woodinville.

Three facilities in Kenmore provide or have recently provided temporary shelter. Mary's Place (18118 73<sup>rd</sup> Avenue NE) provides emergency family shelter. In 2018 and 2021, Camp Unity Eastside was located at

Northlake Lutheran Church (6620 NE 185th Street) and provided shelter for about 40 men, women and couples without children. Hopelink's Kenmore Place shelter also provides temporary housing.

An application from the Episcopal Church of the Redeemer (6210 NE 181st Street) was received in December 2021 to host Camp Unity Eastside between June and October 2022.

The establishment of the King County Regional Homelessness Authority in 2021 should help refine information on the homeless population in Kenmore and begin to address homelessness county-wide.

## HOUSING AFFORDABILITY

According to policies established by the U.S. Department of Housing and Urban Development, a household should spend no more than 30 percent of its income on housing, including utilities. If they pay more than that, they are considered "housing cost burdened." Table H-E shows incomes and affordable housing costs for various income levels.

**TABLE H-E**  
**AFFORDABLE HOUSING COSTS BASED ON KING COUNTY MEDIAN INCOME, 20142021**

	<b>VERYEXTREMELY LOW-INCOME</b>		<b>VERY LOW- INCOME</b>		<b>MODERATELOW- INCOME</b>	
	<b>30% of Area Median</b>		<b>50% of Area Median</b>		<b>80% of Area Median</b>	
<b>Household Size</b>	<b>Annual Income</b>	<b>Affordable Monthly Cost</b>	<b>Annual Income</b>	<b>Affordable Monthly Cost</b>	<b>Annual Income</b>	<b>Affordable Monthly Cost</b>
1	\$24,297	\$607	\$40,495	\$1,012	\$64,792	\$1,620
2	\$27,768	\$694	\$46,280	\$1,157	\$74,048	\$1,851
3	\$31,239	\$781	\$52,065	\$1,302	\$83,304	\$2,083
4	\$34,710	\$868	\$57,850	\$1,446	\$92,560	\$2,314
5	\$37,487	\$937	\$62,478	\$1,562	\$99,965	\$2,499

Source(income figures): U.S. Department of Housing and Urban Development; ARCH.

Using the federal affordability definition, 1312% of Kenmore's housing is affordable to extremely low- and very low—and low-income households and 1512% to moderatelow-income households (Housing AnalysisAppendix , Exhibit M-2 ). The amount of housing affordable to lowextremely low- and very low-income families is similar to Bothell and slightly below King County, but higher than other cities in east King County cities as a group (7%). The amount of housing affordable at the moderatelow-income level is again similar to Bothell, but higher thanthe rest of east King County overall (8%), but lower than Bothell and lower than the Ccountywide figures (16%). Table H-GF compares the housing affordability of Kenmore, east King County, and King County overall against countywide housing needs.

Most of Kenmore's housing affordable to lower incomes is rental housing. Thirty-fivetwo (3532) percent of the rental units in Kenmore were affordable to extremely low- or very low-and low-income families in 20142018. This is similar togreater than the countywide figures (24%), but aand much higher rate of affordability in rental housing than other cities in east King County (13%).

About sevennine percent (79%) of the single-family owner-occupied housing units in Kenmore are affordable to families earning up to 80 percent of median income, and an additional foureight percent (48%) are affordable to families earning 80 to 100 percent of median income (Housing AnalysisAppendix ,

Exhibit M-2, and Table H-F, below). These figures are similar to east King County (6% and 5%, respectively), but somewhat lower than King County (13% and 11%). Note that Kenmore has a relatively high percentage of homes affordable to low-income households, which may be partially attributable to the city's relatively high number of manufactured homes.

**TABLE H-F**  
**AFFORDABLE HOUSING AND COUNTYWIDE HOUSING NEEDS, 2010-2018**

HOUSEHOLD INCOME LEVEL	PCT OF TOTAL HOUSING UNITS AFFORDABLE AT INCOME LEVEL			COUNTYWIDE HOUSING NEED
	Kenmore	East King Co.	King County	
< 30% of median: <del>Very</del> Extremely Low-Income	3%	3%	4%	15%
30% to 50% of median: <del>Very</del> Low-Income	9%	4%	9%	15%
50% to 80% of median: <del>Moderate</del> Low-Income	12%	8%	16%	19%
> 80% of median: <del>Middle-</del> and Higher-Income	76%	85%	71%	51%

Source: 2006-2010 CHAS (Comprehensive Housing Affordability Strategy; U.S. Housing and Urban Development), 2014-2018 5-year averages.

Note: Countywide Housing Need determined by 2021 Countywide Planning Policies.

### Cost-Burdened Households

Despite the relative affordability of Kenmore, 38 percent of the city's households, and 42 percent of the renting households, are housing cost burdened. Overall, housing cost burden improved in Kenmore since 2010, from 38 percent to 28 percent of all households (comparable to all of East King County). For some segments of the community, however, cost burden worsened. Close to half (48 percent) of the renting households are housing cost-burdened, up from 42 percent (Housing Analysis Appendix , Exhibit H-4 ). Both figures are similar to countywide figures, but high for east King County. This is high compared to other ARCH cities (35 percent) and King County as a whole (42 percent). Moreover, of cities in east King County, Kenmore has the highest. On the positive side, Kenmore's percentage of severely cost-burdened households renters (paying more than half their incomes on housing) at has fallen from 21 percent to 17 percent.

Table H-G provides information on housing cost burden by race/ethnicity in Kenmore.

**TABLE H-G**  
**HOUSING COST BURDEN AND RACE/ETHNICITY**  
**KENMORE, 2018**

<b>Race/Ethnicity of Householder</b>	<b>All Households</b>	<b>Cost Burdened (Housing costs 30% to 49% of household income)</b>	<b>Severely Cost Burdened (Housing costs 50% or more of household income)</b>
Hispanic or Latino, any race	5%	9%	8%
Not Hispanic or Latino	95%	91%	92%
American Indian or Alaska Native alone	0%	0%	1%
Asian alone	11%	14%	14%
Black or African-American alone	1%	8%	10%
White alone	81%	64%	62%
Other (including multiple races)	2%	4%	5%

Source: CHAS 2014–2018 5-year Estimates.

See Appendix for more information about cost burdened households.

## HOUSING TARGETS AND CAPACITY

The city's 2006-2031/2019-2044 growth target established by the King County Countywide Planning Policies is 3,500/3,070 households/housing units. Subtracting actual development, the remaining growth target (2012-2031) is 2,980 households. On an annualized basis, this means the city should expect and plan for 149/123 additional units each year. The Kenmore Land Use Plan provides enough zoned capacity to exceed the 2031/2044 household/housing target, as shown in Table H-GH. Mixed-use areas provide a very large percentage more than half of the city's present capacity for new housing.

Within ½ mile of high-capacity transit, there is capacity for approximately more than 3,500 additional new housing units, including new duplex and triplex development in the medium density residential classification. Existing housing units in that area total nearly 7,000 units.

**TABLE H-GH**  
**EXISTING HOUSING UNITS, 2021 CAPACITY, AND TARGETS, KENMORE**

<b>Housing Type</b>	<b>2012/2018 Existing</b>		<b>Remaining Capacity</b>		<b>Total if Built to Capacity</b>	
	<b>Units</b>	<b>Pct</b>	<b>Units</b>	<b>Pct</b>	<b>Units</b>	<b>Pct</b>
Single-family Dwellings	6,808	72%	418	11%	7,226	53%
Multi-family Dwellings, total	2,621	28%	3,717	89%	6,338	47%
In residential-only zones			184	5%		
In mixed-use zones			3,533	95%		

Housing Type	20122018 Existing		Remaining Capacity		Total if Built to Capacity	
	Units	Pct	Units	Pct	Units	Pct
Total	9,429		4,135		13,564	

Source: Washington State Office of Financial Management and 2014 Buildable Lands2021 Urban Growth Capacity Report (King County).

### Affordable Housing Needs

Countywide Planning Policy (CPP) H-1 requires that, “All comprehensive plans ... combine to address the countywide need for affordable housing ... at a level that calibrates with the jurisdiction’s identified affordability gap” for extremely low-, very low-, and low-income households.” Table H-I shows the difference between the housing supply in 2019 and the expected need in 2044 at each income level. (See the Endnotes to this chapter for definitions of each column heading.)

The Washington Department of Commerce is developing detailed projections of housing need for each county, to be accompanied by guidance on sub-county allocations; therefore, it is possible that King County will revise the CPPs in response, which may indicate future revisions to Table H-I.

**TABLE H-I**  
**AFFORDABLE HOUSING NEEDS**

	2019 Estimated Supply		2044 Apportioned Demand		2019 – 2044 Need
<b>Kenmore</b>	9,485		12,555		
0 – 30% AMI	278	3%	1,883	15%	1,605
31 – 50% AMI	1,074	11%	1,883	15%	810
51 – 80% AMI	1,324	14%	2,385	19%	1,061
Over 80% AMI	6,809	72%	6,403	51%	-406
<b>East King County cities</b>	222,378		314,032		
0 – 30% AMI	6,036	3%	47,105	15%	41,068
31 – 50% AMI	12,260	5%	47,105	15%	34,845
51 – 80% AMI	24,465	11%	59,666	19%	35,201
Over 80% AMI	179,617	81%	160,156	51%	-19,460

Sources: CHAS, OFM, ARCH.

Note that the CPPs encourage local governments and their comprehensive plans to work in collaboration with other jurisdictions and non-governmental agencies. “When taken together, all the comprehensive plans of King County jurisdictions must “plan for and accommodate” the existing and projected housing

needs of the county (RCW 36.70A.020 and 36.70A.070)” (introduction to CPP Housing chapter). “All comprehensive plans in King County combine to address the countywide need for housing ... at a level that ... results in the combined comprehensive plans in King County meeting countywide need” (H-1). “(T)his section promotes cross-sectoral and interjurisdictional coordination ... (to) meet the housing needs of households with extremely low, very low, and low incomes. ... (C)ollective efforts to fund or provide technical assistance for affordable housing development and preservation, and for the creation of strategies and programs, can help to meet the housing needs identified in comprehensive plans. Therefore, there are opportunities for efficiencies and greater impact through interjurisdictional cooperation” (introduction to CPPs H-6 and H-7). The CPPs encourage Kenmore and other cities not to think of affordable housing goals or issues as their’s to solve alone. For example, Kenmore may be able to plan for more than 1,061 homes affordable to low-income households or support some extremely low-income housing created in other communities. The city of Kenmore belongs to ARCH to make these opportunities happen.

### SUMMARY OF LOCAL HOUSING STRATEGIES

Since incorporation, the city has taken action in several areas to address local housing needs. These include:

- Updates to the Downtown area plan have increased opportunities for creating new housing in the Downtown. This has allowed the city to have sufficient capacity to meet its 2006–2013 housing growth targets.
- In 2003, the city rezoned the old former Park and Ride site on 68<sup>th</sup> Avenue NE to allow housing enable a multifamily development, with a requirement that 25 percent of the units address local affordable housing needs. Spencer 68 apartments opened in 2015, providing 56 affordable units, five for low-income households. The first phase of development of this property began in 2014. To help enhance affordability on the property, the city approved a twelve-year property tax exemption on residential improvements.
- The city has waived a portion of impact fees for a project that incorporated housing affordable to low-income households.
- The city has been an ongoing member of ARCH. Through the ARCH Trust Fund process, the city has regularly committed local funds for affordable housing projects in Kenmore and throughout the region, assisting over 170 with nearly 200 units affordable to lower-income households.
- Through participation in the countywide CDBG Consortium, 25 local homeowners have received Housing Repair loans since 2005 (9 applications in 2021).
- In 2015 and again in 2022, the city adopted increased density allowances in the Transit Oriented Development District with requirements for including affordable housing in new development.
- The city, in 2017, the city approved a Housing Strategy Plan identifying potential strategies to address affordable housing needs and prioritizing them for future consideration.
- In 2019, the city:
  - rezoned some of the City’s manufactured housing communities in order to preserve existing affordable housing in those communities.
  - amended zoning for portions of the Community Business zoning district, including incentives for development of affordable housing.
  - expanded the area eligible for a Multifamily Tax Exemption to the Transit-Oriented Development District.
- The City has adopted several residential renter protection regulations. In 2019, the city adopted an enhanced notice of rent increase. From March 20, 2021 through January 15, 2022, the city adopted a temporary moratorium on residential tenant evictions related to the Covid-19 pandemic. In June 2021, the City adopted four renter protections that remain in place through the Washington State and City of Kenmore declared emergency related to the Covid-19 pandemic:



- Creates a defense to eviction for rental debt accrued due to pandemic-related hardship.
- Creates a defense to eviction if a tenant has a rental assistance application in process.
- Bans late fees for rent that became due during the pandemic.
- Requires landlords to certify that they have attempted to obtain rental assistance before filing for eviction due to unpaid rent accrued during the pandemic.
- In 2022 the City also is considering adopting additional residential protections including:
  - Notice of rent increase required
  - Cap on late fees
  - Cap on move in fee
  - Right to Payment Plan
  - Rental unit registration program
  - Just cause eviction program
  - Right to relocation assistance
  - Criminal background checks prohibited
  - Bars discrimination due to immigration status
  - Bars requirement of social security number
  - Bans abusive, deceptive, and unfair practices in rental housing
  - Rent due date may be altered due to tenant's fixed income
  - Landlord may not demand child or person with disability to be signatory to lease if tenant of record is already a signatory
- In 2021, the city:
  - created a reduced permit review process for projects containing affordable housing.
  - The city adopted updated regulations to allow Accessory Dwelling Units, with over 3060 ADUs permitted to date.
- In 2022, the City Council authorized spending approximately 3 million dollars in federal American Rescue Plan Act (ARPA) funding for a project containing a minimum of 10% of dedicated affordable housing for those earning less than 30% AMI. The Council also authorized use of City surplus property for this development. It is anticipated that the development proposal will be submitted to the annual State and County funding pipeline in 2022.
- Also in 2022, the city adopted new standards allowing duplex and triplex development ("Missing Middle" housing) within ¼ mile of the City's two high capacity transit corridors throughout the R-6, Residential, zoning district.

## GOALS, OBJECTIVES, AND POLICIES

### RESIDENTIAL NEIGHBORHOODS SUB-ELEMENT

**GOAL H-1. PROMOTE AND MAINTAIN STRONG, DIVERSE, EQUITABLE, AND INCLUSIVE RESIDENTIAL NEIGHBORHOODS.**

**OBJECTIVE H-1.1 Encourage repair and maintenance of existing housing.**

Policy H-1.1.1 Encourage private reinvestment in residential neighborhoods and private rehabilitation of housing by providing information, technical assistance, and referrals to appropriate agencies and organizations.

Policy H-1.1.2 Provide regular and appropriate levels of investment in transportation, pedestrian safety, surface water, and parks maintenance and improvements within residential neighborhoods, consistent with the City's capital improvement priorities. Encourage special districts to provide services and maintain infrastructure within

residential neighborhoods consistent with adopted service and capital improvement plans.

Policy H-1.1.3 In cooperation with King County, Puget Sound Energy, or other agencies, promote the use of weatherization programs in existing housing.

**OBJECTIVE H-1.2 Support housing stability through tenant protections for renters.**

Policy H-1.2.1 Implement tenant protections that increase housing stability such as notice of rent increase and just cause eviction for tenants on termed leases.

**OBJECTIVE H-1.3 Prioritize and plan for the retention of existing residents when considering zoning changes or capital projects. In particular consider impacts on marginalized people, with a particular focus on Black, Indigenous, and People of Color communities.**

Policy H-1.3.1 Support policies, practices, and programming that promote and retain diversity, and ensure equity and inclusion in Kenmore.

**OBJECTIVE H-1.24 Promote safe, physically accessible, well maintained, and well-designed residential environments with associated open spaces.**

Policy H-1.24.1 Encourage housing design and development that promotes public safety including “Crime Prevention through Environmental Design” components as described in the Land Use Community Design Sub-Element.

Policy H-1.24.2 Ensure development regulations address accessible housing and transportation services. Residential structures as well as physical improvements, such as parking, streets, and sidewalks, should allow for mobility and accessibility by all residents, including the elderly and persons with disabilities, consistent with the Transportation Element. Promote awareness of Universal Design improvements that increase housing accessibility.

Policy H-1.4.3 Support well-maintained neighborhoods through an active code enforcement program that does not disparately impact lower income residents.

Policy H-1.24.34 Prepare and implement development and design standards that acknowledge neighborhood character and address compatibility with surrounding development further the community vision consistent with Land Use and Community Design Element goals and policies.

Policy H-1.24.45 Encourage energy and water efficiency in existing and new housing developments, as addressed in the Utilities Element.

Policy H-1.24.56 Ensure adequate setbacks, landscaping, and buffering are required between housing developments of significantly differing densities and between housing and commercial areas.

Policy H-1.24.67 Ensure critical area regulations provide sufficient buffer widths consistent with the quality and class of the protect environmentally sensitive areas and that the regulations are fully implemented. Restrict intrusion into sensitive areas by nearby residents and visitors.

- 1 Policy H-1.24.78 Encourage cluster residential development along with open space, consistent with  
2 the Land Use Element to protect and preserve environmentally-sensitive areas.
- 3 Policy H-1.24.9 Plan for residential neighborhoods that promote the health and well-being of  
4 all residents by supporting active living and by reducing exposure to harmful  
5 environmentsconditions.
- 6 **GOAL H-2. PROVIDE HOUSING OPPORTUNITIES IN KENMORE FOR PEOPLE**  
7 **WITH SPECIAL NEEDS.**
- 8 **OBJECTIVE H-2.1 Provide opportunities for the development of short-term and permanent**  
9 **housing for people with special needs.**
- 10 Policy H-2.1.1 Allow opportunities for assisted housing, for people with special needs, by:  
11 a. Permitting group living situations, including those where residents receive  
12 such supportive services as counseling, foster care or medical supervision in  
13 accordance with state and federal laws; and,  
14 b. Encouraging developers and owners of assisted housing units to undertake  
15 activities to establish and maintain positive relationships with neighbors.  
16 Encourage neighbors to similarly maintain those relationships.
- 17 Policy H-2.1.2 Ensure that group home providers have received appropriate licenses from federal  
18 or state agencies where appropriate.
- 19 Policy H-2.1.3 Support housing options and services that enable seniors to stay in their homes or  
20 neighborhoods.
- 21 **OBJECTIVE H-2.2 Support and promote community facilities and programs that are important**  
22 **to the safety, health, and social needs of familiesresidents, children and**  
23 **persons with special needs.**
- 24 Policy H-2.2.1 Increase coordination among providers of social, health, counseling, and other  
25 services to individuals, families, children, and persons with special needs including  
26 senior citizens, persons with physical or mental disabilities, persons with terminal  
27 illness, or other special needs.
- 28 Policy H-2.2.2 Work with transit and transportation providers to increase access between special  
29 needs housing and community facilities and programs in Kenmore or the  
30 Northshore area.
- 31 Policy H-2.2.3 Support the location of social, recreational, health, safety, and other services in  
32 Kenmore to serve people with special needs.
- 33 Policy H-2.2.4 Support efforts by providers of social, health, counseling, and other services to  
34 assist newly-arrived immigrant populations.
- 35 Policy H-2.2.45 Support a range of housing options and services to help homeless persons and  
36 families move to long term financial independencestay sheltered.

Policy H-2.2.56 Work with other jurisdictions, the Regional Homelessness Authority, and health and social service organizations to develop a coordinated, regional approach to homelessness.

## **RESIDENTIAL GROWTH**

**OBJECTIVE GOAL H-1.33. PLAN APPROPRIATE LAND USE DESIGNATIONS AND ZONING CATEGORIES TO ACCOMMODATE PROJECTED HOUSEHOLD GROWTH.**

### **Policy H-1.3.1**

**OBJECTIVE H-3.1 Plan for an adequate supply of land to accommodate projected household growth, including but not limited to, affordable housing, multifamily housing, and special needs housing.**

Policy H-1.3.1.2.1 Ensure zoning regulations accommodate a range of housing styles and types in appropriate locations, such as single-family detached dwellings, small houses on small lots, size-limited houses on smaller lots, duplexes, triplexes, cottage housing, townhouses, apartments, accessory dwellings, manufactured homes, and other types. Consider neighborhood character compatibility as well as housing needs and surrounding environmental conditions when applying zones, land use, and development standards.

**Policy H-1.3.1.2 Continue to take an incremental approach to expanding medium density housing opportunities in the City.**

**OBJECTIVE H-1.4.3.2 Identify and support Kenmore's Downtown as a center for commercial, civic, cultural, park, and higher density housing uses and activities consistent with its designation as a Countywide Growth Center.**

Policy H-1.4.3.2.1 Develop mixed-use, higher density districts in Downtown Kenmore, meeting community goals to develop community identity, provide vital business and service opportunities, concentration of higher density housing close to high-capacity transit, and provide multi-modal transportation services and connections to those services.

Policy H-1.4.3.2.2 When higher densities are applied to residential and mixed use development in the Downtown, include requirements for the provision of affordable housing.

Policy H-1.4.3.2.3 Offer density bonuses and density transfers, where appropriate, to achieve a compact, vital Downtown, as well as meet environmental and affordable housing goals.

Policy H-1.2.8.3.2.4 Encourage property consolidation in the Downtown, through density bonuses or other incentives, to create mixed-use and multi-family developments that offer a range of site and community benefits such as private and public open spaces and plazas, structured parking, and other amenities.

**Policy H-3.2.5 Address issues of diversity, equity and inclusion for historically-marginalized groups when developing Kenmore's Countywide Growth Center approaches.**

Policy H-3.2.6 East of Downtown, in the area of transit-supportive development near the Park and Ride, require long-term low-cost housing as a condition of development.

## HOUSING AFFORDABILITY SUB-ELEMENT

**GOAL H-34. MAKE ADEQUATE PROVISIONS FOR A PROPORTIONATE AMOUNT OF THE EXISTING AND PROJECTED COUNTYWIDE NEED FOR HOUSING AT ALL INCOME LEVELS.**

**OBJECTIVE H-34.1 Encourage retention of the existing housing stock in Kenmore as a source of affordable housing.**

Policy H-34.1.1 Promote the use of housing rehabilitation assistance (from King County, for example) to lower-income homeowners and to landlords who rent to lower-income people.

Policy H-34.1.2 Support the acquisition, rehabilitation, and preservation of existing affordable housing by agencies and organizations as an alternative to new construction.

Policy H-4.1.3 Allow existing legally created duplexes, triplexes, and other medium-density housing types in the low and medium density residential classifications to continue without “nonconformance” limitations related to density, setbacks, height, or lot size.

Policy H-34.1.24 Consider measures to preserve and maintain existing manufactured housing communities.

Policy H-34.1.35 When displacement is unavoidable, encourage determine who is most likely to be harmed and ensure that the brunt of the impact is not carried by the same communities in Kenmore. Support relocation assistance and development of replacement housing to be developed, where feasible, to help very low- and low-income households. For mobile home parks in particular, consider a funding pool to assist low- and moderate-income residents in deteriorating and obsolete mobile homes to find alternative housing in the community, or help to establish preferences in nearby housing for persons giving up their homes.

**OBJECTIVE H-34.2 Adopt programs and regulations that support housing affordable to extremely low-, very low-, low-, and moderate-income households, comparable to the countywide need.<sup>1</sup>**

Policy H-34.2.1 Support efforts of private developers, both for-profit and not-for-profit, to preserve or develop affordable housing, including housing with on-site services, for extremely low-, very low-, low- and moderate-income families. Consider the following roles for the City’s active participation:

- a. Whenever possible, integrate affordable housing plans into proposals for development of publicly owned properties.

<sup>1</sup> See Countywide Planning Policies

- b. Play a partnership role with nonprofit housing project sponsors by supporting applications for CDBG, HOME, and other Federal, State, or local funding sources for the projects.
- c. Enter into a long-term partnership with one or more nonprofit housing developers to identify sites and ~~decide on the timing of applications~~ identify opportunities for public funding.
- d. Actively support affordable housing projects by expediting the permitting process, reducing development fees, or similar measures.
- e. Consider regulatory changes such as reducing parking requirements, updating building codes to promote innovative, low-cost development, and expanding the Multifamily Tax Exemption (MFTE) program to support more affordable housing development.

Policy H-~~34~~.2.2 Participate in A Regional Coalition for Housing (ARCH) to help develop and preserve affordable housing in the community and region. Maintain data demonstrating the impact in the City of Kenmore and communicate the results to the community for continued understanding and support.

Policy H-~~34~~.2.3 Identify and catalogue real property owned by the City that is no longer required for its purposes and is suitable for the development of affordable housing for ~~extremely very low~~ to moderate-income households. Engage with community partners on how best to use these resources.

Policy H-~~34~~.2.54 Use local resources, as available, to leverage other public and private funding for the creation or preservation of affordable housing.

Policy H-~~34~~.2.45 Use density bonuses, inclusionary programs, and other methods with mixed-use and multi-family developments to provide housing affordable to ~~extremely~~ low- ~~and to~~ moderate-income households.

Policy H-4.2.6 As part of any rezone that increases residential capacity, consider requiring that a portion of the new units be affordable to extremely low-, very low- or low-income households.

Policy H-4.2.7 Before implementing a new policy or regulation, consider how it will impact the cost to build a home.

Policy H-4.2.8 Focus on projects that promote access to opportunity, anti-displacement, and wealth building for Black, Indigenous, and People of Color communities.

Policy H-4.2.9 Support alternative homeownership models that lower barriers to ownership and provide long-term affordability, such as community land trusts, and limited or shared equity co-ops

Policy H-~~34~~.2.910 Collaborate with other organizations or entities to evaluate ~~tiny home villages as a~~ ways to address transitional homeless housing or provide an additional housing type.

Policy H-~~34~~.2.611 Ensure that affordable housing achieved through public incentives or assistance remains affordable for the longest possible term.



Policy H-34.2.712 Collaborate with other local governments directly and through membership associations (e.g., Puget Sound Regional Council) on regional housing strategies, especially related to providing extremely low- and very low-income housing.

Policy H-34.2.813 Support legislation and funding at the local, county, state, and federal levels that would promote the city's housing goals and policies.

**OBJECTIVE H-34.3 Provide zoning and development standards that integrate affordable housing compatibly into the community.**

Policy H-34.3.1 Allow designated manufactured homes built to state standards on single-family lots.

Policy H-34.3.2 Allow and accommodate accessory dwelling units in single-family low and medium density residential districts.

Policy H-34.3.3 Pursue land use policies and regulations that:

a. Result in lower development costs without loss of adequate public review, environmental quality, or public safety; and,

b. Do not reduce design quality, inhibit infrastructure financing strategies, or increase maintenance costs for public facilities.

~~Policy H-34.3.4 Promote fair housing for all persons and ensure that no city policies, programs, regulations or decisions result in housing discrimination.~~ (MOVED)

**HOUSING EQUITY**

**GOAL H-5. ACKNOWLEDGE THE HISTORICAL INEQUITIES THAT LIMITED THE ABILITY OF ALL RESIDENTS TO LIVE IN THE NEIGHBORHOOD OF THEIR CHOICE AND WORK TO REDUCE DISPARITIES IN ACCESS TO NEIGHBORHOODS WITH GOOD SCHOOLS, PARKS, AND OTHER AMENITIES.**

**OBJECTIVE H-5.1 Promote fair housing for all persons regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other relevant category of protected people.**

Policy H-5.1.1 Utilize the City's Diversity, Equity and Inclusion (DEI) program to ensure that no city housing policies, programs, regulations, or decisions do not result in housing discrimination.

Policy H-5.1.2 Work with the legislature, King County, or other agencies to authorize homeowners to easily remove discriminatory restrictive covenants from deeds and other property documents.

Policy H-5.1.3 Support use of housing choice vouchers in Kenmore.

Policy H-5.1.4 Consider environmental health in neighborhoods where affordable housing exists or is anticipated, and plan for environmentally healthy neighborhoods for all residents.

## IMPLEMENTATION STRATEGIES

To organize and carry out these goals, objectives and policies, as well as to prepare the City for the next Comprehensive Plan update, the City will undertake the following:

- Work with neighborhoods and historically underrepresented groups when new policies, plans or programs are proposed to ensure that their unique issues are considered.
- Continue to consider opportunities to expand locations for medium density residential housing types, such as duplexes, triplexes, cottage housing, and size-restricted houses on smaller lots.
- Adopt development standards for reduced minimum lot sizes with maximum house size restrictions on small lots and consider cottage housing in some low (R-6) and medium density classifications. When considering maximum house sizes for smaller houses on smaller lots, remain mindful of the needs of multigenerational and large families. Also take into account open space needs and environmental protection, as well as accessory dwelling unit standards.
- Revise the Strategy Plan as needed to achieve more of the Housing Element's goals, objectives, and policies.
- ~~• Continue to review the action steps and priorities from the Housing Strategy Plan.~~
- Implement the Housing Strategy Plan ~~in coordination with ARCH.~~
- Maintain communications with, or participation in, regional agencies and projects.
- Monitor housing needs and supply over time, especially data that indicate progress toward meeting a proportionate share of the countywide needs for affordable housing and improved access to opportunity for Black, Indigenous, and People of Color communities. Reassess and adjust policies and regulations as necessary to achieve City goals.
- Evaluate and report results of the Strategy Plan and how the goals, objectives, and policies of this Housing Element have been achieved.

## REFERENCES

A Regional Coalition for Housing (20142022). East King County Housing Analysis, Redmond, WA.

# **ENDNOTES**

“2019 Estimated Supply” is the number of housing units in 2019, according to the Washington Office of Financial Management (OFM), distributed to each affordability category by the percentages in each jurisdiction’s housing supply, according to the Comprehensive Housing Affordability Strategy (CHAS) estimates of 2014 – 2018 5-Year Estimates. (CHAS 2015 – 2019 estimates are not yet available.) For example, from 2014 – 2018, Kenmore averaged 3 percent of its housing units affordable to households with incomes at or below 30% of the Area Median Income (AMI). That percentage was applied to the city’s 2019 total for an estimated 278 housing units affordable at that level.

“2044 Apportioned Demand” is the number of housing units the jurisdiction must plan for in 2044 distributed to each affordability category by the percentage goals set in Countywide Planning Policies. Kenmore’s 2019 – 2044 housing target of 3,070, added to the supply existing in 2019 (9,485) equals 12,555 housing units. Countywide Planning Policy (CPP) percentages are based on household incomes and cost-burdened households across King County, according to the CHAS 2013 – 2017 5-Year Estimates available when the CPPs were drafted.

“2019 – 2044 Need” is the difference between the 2044 Apportioned Demand and the 2019 Estimated Supply at each affordability level. A positive number represents housing units that the jurisdiction must plan for, and a negative number represents a surplus of housing units at that affordability level.

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# **CAPITAL FACILITIES ELEMENT AMENDMENTS**

## **INTRODUCTION**

### **Purpose**

The Capital Facilities Element is intended to assist the City of Kenmore and its officials make the financial decisions to ensure that the public facilities and services City residents rely on will continue to adequately support City residents today and into the future. The Capital Facilities Element places particular focus on those facilities that the City is responsible for funding. This Element contains a six-year plan for capital improvements that support the City of Kenmore's current and future population and economy. The six-year capital improvements described here must be fully funded.

Another purpose of the Capital Facilities Element is to respond to Growth Management Act requirements to provide a process to review the potential siting of uses typically difficult to locate in most communities due to environmental, economic, or social costs. This Element provides policies that would guide local permit and public review of essential public facilities.

### **Growth Management Act Requirements**

The Growth Management Act (GMA) establishes many of the requirements of the capital facilities element. It establishes an overall goal to "ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards." The GMA requires that the capital facilities element include an inventory of existing publicly owned capital facilities, a forecast of the future needs for new or expanded facilities, and a six-year plan to indicate from what sources the identified future facilities will be financed. The GMA defines public facilities to include roadways, street lighting, traffic signals, sidewalks, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools. Public services are defined to include fire protection, law enforcement, public health, education, recreation, environmental protection, and other government~~al~~ services. The Capital Facilities Element is intended to provide a general assessment of major public services which impact land use issues, rather than a detailed analysis of every service provided by government.

Another key GMA requirement is to include a process for identifying and siting essential public facilities. Essential public facilities include "those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, regional transit authority facilities as defined in RCW 81.112.020, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, community facilities as defined in RCW 72.05.020, and secure community transition facilities as defined in RCW 71.09.020." No local comprehensive plan or development regulation may preclude the siting of essential public facilities.

### **VISION 2050**

VISION 2050 acknowledges that expanding public services to accommodate growth can create challenges in how and where to site new facilities. While capital facilities are essential to communities,

commerce, and quality of life, they often affect the environment and adjacent communities. Policies support locating development in a manner that minimizes impacts to natural features. They also promote the use of innovative environmentally-sensitive development practices, including design, materials, construction, and on-going maintenance. VISION 2050 adds a new emphasis on equity considerations to ensure that both the benefits and the impacts of capital facilities are shared by communities throughout the region.

## **Countywide Planning Policies**

The King County Countywide Planning Policies (CPPs) include general policies regarding adequate infrastructure for planned development for those areas within the Urban Growth Area. Growth is to be directed to centers and urbanized areas with existing infrastructure capacity. Policies also include several policy statements regarding water and wastewater. In summary, the policies address regional coordination of water supplies, water conservation, alternate sewer treatment technologies and systems, and preference for urban water and sewer systems to serve new construction in the areas identified for growth.

The King County Countywide Planning Policies CPPs indicate state that public capital facilities of a regional or statewide nature should be sited in a way that equitably disperses impacts and benefits and supports the Countywide Planning Policies using a process that incorporates broad public involvement, especially from historically marginalized and disproportionately burdened communities. As in VISION 2050, the CPPs emphasize that the impacts and benefits of public capital facilities should be equitably dispersed while still reflecting the CPPs' overall policy directions.

When siting and building essential public services and facilities, CPP policies support consideration of climate change, economic, equity, and health impacts.

## **Concurrency, Level of Service and Impact Fees**

Concurrency refers to the timely provision of public facilities and services relative to the need for them, especially for transportation improvements. WAC 365-196-210 states, "Concurrency means that adequate public facilities are available when the impacts of development occur, or within a specified time thereafter." The City maintains a 6-year capital improvement program that identifies needed improvements and the funds to pay for them. Longer-term facilities plans are described in individual Comprehensive Plan elements or summarized in this element, along with estimates of future costs, if available.

Level of service standards provide the baseline by which the impacts of new development are measured. WAC 365-196-210 states, "Level of service means an established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need. Level of service standards are synonymous with locally established minimum standards." For transportation facilities, if growth will reduce the level of service below the City's adopted standards, development permits cannot be issued until facilities are provided. The Transportation Element discusses level of service standards for multimodal transportation facilities.

The City's impact fee requirements are in place to maintain desired levels of service by providing funding from new development for needed improvements. Impact fees are available as a funding mechanism for transportation facilities, parks, fire protection facilities, and schools. The City requires impact fees for transportation facilities and parks. When the Northshore School District determines that impact fees for schools are needed, they may request that the City collect school impact fees on their behalf. The need for additional fire protection facilities was not identified in the Public Services Element.

## **Sound Fiscal Management**

Planning for major capital facilities and their costs enables the City of Kenmore to demonstrate the need for facilities and the need for revenues to pay for them. It also allows the City to estimate the future operation/maintenance costs of new facilities that will impact the annual budget. Additionally, it helps the City take advantage of sources of revenue (i.e., grants, fees, real estate excise taxes) that require a Capital Facilities Plan to qualify for the revenue. Lastly, it may help the City get better ratings on bond issues when the City borrows money for capital facilities.

## **Eligibility for Grants and Loans**

The State Department of Community Development's Public Works Trust Fund requires that local governments have a Capital Facilities Plan in order to be eligible for grants and loans. Some other grants and loans have similar requirements (i.e., Washington State Recreation and Conservation Office grants, or the Department of Ecology's Centennial Clean Water Fund), or give preference to jurisdictions that have a Plan.

## **INVENTORY/FORECAST OF FUTURE NEEDS**

### **General**

The inventory and forecast of needs required in the Capital Facilities Element have been met in other Elements as follows:

- Existing and future needs for transportation facilities, **Chapter 6, Transportation Element**
- Domestic water systems, storm and sanitary sewer systems, **Chapter 8, Surface Water Element and Chapter 10, Utilities Element**
- Parks and recreational facilities, **Chapter 7, Parks, Recreation and Open Space Element**
- Government services including City, fire, police, human, library, and school services, **Chapter 9, Public Services Element**
- **Affordable housing provision, Chapter 5, Housing Element**

Levels of service analyses, where appropriate, also are discussed in these other Elements.

In 2018, the City of Lake Forest Park ended their contract with the City of Kenmore to provide public works services. The existing public works shop in Lake Forest Park will no longer be used by the City of Kenmore. This shop provides services needed to support the Transportation; Parks, Recreation and Open Space; Surface Water; and Public Services Elements of this Plan. Based on a level-of-service analysis of Kenmore's participation in the Lake Forest Park shop, the City estimates that a shop capable of housing twelve employees (five maintenance workers, an Administrative Assistant and six seasonal employees) will be required. This shop would maintain existing shop capacity and would continue to serve the City for the foreseeable future.

Housing Element policies support the use of surplus public property and local resources to leverage other public and private funding for the creation or preservation of affordable housing. In 2021/2022, the City Council determined that developing a project to provide affordable housing would fulfill not only a Council priority, but also would implement the goals, objectives, and policies of the Housing Element. Preliminarily, funding from the City's American Rescue Plan Act (ARPA) allocation and the ARCH



Housing Trust Fund, along with a donation of surplus City property will advance this effort. Other affordable housing projects may be identified in the future for City participation.

The focus of the Capital Facilities Element is to identify the capital facility costs and timeframes for at least 6 years to support the Comprehensive Plan.

## **Essential Public Facilities**

### **Existing Essential Public Facilities**

Within Kenmore today, there are several existing facilities that would qualify as “essential public facilities” including, but not limited to:

- SR-522 – Bothell Way, a state transportation facility (classified as a Highway of Statewide Significance)
- Kenmore Air Harbor, a private seaplane base, which is considered a “public use airport” by the Washington State Aviation System Plan
- Several adult family homes and group homes as described in **Chapter 5, Housing Element**.

Although not specifically listed in the definition of essential public facilities, regional wastewater facilities could be considered essential public facilities, since the definition lists examples and is not a definitive list. Examples of regional wastewater facilities include:

- King County Department of Natural Resources, Wastewater Treatment Division, regional facilities within Kenmore. These include the Kenmore Pump Station/Logboom Regulator System, Swamp Creek Trunk, and Kenmore Interceptor. The Kenmore Pump Station/Logboom Regulator System controls flows in the Kenmore Lakeline, a 48-inch diameter, five-mile long pipeline constructed in Lake Washington between Kenmore and Matthew’s Beach. This system conveys sewage from King County’s North Service Area to Matthews Beach Pump Station and from there to the West Point Treatment Plant. The Kenmore Interceptor is a 72-inch diameter sewer within Kenmore that enters the City from the east.

### **Planned Essential Public Facilities**

The State of Washington Office of Financial Management (OFM) is required to maintain a list of those essential state public facilities that are required or likely to be built within the next six years. The OFM 2015-2024/2021-2027 Six-Year Facilities Plan includes no planned facilities in Kenmore.

## **CAPITAL FACILITIES PLANNING**

This section addresses short and long-term improvement plans for City facilities including parks and recreation, surface water and transportation. **Tables CF-A** through **CF-D** are the Capital Facilities Plans through 2035 for transportation and surface water and through 2040 for parks, recreation and open spaces. **Table CF-E** is the City’s current Capital Improvement Program, showing the 6-year plans for capital facilities with forecasts of expenditures and revenues. Cost estimates and revenue projections are most accurate for the current biennium and least accurate for the long-term assessments. Projects and schedules in the Capital Facilities Element of the Comprehensive Plan will be updated annually as needed as part of in conjunction with the City’s budget process.

1 The Element also incorporates by reference the 6-year capital facility plans for the special districts that  
 2 provide water, wastewater services, fire protection and school services: the Northshore Utility District, the  
 3 Northshore Fire Department and the Northshore School District. Agencies or special districts, in accordance  
 4 with the provisions of the Growth Management Act, may need to update their Comprehensive Plans and/or  
 5 6-year capital improvement plans in order to be consistent with the City's Comprehensive Plan.

**TABLE CF-A  
PARKS CAPITAL IMPROVEMENTS  
CITY OF KENMORE**

**2020-2040 FISCALLY UNCONSTRAINED LIST**

<b>PROJECT DETAIL</b>		<b>TOTAL DOLLAR AMOUNT</b>
<b>ACQUISITION</b>		
<b>Short-Term</b>		
Swamp Creek Wetland Acquisition – Phase 1		1,700,000
<b>Mid-Term</b>		
Bastyr Field Replacement (Feasibility Study)		150,000
Tolt Pipeline – Phase 2 (73 <sup>rd</sup> Ave. NE to 80 <sup>th</sup> Ave. NE)		1,230,000
New Parkland Acquisition		5,560,785
WaterWalk Trail Acquisition – Phase 1 (Log Boom to Squires Landing)		741,438
<b>Long-Term</b>		
Moorlands Park Expansion Acquisition		741,438
Swamp Creek Wetland Acquisition – Phase 2		4,655,000
Aquatic/Community Center Partnership (¼ cost)		6,250,000
Lake Washington Waterfront Park Acquisitions		7,414,380
New Parkland Acquisition		16,682,355
Sammamish River Waterfront Park Acquisitions		8,897,256
<b>DEVELOPMENT</b>		
<b>Short-Term</b>		
Twin Springs Interim Use Plan		100,000
Moorlands Park Improvements		50,000
Rhododendron Park Boardwalk & Float Mitigation		96,000 + 8,000
Squires Landing Replacement Float Mitigation		16,000
Squires Landing Waterfront Access Project		5,750,000
Log Boom Park Waterfront Access Project		2,740,000
Rhododendron Park – Phase 2 Boatshed		487,000
Swamp Creek Wetland Trail Access Point		75,000
Linwood Park (Master Plan)		1,057,770

Mid-Term	
City Hall Park – Phase 2	620,000
Linwood Park (Implementation)	1,051,770
Rhododendron Park – Phase 3	1,040,000
Athletic Fields	3,500,000
Swamp Creek Wetland Nature Trail	1,785,000
<del>Tolt Pipeline Trail Phase 2 (73<sup>rd</sup> Ave. NE to 80<sup>th</sup> Ave. NE)</del>	<del>350,000</del>
Twin Springs Park Phase 2 Trails	1,716,000
Twin Springs Park Phase 3 (Nature Play, Shelter)	1,800,000
Wallace Swamp Creek Park (Master Plan, Implement)	1,281,500
ADA and Universal Access	*
Dog Off-Leash Area	739,000
Existing Park Capacity Improvements (Expansion or New Features)	9,750,000
Restoration of Natural Areas	*
Safe Routes to Parks	*
WaterWalk Trail Development (Feasibility and Implementation)	5,000,000
Long-Term	
Moorlands Park Expansion Development	1,650,000
<del>Squires Landing</del> <del>W a s h i n g t o n</del> Waterfront Access – Phase 2	4,144,800
<del>Tolt Pipeline Trail Phase 2</del>	<del>3,402,000</del>
Aquatic/Community Center Partnership Development (1/4 cost)	10,625,000
ADA and Universal Access	*
Existing Park Capacity Improvements	9,750,000
Lake Washington Waterfront Park Development	10,000,000
Natural Area Restoration	*
New Park Land Development	45,000,000
Safe Routes to Parks	*

Sammamish River Waterfront Park Development	5,000,000
WaterWalk Trail Development	5,000,000
<b>REPAIR/REPLACEMENT (RENOVATION)</b>	
<b>Short-Term</b>	
Park Facility Repair/Replacement	*
<b>Mid- Term</b>	
Park Facility Repair/Replacement	*
<b>Long-Term</b>	
Park Facility Major Repairs/Replacement	*
Total	<b>\$186,655,722</b>

\*Dollar amount is not included at this time as the scale and scope of the project has not been determined

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**TABLE CF-B**  
**SURFACE WATER FACILITIES CAPITAL IMPROVEMENTS**  
**CITY OF KENMORE**

**20152022-2035 FISCALLY UNCONSTRAINED LIST**

PROJECT DETAIL	TOTAL DOLLAR AMOUNT
<del>Little Swamp Creek Culvert Replacement at 192<sup>ND</sup> Street</del>	<del>395,000</del>
0056 Culvert Replacement and Repairs at 190 <sup>TH</sup> Street	<u>1,111,000</u> <u>2,700,000</u>
Surface Water Component of SR 522 Corridor Improvement Project – West A	634,000
<del>Tributary 0056 Evaluation</del>	<del>100,000</del>
<del>Ditch Rehabilitation</del>	<del>68,000</del>
Tributary 0057 Evaluation	<u>25,000</u> <u>50,000</u>
<del>Sammamish Tributary 02 Evaluation</del>	<del>25,000</del>
Small Works Projects	1,030,000
<del>Strawberry Hills Surface Water Facility Retrofit</del>	<del>460,000</del>
<del>Wallace Swamp Creek Park Pond Beaver Management</del>	<del>96,000</del>
Little Swamp Creek Relocation	<u>1,274,000</u> <u>4,500,000</u>
Northlake Heights LID Retrofit	<u>1,588,000</u> <u>1,274,000</u>
<del>Juanita Drive Surface Water Facility Retrofit</del>	<del>698,000</del>
<del>Kenmore Lane (Plat) Facility Retrofit</del>	<del>1,000,000</del>
<del>Blueberry Creek Culvert Replacement</del>	<del>2,500,000</del>
<del>NE 202<sup>nd</sup> St. Culvert Replacement</del>	<del>2,500,000</del>
<del>NE 192<sup>nd</sup> St. West Culvert Replacement</del>	<del>2,500,000</del>
<b>TOTAL</b>	<b><u>\$7,474,000</u><u>18,958,000</u></b>



**TABLE CF-C**  
**TRANSPORTATION CAPITAL IMPROVEMENTS**  
**CITY OF KENMORE**

**2015-2022-2035 AND BEYOND FISCALLY UNCONSTRAINED LIST**

PROJECT DETAIL	TOTAL DOLLAR AMOUNT
West Sammamish River Bridge	<del>20,000,000</del> 41,495,000
<del>SR 522 Improvements (61<sup>st</sup> - 65<sup>th</sup>)</del>	<del>9,800,000</del>
SR-522 Improvements (Lake Forest Park-61 <sup>st</sup> )	9,000,000
Sidewalk and Crossing Program	900,000
Downtown Parking Feasibility Study	75,000
61 <sup>st</sup> Ave. Sidewalk Replacement (East Side)	<del>2,100,000</del> 3,500,000
<u>61<sup>st</sup> Ave. Sidewalk Replacement (West Side)</u>	<u>1,500,000</u>
<del>Neighborhood Transportation Plans</del>	<del>1,500,000</del>
Arterial Restriping to add Bike Lanes on 73 <sup>rd</sup> Ave. (south of 192 <sup>nd</sup> ), 80 <sup>th</sup> Ave. and Simonds Road	360,000
Juanita Drive (NE 143 <sup>rd</sup> St. to NE 170 <sup>th</sup> St.)	<del>13,000,000</del> 16,845,000
Feasibility Study for Grade-Separated Crossing of SR 522	<del>250,000</del> 500,000
68 <sup>th</sup> Ave. Northbound Right Turn Pocket Extension	<del>2,600,000</del> 1,600,000
175 <sup>th</sup> <u>Lower</u> Swamp Creek Bridge	<del>810,000</del> 3,000,000
Yellow Standard Pedestrian Facilities	18,900,000
Yellow Standard Bicycle Facilities	18,800,000
Improved Pedestrian Crossings	650,000
Grade Separated SR522 Crossing	17,100,000
Intersection Treatments at 67 <sup>th</sup> Ave./181 <sup>st</sup> St. and 67 <sup>th</sup> Ave./175 <sup>th</sup> St.	6,000,000
Intersection Treatments at 73 <sup>rd</sup> Ave./192 <sup>nd</sup> St., 80 <sup>th</sup> Ave./192 <sup>nd</sup> St., and 84 <sup>th</sup> Ave./Simonds Rd.	3,800,000
Lakepointe Drive West (SR522 to 68 <sup>th</sup> Ave.), including new intersection at 68 <sup>th</sup> Ave.	7,500,000
175 <sup>th</sup> Signal Removal	20,000
Lake Pointe Dr. East (68 <sup>th</sup> Ave. to SR 522)	7,500,000

<b>TOTAL</b>	<b>\$140,665,000159,045,000</b>
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**TABLE CF-D**  
**OTHER CAPITAL IMPROVEMENTS**  
**CITY OF KENMORE**

**2015-2035 2022-2044 AND BEYOND FISCALLY UNCONSTRAINED LIST**

PROJECT DETAIL	TOTAL DOLLAR AMOUNT
Public Works Shop Land Acquisition and Development	<del>\$6,500,000</del> <u>10-20,000,000</u>
<u>Affordable Housing Development</u>	<u>\$8,090,000</u>
<b>TOTAL</b>	<del>\$6,500,000</del> <u>18,090,000-28,090,000</u>

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**TABLE CF-E**  
**CAPITAL IMPROVEMENT PROGRAM**  
**AS ADOPTED FOR THE YEARS 2021-2026**

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EXPENDITURES	2021 Adopted	2022 Adopted	2023 Adopted	2024 Adopted	2025 Adopted	2026 Adopted	2021-2026 Totals
<b><u>PARKS</u></b>							
P 1 Twin Springs Interim Use	\$227,900	\$0	\$0	\$0	\$0	\$0	\$227,900
P 18 Rhododendron Park Waterfront & Open Space	18,000	8,000		0	0	0	26,000
P 18a Rhododendron Park Float Mitigation	2,000	2,000	0	0	0	0	4,000
P 26 Tlahwadees Landing Float Mitigation	4,000	4,000	0	0	0	0	8,000
P 27 Tlahwadees Landing Park Waterfront & Mitigation	179,762	8,078,190	30,000	43,000	43,000	43,000	8,416,952
P 28 Log Boom Park Waterfront Access & Mitigation	2,490,461	725,382	60,000	42,500	42,500	42,500	3,403,343
P 30 Rhododendron Park Boathouse Pavilion	3,200	3,200	3,200	3,200	3,200	0	16,000
P 31 Tlahwadees Landing Park Land Acquisition-Op	150,151	0	0	0	0	0	150,151
P 32 Moorlands Field Lighting	0	0	0	10,000	60,000	580,000	650,000
<b>Total Parks</b>	<b>\$3,075,474</b>	<b>\$8,820,772</b>	<b>\$93,200</b>	<b>\$98,700</b>	<b>\$148,700</b>	<b>\$665,500</b>	<b>\$12,902,346</b>
<b><u>TRANSPORTATION</u></b>							
T 8 SR 522 West B 57th to 61st	\$5,000	\$250,000	\$250,000	\$900,000	\$585,000	\$10,000	\$2,000,000
T 27 Sidewalk Program:							
Sidewalk Gaps/ADA Replacement Program	20,000	150,000	100,000	100,000	100,000	100,000	570,000
T27x NE 192nd Ave Sidewalks (73rd Ave -75th Ave)	500	86,306	344,194	0	0	0	431,000
T 47 Arrowhead Dr	1,000	60,000	85,900	980,348	0	0	1,127,248
T 35 Pavement Preservation	150,000	990,000	150,000	990,000	150,000	990,000	3,420,000
T 37 West Samm Bridge	18,024,711	8,643,947	893,176	9,757	9,759	78,632	27,659,982
T 38 175th St/ Swamp Creek Crossing	0	25,000	25,000	175,000	200,000	2,200,000	2,625,000
T 41 Juanita Dr Pedestrian & Bicycle Safety All Segm	9,897,233	358,699	0	0	0	0	10,255,932
T 42 68th Ave Pedestrian & Bicycle Safety All Segm	9,167,718	2,733,503	0	0	0	0	11,901,221
T 44 61 Ave Sidewalk Replacement Project	85,000	165,000	4,674,265	0	0	0	4,924,265
T 48 2018 Local Road Safety - Signing	292,000	0	0	0	0	0	292,000
T 49 2018 Local Road Safety - Lighting	35,000	0	0	0	0	0	35,000
T 50 SR522 Gateway Sign East	20,000	0	0	0	0	0	20,000
T51 Burk-Gilman Trail/NE 175th St. wayfinding&	10,000	296,047	0	0	0	0	306,047
<b>Total Transportation</b>	<b>\$37,708,162</b>	<b>\$13,758,502</b>	<b>\$6,522,535</b>	<b>\$3,155,105</b>	<b>\$1,044,759</b>	<b>\$3,378,632</b>	<b>\$65,567,695</b>
<b><u>SURFACE WATER</u></b>							
SW 8 190th St. Fish Passable Culvert	\$316,000	\$2,074,580	\$0	\$0	\$0	\$0	\$2,390,580
SW 8 Trust Fund Loan Repayment	81,650	81,650	81,650	81,650	81,650	81,650	489,900
SW 17 Little Swamp Creek Relocation	0	0	0	0	800,000	814,300	1,614,300
SW 20 Small Works Projects	75,000	75,000	75,000	75,000	75,000	75,000	450,000
SW 29 Infiltration Tank Retrofit at 61st Ave NE/NE	0	0	0	0	500,000	0	500,000
SW 31 Drainage Impr & Street Repair at 66th Ave N	200,000	0	0	0	0	0	200,000
SW 32 61st Ave Stabilization	150,000	0	0	0	0	0	150,000
SW 34 Blueberry Creek Culverts	0	200,000	300,000	1,000,000	0	0	1,500,000
SW 34 Blueberry Creek Culverts Bank Note Repaym	0	0	0	0	120,000	120,000	240,000
T 44 61 Ave Sidewalk Replacement Project	0	0	30,000	0	0	0	30,000
T 37 West Samm Bridge (SWM Component)	649,587	0	0	0	0	0	649,587
<b>Total Surface Water</b>	<b>\$1,472,237</b>	<b>\$2,431,230</b>	<b>\$486,650</b>	<b>\$1,156,650</b>	<b>\$1,576,650</b>	<b>\$1,090,950</b>	<b>\$8,214,367</b>
<b><u>CITY FACILITIES</u></b>							
F 1 Public Works Shop Land Acquisition & Develop	\$6,000,000	\$0	\$4,000,000	\$0	\$0	\$0	\$10,000,000
Consultant and Acquisition Costs.	100,000	0	0	0	0	0	100,000
F 2 Debt Repayment	0	641,000	639,000	636,000	638,000	639,000	3,193,000
<b>Total City Facilities</b>	<b>\$6,100,000</b>	<b>\$641,000</b>	<b>\$4,639,000</b>	<b>\$636,000</b>	<b>\$638,000</b>	<b>\$639,000</b>	<b>\$13,293,000</b>
<b>TOTAL EXPENDITURES</b>	<b>\$48,355,873</b>	<b>\$25,651,504</b>	<b>\$11,741,385</b>	<b>\$5,046,455</b>	<b>\$3,408,109</b>	<b>\$5,774,082</b>	<b>\$99,977,408</b>

**TABLE CF-E**  
**CAPITAL IMPROVEMENT PROGRAM**  
**AS ADOPTED FOR THE YEARS 2021-2026**

REVENUES	2021 Adopted	2022 Adopted	2023 Adopted	2024 Adopted	2025 Adopted	2026 Adopted	2021-2026 Totals
Park Impact Fee Revenue	76,000	581,410	0	10,000	60,000	290,000	1,017,410
State Department of Commerce Award: Twin Spring	151,900	0	0	0	0	0	151,900
State Appropriation Unsecured	0	927,000	0	0	0	0	927,000
RCO Park Grants	209,093	961,482	0	0	0	290,000	1,460,575
King County Park Levy	9,200	309,200	63,200	45,700	45,700	42,500	515,500
King County Conservation District, secured	0	213,000	0	0	0	0	213,000
King County Waterworks Grants	0	100,000	0	0	0	0	100,000
Walkways & Waterways Bonds: Log Boom, Squires	1,791,571	4,147,950	0	0	0	0	5,939,521
City Swamp Creek Basin Funds	150,151	550,486	30,000	43,000	43,000	43,000	859,637
Public Art Fund	55,559	24,083	0	0	0	0	79,642
Real Estate Excise Tax (Parks)	632,000	1,006,161	0	0	0	0	1,638,161
Transportation Impact Fee Revenue	3,258,848	358,699	0	0	0	0	3,617,547
Real Estate Excise Tax (Transportation)	\$3,165,050	\$2,140,000	\$250,000	\$1,090,000	\$250,000	\$1,090,000	7,985,050
Dept of Commerce: Juanita Drive	194,000	0	0	0	0	0	194,000
WSDOT Safe Routes to School - Sidewalks	1,500	146,306	430,094	980,348	0	0	1,558,248
WSDOT pedestrian/bike grant	65,000	461,047	1,144,265	0	0	0	1,670,312
Future Grants	0	0	3,500,000	0	0	0	3,500,000
Federal Highway Safety Impr Program - Sidewalks	326,000	0	0	0	0	0	326,000
Walkways & Waterways Bonds: Juanita and 68th Av	5,908,160	400,000	0	0	0	0	6,308,160
WSDOT Grants: Juanita Drive	1,704,000	0	0	0	0	0	1,704,000
Sound Transit Grant Juanita Drive	1,278,000	0	0	0	0	0	1,278,000
Reimbursements from Other Agencies	2,765,330	0	0	0	0	0	2,765,330
Connecting WA Funds T8	5,000	250,000	250,000	900,000	585,000	10,000	2,000,000
DOE Grant: Juanita and 68th Ave	1,012,563	0	0	0	0	0	1,012,563
Strategic Opportunity Fund	0	1,333,503	0	0	0	0	1,333,503
Other grant or funding	0	25,000	25,000	175,000	200,000	2,200,000	2,625,000
Surface Water Utility Funds	0	0	30,000	0	0	0	30,000
Transportation Impact Fee Revenue-Samm Bridge	0	45,000	352,770	9,757	9,759	78,632	495,918
Real Estate Excise Tax (Transportation) - Samm Brid	0	996,913	500,000	0	0	0	1,496,913
BRAC Grant West Samm Bridge Replacement	3,692,856	0	0	0	0	0	3,692,856
TIB Grant: West Samm Bridge Replacement	3,650,023	1,295,403	0	0	0	0	4,945,426
Connecting WA Funds West Samm Bridge Replacen	9,619,546	6,306,631	40,406	0	0	0	15,966,583
Surface Water Management Fund	649,587	0	0	0	0	0	649,587
Utility Reimbursement: West Samm Bridge Replacen	412,699	0	0	0	0	0	412,699
Surface Water Utility Funds	1,056,237	1,419,230	386,650	56,650	396,650	440,950	3,756,367
Surface Water General Utility Charges	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Public Works Trust Fund Loan: 190th Culvert	316,000	912,000	0	0	0	0	1,228,000
Bank Note for Blueberry Creek Culverts (10 Yr 2.5%)	0	0	0	1,000,000	0	0	1,000,000
King County Flood Control District Resources	0	0	0	0	380,000	50,000	430,000
Other grants	0	0	0	0	700,000	500,000	1,200,000
20 year Note Public Works Shop	6,000,000	4,000,000	0	0	0	0	10,000,000
Surface Water Utility Funds	50,000	288,450	287,550	286,200	287,100	287,550	1,486,850
Street Fund	0	128,200	127,800	127,200	127,600	127,800	638,600
General Fund	50,000	160,250	159,750	159,000	159,500	159,750	848,250
Transportation Benefit District	0	64,100	63,900	63,600	63,800	63,900	319,300
<b>TOTAL REVENUES</b>	<b>\$48,355,873</b>	<b>\$29,651,504</b>	<b>\$7,741,385</b>	<b>\$5,046,455</b>	<b>\$3,408,109</b>	<b>\$5,774,082</b>	<b>\$99,977,408</b>



### GOALS, OBJECTIVES, AND POLICIES

Following are the goals, objectives and policies addressing capital facility planning and financing. These are applicable to Kenmore as well as to other agencies planning public capital facilities and services in Kenmore.

#### ***GOAL CF-1. ESTABLISH APPROPRIATE LEVELS OF SERVICE FOR PUBLIC FACILITIES TO ADEQUATELY SERVE EXISTING AND FUTURE DEVELOPMENT.***

##### **Objective CF-1.1 Identify and define types of public facilities.**

Policy CF-1.1.1 Maintain an inventory of existing public facilities owned or operated by the City, and reference those of the County, State, special districts, or other public entities within Kenmore. Include in the inventory the locations and capacities of such facilities and systems.

##### **Objective CF-1.2 Review standards for levels of service, where appropriate, for each public facility, and determine what additional public facilities are needed in order to achieve and maintain the desired quality of life and vision for the City of Kenmore.**

Policy CF-1.2.1 Level of service standards should 1) measure the quality of life based on the City's vision of its future and values, 2) be achievable for existing development and growth anticipated in the land use plan, and 3) be achievable with existing and proposed financing plans.

Policy CF-1.2.2 If appropriate, use the level of service standards to 1) determine the need for public facilities and 2) test the adequacy of such facilities to serve proposed development. In addition, use the level of service standards for city-owned public facilities to develop the City's annual budget and 6-year Capital Improvement Program.

Policy CF-1.2.3 Reassess the Capital Facility Element annually to ensure that public facilities needs, financing, and level of service are consistent with the land use plan. The annual update should be coordinated with the annual budget process, and the annual amendment of the Comprehensive Plan.

#### ***GOAL CF-2. PROVIDE ADEQUATE PUBLIC FACILITIES CONCURRENT WITH THE IMPACT OF NEW DEVELOPMENT.***

##### **Objective CF-2.1 Provide a variety of responses to the demands of growth on capital facilities.**

Policy CF-2.1.1 Ensure City public facilities and services are provided concurrent with the impact of new development or redevelopment, including stormwater, roads, and local parks. Require that non-City public facilities are provided concurrent with the impact of new development or redevelopment including, water and sewer. Consistent with the Growth Management Act, road improvements may be provided at the time of, or within 6-years of, development. Local parkland to serve new development may be in place at the time of, or within 6-years of, development.

Policy CF-2.1.2 Make the most efficient use of existing public facilities, including techniques such as:

- Conservation
- Demand management
- Improved scheduling
- Encourage development that uses existing facilities
- Contracting for services
- Other methods of improved efficiency.

Policy CF-2.1.3 Provide additional public facility capacity when existing facilities are used to their maximum level of efficiency consistent with adopted standards for levels of service.

Policy CF-2.1.4 Encourage development where adequate public facilities and services exist or can be provided in an efficient manner.

***GOAL CF-3. COORDINATE CAPITAL FACILITY PLANS WITH STATE, COUNTY, AND LOCAL AGENCIES AND DISTRICTS.***

**Objective CF-3.1 Coordinate the land use planning and decisions with plans for public facility capital improvements.**

Policy CF-3.1.1 Coordinate with non-City providers of public facilities about maintaining adopted levels of service standards, funding, and construction of capital improvements. Work in partnership with non-City public facility providers to prepare functional plans consistent with the City of Kenmore Comprehensive Plan as provided in Objective 2.7 and associated policies in the Land Use Element.

Policy CF-3.1.2 Establish interagency planning mechanisms to assure coordinated and mutually supportive capital facility plans from non-City providers of public facilities.

- a. Establish priority areas for infrastructure improvements consistent with the City's vision as provided in Policy LU-2.4.1.
- b. Annually assess development trends and infrastructure provision to identify and remedy deficiencies or need to reassess the land use plan as provided in Policy LU-2.4.2.

**GOAL CF-4. MAINTAIN A SIX-YEAR CAPITAL IMPROVEMENT PROGRAM TO IMPLEMENT THE COMPREHENSIVE PLAN.**

**Objective CF-4.1      Annually develop a six-year Capital Improvement Program to implement the Comprehensive Plan.**

Policy CF-4.1.1      Prepare and utilize the six-year Capital Improvement Program to identify City capital projects necessary to respond to the planned growth of the community and maintain desired levels of service.

Policy CF-4.1.2      Prepare and utilize the six-year Capital Improvement Program to integrate all of the community's capital project resources such as grants, bonds, city funds, donations, impact fees and other available funding.

Policy CF-4.1.3      Maintain the Capital Improvement Program as follows:

- a.      Provide for annual review of the Capital Improvement Program contained in this Capital Facilities Element by the City Council and incorporate a **citizenpublic** participation process.
- b.      Ensure that the Capital Improvement Program:
  - Is consistent with the overall Comprehensive Plan
  - Defines the projects' need and links to levels of service and facility plans
  - Includes construction costs, timing, and funding sources, and considers operations and maintenance impacts where appropriate
  - Establishes priorities for capital project development
  - Adopts by reference annual updates of the Northshore School District Capital Facilities Plan, Lake Washington School District Capital Facilities Plan if appropriate, Northshore Utility District water and sewer plans, and Northshore Fire District 16 (Northshore Fire Department) facility plans if any.

**GOAL CF-5. PREPARE AND MAINTAIN A CAPITAL IMPROVEMENT PROGRAM THAT IS FULLY FUNDED AND FINANCIALLY FEASIBLE.**

**Objective CF-5.1      Establish mechanisms to ensure that the required public facilities are financially feasible.**

Policy CF-5.1.1      Base the financing plan for public facilities on realistic estimates of current local revenues and external revenues that are reasonably anticipated to be received by the City.

Policy CF-5.1.2 Finance the six-year Capital Improvement Program within the City's financial capacity to achieve a balance between available revenue and needed public facilities. If the projected funding is inadequate to finance needed public facilities based on adopted level of service standards and forecasted growth, the City could do one or more of the following:

- Lower the level of service standard
- Change the Land Use Plan
- Increase the amount of revenue from existing sources
- Adopt new sources of revenue

**Objective CF-5.2 Establish mechanisms to ensure that the required public facilities are fully funded.**

Policy CF-5.2.1 Match revenue sources to capital improvements on the basis of sound fiscal policies.

Policy CF-5.2.2 Revise the financing plan in the event that revenue sources for capital improvements, which require voter approval in a local referendum, are not approved.

Policy CF-5.2.3 Ensure that the ongoing operating and maintenance costs of a public facility are financially feasible prior to constructing the facility.

***GOAL CF-6. ENSURE GROWTH PAYS PROPORTIONATE COSTS OF CAPITAL FACILITIES REQUIRED TO SERVE THE GROWTH***

**Objective CF-6.1 Ensure existing and future development pay for the costs of needed capital improvements.**

Policy CF-6.1.1 Ensure that existing development pays for capital improvements that reduce or eliminate existing deficiencies, and pays for some or all of the cost to replace obsolete or worn out facilities. Existing development may also pay a portion of the cost of capital improvements needed by future development. Existing development's payments may take the form of user fees, charges for services, special assessments, and taxes.

Policy CF-6.1.2 Ensure that future development pays a proportionate share of the cost of new facilities that it requires. Future development may also pay a portion of the cost to replace obsolete or worn-out facilities. Future development's payments may take the form of voluntary contributions for the benefit of any public facility, impact fees, mitigation payments, capacity fees, dedications of land, provision of public facilities, and future payments of users' fees, charges for services, special assessments, and taxes.

**GOAL CF-7. LOCATE AND DESIGN CAPITAL FACILITIES TO REALIZE THE VISION STATEMENT, AND TO BE COMPATIBLE WITH SURROUNDING LAND USES AND THE ENVIRONMENT.**

**Objective CF-7.1 Promote capital facilities that protect the public health, safety and welfare, and that serve as models for function, design, and environmental protection.**

Policy CF-7.1.1 Consider the quality of public facilities in planning for capital improvements.

- Ensure that public facilities' design meets appropriate policies in the Community Design Sub-Element, complies with City design standards, and is compatible with the surrounding areas.
- Maintain public spaces and enhance their appearance.

Policy CF-7.1.2 Encourage public amenities and facilities which serve as catalysts for beneficial development.

Policy CF-7.1.3 Protect public health and environmental quality through the appropriate design and installation of public facilities.

- Promote conservation of energy, water, and other natural resources in the location and design of public facilities.
- Practice efficient and environmentally responsible maintenance and operating procedures for public facilities.
- Preserve existing significant natural vegetation and features in the development of public facilities.

Policy CF-7.1.24 Equitably disperse the impacts and benefits of public capital facilities throughout the community.

**GOAL CF-8. ALLOW FOR THE APPROPRIATE SITING OF ESSENTIAL PUBLIC CAPITAL FACILITIES OF A STATE-WIDE OR COUNTY-WIDE NATURE.**

**OBJECTIVE CF-8.1 Participate in a cooperative inter-jurisdictional approach to the siting of essential public facilities in accordance with the King County Countywide Planning Policies. The approach should address definitions, inventories, incentives, compensation, public involvement, environmental protection, climate change, economic and health impacts, and alternative sites analysis.**

Policy CF-8.1.1 Identify essential public facilities based upon the Growth Management Act, State Office of Financial Management list of essential public facilities required or likely to be built, King County Countywide Planning Policies, and any City lists which may be developed.

Policy CF-8.1.2 Classify a facility as an essential public facility if it has one or more of the following characteristics:

- a. The facility meets the Growth Management Act definition of an essential public facility;
- b. The facility is on a State, County or City list of essential public facilities;
- c. The facility serves a significant portion of the County or metropolitan region or is part of a Countywide service system; or
- d. The facility is the sole existing facility in the County for providing that essential public service.

**OBJECTIVE CF-8.2 Establish a local public review and permit process for essential public facilities.**

Policy CF-8.2.1 Require a siting analysis for proposed new or expansions to existing essential public facilities consisting of the following:

- a. An inventory of similar existing essential public facilities in King County and neighboring counties, including their locations and capacities;
- b. A forecast of the future needs for the essential public facility, and definition of a logical service area;
- c. An analysis of the potential social and economic costs and benefits to jurisdictions receiving or surrounding the facilities;
- d. An analysis of environmental, health, social, and economic impacts, including mitigation, of any existing essential public facility, as well as of any new site(s) under consideration as an alternative to expansion of an existing facility;
- e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;
- f. Consideration of any applicable prior review conducted by a public agency, local government, or citizen-community group;
- g. An analysis of the consistency with Comprehensive Plan policies and designations; and,
- h. Consideration of other standards and criteria as outlined in the King County Countywide Planning Policies and other locally defined plans and ordinances.

Policy CF-8.2.2 Require a public process by which citizens the public have a reasonable opportunity to participate in the site selection process, especially those from historically marginalized and disproportionately burdened communities.

Policy CF-8.2.3 Siting criteria for essential public facilities which are not difficult to site should provide for site design and buffering techniques to ensure compatibility with surrounding uses, and enable the facility to be permitted outright in appropriate zoning classifications whenever feasible.



Policy CF-8.2.4 Work with King County and other municipalities to standardize review procedures and criteria for the siting of Statewide and Countywide essential public facilities and incorporate these procedures within interlocal agreements.

**OBJECTIVE CF-8.3 Cooperate regionally to ensure appropriate and equitable siting of essential public facilities.**

Policy CF-8.3.1 Encourage the State and County to site essential public facilities equitably among communities. No single community should absorb an inequitable share of these facilities and their impacts. Siting should consider environmental equity and environmental, economic, technical, and service area factors. The net impact of siting new essential public facilities should be weighted against the net impact of expansion of existing essential public facilities, with appropriate buffering and mitigation.

Policy CF-8.3.2 Participate in a cooperative interjurisdictional approach to the siting of essential public facilities in accordance with the King County Countywide Planning Policies. Joint planning agreements should be sought where appropriate.

**OBJECTIVE CF-8.4 Seek to mitigate disproportionate financial burdens to the City due to the siting of essential public facilities.**

Policy CF-8.4.1 Through joint planning or interlocal agreements, the City should seek to mitigate disproportionate financial burdens due to the siting of essential public facilities

Policy CF-8.4.2 Seek amenities or incentives for neighborhoods in which the facilities are located, and require compensation for adverse impacts.

## IMPLEMENTATION STRATEGIES

The Capital Facilities Element policies would require new or increased commitments of City resources to prepare new regulations, review/amend existing regulations, or coordinate with agencies and other service providers.

New programs, rules, or regulations would be needed to address:

• ~~A concurrency review and implementation system addressing multimodal transportation facilities~~

• Evaluation reports monitoring implementation of the goals and policies of the Capital Facilities Element.

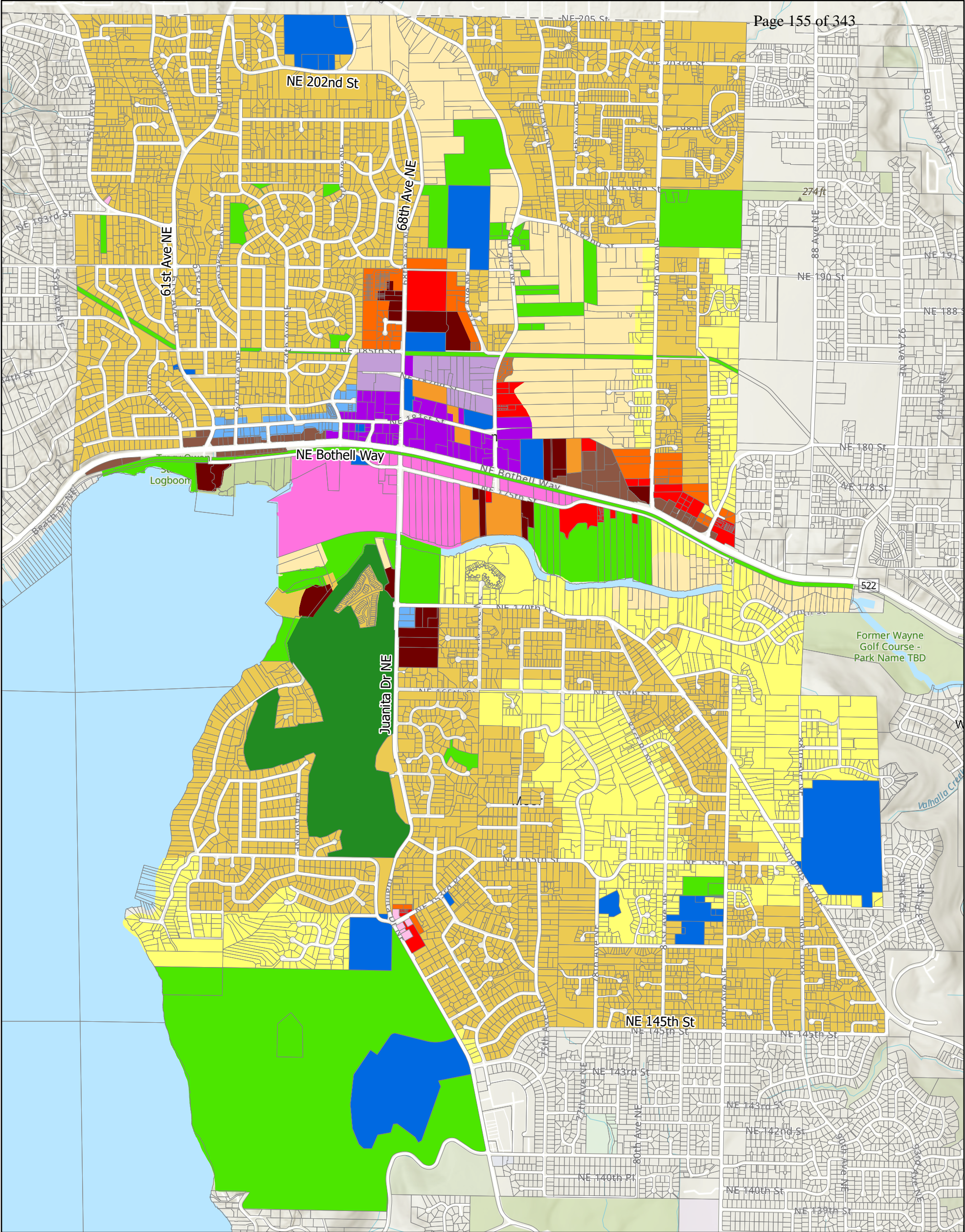
A review of existing programs, rules and regulations would be needed to ensure they meet the policies. Rules, regulations and programs that should be reviewed include:

- Impact fee approaches, given revised facilities lists
- Levels of service for non-City-owned facilities.

1 **REFERENCES**

- 2 King County Growth Management Planning Council (December ~~2012~~2021). Countywide Planning  
3 Policies. Seattle, WA.
- 4 Puget Sound Regional Council (2020). VISION 2050. Seattle, WA.
- 5 State of Washington Office of Financial Management (January 2015). ~~2015-21~~2021-2027 Six-Year  
6 Facilities Plan. Olympia, WA.

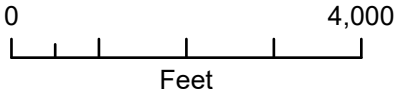




# Official Zoning Map | City of Kenmore

- |                                |                       |                  |                       |
|--------------------------------|-----------------------|------------------|-----------------------|
| Community Business             | Neighborhood Business | R-12 Residential | Urban Corridor        |
| Downtown Commercial            | Parks*                | R-18 Residential | Waterfront Commercial |
| Downtown Residential           | Public/Semi-Public    | R-24 Residential |                       |
| Golf Course                    | Regional Business     | R-4 Residential  |                       |
| Manufactured Housing Community | R-1 Residential       | R-M Residential  |                       |

\* Portions of the Burke-Gilman Trail & Tolt Pipeline occur in rights-of-way and not as separate parcels. However, these facilities are considered to be Parks along their full length.



This map is intended for planning purposes only and is not guaranteed to show accurate measurements.



## **DRAFT “MISSING MIDDLE” HOUSING CODE AMENDMENTS**

**Text** = deleted text

**Text** = new text

**Text** = text revised for City Council

### **Related Definitions**

#### **18.20.340 Building.**

“Building” means any *structure* having a roof.

#### **18.20.835 Dwelling, multiple-family.**

“Multiple-family dwelling” means ~~a one-family~~ **one** dwelling **unit** attached to one or more ~~one-family~~ **family** dwellings **units** by common roofs, walls, or floors. Also includes one or more dwellings **units** attached to nonresidential *uses*. This definition does not include *accessory dwelling units, community residential facilities, supportive living facilities*, or nursing and personal care facilities. Subsets of “multiple-family dwelling” include:

**A. Apartment.** A residential *building* containing two or more *dwelling units* or a single *dwelling unit* and a nonresidential use, which are attached at one or more common roofs, walls, or floors. Typically, the unit’s habitable area is provided on a single level. Unit entrances may or may not be provided from a common corridor. *Microhousing dwelling units are considered apartments.*

**A. Duplex.** A multiple-family dwelling on a single *lot* designed to look like a *single detached dwelling unit* and containing two *dwelling units*. The two units share a common roof, wall, or floor, although floorplans may vary. Individual units may be side-by-side or stacked one on top of the other. The two *dwelling units* and the *lot* are under a single ownership or may be owned through a condominium. A duplex is not a *townhouse*.

**B. Triplex.** A multiple-family dwelling on a single lot designed to look like a *single detached dwelling unit* and containing three *dwelling units*. The three units share a common roof, wall, or floor, although floorplans may vary. Individual units may be side-by-side, stacked on top of one another or a combination of side-by-side and stacked. The three *dwelling units* and the *lot* are under a single ownership or may be owned through a condominium. A triplex is not a *townhouse*.

BC. Townhouse. A row of two or more similar or identical one-family, attached ground-related dwelling units attached to one or more such units or to a nonresidential use in which each unit has its own exterior, ground-level access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more vertical common walls. Most typically the townhouse units are multi-story. Each dwelling unit is independently owned.

## 18.20.1860 Nonconformance.

"Nonconformance" means any use, improvement or structure established in conformance with the City rules and regulations in effect at the time of establishment that no longer conforms to the range of uses permitted in the site's current zone or to the current development standards of the code due to changes in the code or its application to the subject property.

## 18.20.2080 Porte cochere.

"Porte cochere" means a covered porch-like structure through which a motor vehicle on a driveway can pass, allowing occupants to enter or leave the vehicle under shelter. A porte cochere does not contain habitable space either under or over the roof and does not serve as a permanent parking space.

## 18.20.2530 Setback.

"Setback" means the required distance between a structure and a specified line such as a lot, easement or buffer line that is required to remain free of structures.

## 18.20.2910 Street.

"Street" means a public or recorded private thoroughfare providing pedestrian and vehicular access through neighborhoods and communities and to abutting property.

## 18.20.2920 Street frontage.

"Street frontage" means any portion of a lot or combination of lots which directly abut a street.

## 18.20.2930 Structure.

"Structure" means anything permanently constructed in or on the ground, or over the water; excluding fences eight feet or less in height, decks less than 18 inches above grade, paved areas, and structural or nonstructural fill.

## Zones, Maps and Designations

### **18.15.040 Residential zones.**

A. The purpose of the residential zones (R-1 and MHC) is to implement comprehensive plan goals and policies for housing quality, diversity and affordability, and to efficiently use residential land, public services and energy. These purposes are accomplished by:

1. Providing, in the R-1 through R-6R-4 zones, for a mix of predominantly *single detached dwelling units*, with a variety of at lower densities, and sizes in locations appropriate for residential use to protect and preserve environmentally sensitive areas;

2. Providing, in the R-6M zone, for a mix of *single detached dwelling units* and, in areas near higher-capacity transit, smaller-scale multiple-family uses such as *duplexes* and *triplexes*;

23. Providing, in the R-12 through R-48 zones, for a mix of predominantly *apartment and townhouse multiple-family dwelling units*, with a variety of densities and sizes in locations appropriate for residential use;

34. Providing, in the MHC zone, for continuation of existing *manufactured housing communities*;

45. Allowing only those accessory and complementary nonresidential *uses* that are compatible with residential communities; and

56. Establishing density designations to facilitate advanced area-wide planning for public facilities and services, and to protect environmentally critical sites from overdevelopment.

B. Use of ~~this~~ these zones is appropriate as follows:

1. The R-1 and R-4 zones on or adjacent to lands with area-wide environmental constraints where *development* is encouraged or required to cluster away from *critical areas*;

2. The R-4 through R-6M zones on lands that are predominantly environmentally unconstrained and are served at the time of *development* by adequate public sewers, water supply, *streets* and other needed public facilities and services;

3. The R-12 through R-48 zones next to commercial centers, in areas that are served at the time of *development* by adequate public sewers, water supply, *streets* and other needed public facilities and services; and



4. The MHC zone on existing *manufactured housing communities* planned for either short-term or long-term preservation.

## **R-6M Residential Zoning Standards**

### **18.21.020 Residential zones R-1, R-4 and R-6M – Use allowances.**

The following *uses* listed in Table A are identified as *permitted*, conditionally permitted, or *prohibited uses* in residential zones R-1, R-4 and R-6M:

**Table A. R-1, R-4 and R-6M Zones Use Allowances**

PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
<i>Air transportation service</i> <sup>1</sup>	<i>Ambulatory surgery center</i> <sup>25</sup>	<i>Adult entertainment business</i>
<i>Arts, entertainment, indoor</i> <sup>2,3</sup>	<i>Arts, entertainment, outdoor</i> <sup>26</sup>	<i>Animal kennel/shelter</i>
<i>Day care</i> <sup>4</sup>	<i>Cemetery, columbarium or mausoleum</i> <sup>27</sup>	<i>Auction house</i>
<i>Educational service</i> <sup>5</sup>	<i>College/university</i> <sup>25</sup>	<i>Automotive sales and service, marine</i>
<i>Family child-care home</i> <sup>6</sup>	<i>Community residential facility</i> <sup>28</sup>	<i>Automotive sales and service, non-marine</i>
<i>Fire or police facility</i> <sup>7,8</sup>	<i>Eating and drinking place</i> <sup>3,29</sup>	<i>Business service, intensive</i>
<i>Health care and social assistance</i> <sup>9,10</sup>	<i>Hospital</i> <sup>25</sup>	<i>Business service, standard</i>
<i>Multiple-family dwelling</i> <sup>11</sup>	<i>Manufactured housing community</i> <sup>30</sup>	<i>Construction and trade</i>
<i>Office</i> <sup>12</sup>	<i>Personal service</i> <sup>31</sup>	<i>Funeral home/crematory</i>
<i>Park</i> <sup>13</sup>	<i>Recreational facility, indoor</i> <sup>3,16,32</sup>	<i>Laboratory</i>
<i>Recreational facility, outdoor</i> <sup>14,15,16</sup>	<i>Regional land use</i> <sup>33,34,35</sup>	<i>Manufacturing, heavy</i>
<i>Religious institution</i> <sup>17</sup>	<i>Retail sales</i> <sup>31,36</sup>	<i>Manufacturing, light</i>
<i>Resource land use</i> <sup>18</sup>	<i>Temporary lodging</i> <sup>37</sup>	<i>Marijuana business</i>
<i>Single detached dwelling unit</i> <sup>19,20</sup>		<i>Marijuana cooperative</i>
<i>Standalone parking</i> <sup>21</sup>		<i>Mobile food service</i>
<i>Supportive living facility</i> <sup>22</sup>		<i>Retail sales, bulk</i>
<i>Utility facility</i> <sup>23,24</sup>		<i>Secure facility</i>

Table A. R-1, R-4 and R-6M Zones Use Allowances

PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
		Transportation
		Vehicle or equipment rental
		Vehicle refueling station
		Warehousing
		Wholesale trade

1 . . .

2 11. Townhouse units only permitted and only on lots in a subdivision or short subdivision designed  
3 for townhouse units or through a . Other townhouse units require a conditional use permit with a  
4 binding site plan.

5 Duplexes and triplexes permitted only in the R-6M zone, generally within ¼ mile of higher-  
6 capacity transit service. See KMC 18.21.025 for a map of possible locations. Duplexes and  
7 triplexes are allowed on a lot only if the entire parcel is within the ¼-mile area and if the lot  
8 dimensions are adequate as described in KMC 18.21.030. See also KMC 18.21.035 for design  
9 standards for duplexes and triplexes.

10 Apartment Other types of multiple-family dwellings are prohibited.

11 . . .

12

### 13 18.21.025 Map of Potential Duplex/Triplex Locations

14

15 The area where a duplex or triplex may be permitted is shown on Figure 18.21.025.1. A duplex  
16 or triplex shall not be authorized in this area, however, unless 100% of the lot is inside the  
17 boundaries of this area, and if the lot dimensions are adequate as described in KMC 18.21.030.

18

### 19 18.21.030 Residential zones R-1, R-4 and R-6M – Development 20 standards.

21 The following zone-specific development standards in Table B apply in the R-1, R-4 and R-6M  
22 residential zones:

Table B. R-1, R-4 and R-6M Residential Zones Development Standards

STANDARDS	Z O N E S	R-1 <sup>1</sup>	R-4	R-6M
Base Density (other than Duplex or Triplex): Dwelling Unit/Acre <sup>2</sup>		1 du/ac	4 du/ac <sup>3</sup>	6 du/ac
Maximum Density (other than Duplex or Triplex): Dwelling Unit/Acre <sup>4</sup>			6 du/ac	9 du/ac
Duplex Base Density: Dwelling Unit/Acre <sup>2</sup>	--	--	--	22 du/ac
Duplex Maximum Density: Dwelling Unit/Acre <sup>4</sup>	--	--	--	24 du/ac
Triplex Base Density: Dwelling Unit/Acre <sup>2</sup>	--	--	--	26 du/ac
Triplex Maximum Density: Dwelling Unit/Acre <sup>4</sup>	--	--	--	29 du/ac
Minimum Density		None	None	None
Minimum Lot Width (other than Duplex or Triplex) <sup>6</sup>		35 ft. <sup>7</sup>	30 ft.	30 ft.
Side-by-side Duplex Minimum Lot Dimensions <sup>18</sup>	--	--	--	50' wide 100' deep
Stacked Duplex Minimum Lot Dimensions <sup>18</sup>	--	--	--	40' wide 100' deep
Triplex Minimum Lot Dimensions <sup>18</sup>	--	--	--	50' wide 100' deep
Minimum Street Setback		20 ft. <sup>7</sup>	15 ft. <sup>8,9</sup>	15 ft. <sup>8,9</sup>
Minimum Side Setback <sup>5,10</sup>		5 ft. <sup>7</sup>	15 ft. total <sup>11</sup>	15 ft. total <sup>11</sup>
Minimum Rear Setback <sup>5,10</sup>		5 ft. <sup>7</sup>	20 ft.	20 ft.
Maximum Height (Other than Duplex or Triplex) <sup>12</sup>		35 ft.	35 ft.	35 ft. 45 ft. <sup>13</sup>
Duplex/Triplex Maximum Height				30 ft. (2 ½ stories), but no more than 24' to the eaves (not including the eaves on dormers)
Base Impervious Surface: Percentage		30%	45%	60%
Maximum Impervious Surface: Percentage <sup>14</sup>		30% <sup>15</sup>	55%	70%

Table B. R-1, R-4 and R-6M Residential Zones Development Standards

STANDARDS	Z O N E S	R-1 <sup>1</sup>	R-4	R-6M
Minimum Lot Size <u>(does not apply to Duplex or Triplex)</u>		2,500 sq. ft.	7,200 sq. ft. <sup>16,17</sup>	5,400 sq. ft. <sup>16,17</sup>

. . .

<sup>2</sup> Density applies only to *dwelling units* and not to sleeping units.

. . .

<sup>4</sup> This maximum density may be achieved only through the application of residential density incentives pursuant to Chapter [18.80](#) KMC or *transfers of density credits*, or any combination of density incentive or density transfer. Maximum density may only be exceeded pursuant to KMC [18.80.040](#)(E)(1)(f). Bonus density for duplexes or triplexes shall only be permitted in the form of a single detached dwelling unit, a duplex or a triplex.

<sup>5</sup> These standards may be modified under the provisions for *zero-lot-line developments*.

. . .

<sup>8</sup> If *development* provides *alleys* or consists of *townhouses*, then the *street setback* may equal be reduced to 10 feet.

<sup>9</sup> At least 20 linear feet of driveway shall be provided between any garage, carport or other fenced parking area and the street property line. The linear distance shall be measured along the centerline of the driveway from the access point to such garage, carport or fenced area to the street property line. Driveways providing ingress and egress between off-street parking areas and abutting streets shall be designed, located and constructed in accordance with the provisions of Chapter [12.50](#) KMC, Road Standards.

<sup>10</sup> Vehicle access points from gGarages, carports or fenced parking areas shall be set back from the property line on which a *joint use driveway* is located to provide a straight line length of at least 26 feet as measured from the centerline of the garage, carport or fenced parking area, from the access point to the opposite side of the *joint use driveway*.

<sup>11</sup> Any side yard shall equal a minimum of five feet but the two side yards combined must equal a minimum of 15 feet.

. . .

<sup>14</sup> Applies to each individual *lot*. *Impervious surface* area standards for:

- a. Regional uses shall be established at the time of permit review;
- b. Nonresidential uses in residential zones shall comply with KMC 18.21.060 and 18.30.170;
- c. Individual lots in the R-4 through R-6 zones which are less than 9,076 square feet in area shall be subject to the applicable provisions of the nearest comparable R-6M zone;
- d. Lots may be increased beyond the total amount permitted in this chapter subject to approval of a conditional use permit;
- e. The base impervious surface percentage may be exceeded, up to the maximum impervious surface percentage, provided low impact development strategies are implemented subject to approval by the city manager.

. . .

<sup>18</sup> Lot width is measured at the *street setback* line. Lot depth is measured on a line perpendicular to the *street frontage*. Lot dimensions for panhandle lots or lots of unusual shape shall be evaluated on a case-by-case basis by the *city manager* to determine whether lot width and depth are adequate for construction of a *duplex* or *triplex*.

## 18.21.035 Additional duplex and triplex development standards

### A. Building dimensions

#### 1. Maximum building dimensions for a duplex apply as follows:

<b>LOT WIDTH:</b>	<b>40'-49'</b>	<b>50'-59'</b>	<b>60'-69'</b>	<b>70'-79'</b>	<b>&gt;80'</b>
Side-by-side duplex: Maximum building width along street frontage	Not permitted	32'	42'	50'	42' if building is sited to allow future development with at least a 40' street frontage
Stacked duplex: Maximum building width along street frontage	22'	32'	42'	50'	32' if building is sited to allow future development with at least a 40' street frontage

1

<b>LOT DEPTH:</b>	<b>&lt;100'</b>	<b>100-124'</b>	<b>125-149'</b>	<b>150-199'</b>	<b>&gt;200'</b>
Side-by-side duplex: Maximum building depth perpendicular to the building's street facade	Not permitted	40'	50'	50'	60' for 1 story structure 50' for 2 story structure
Stacked duplex: Maximum building depth perpendicular to the building's street facade	Not permitted	40'	50'	50'	50'

2

2. Maximum building dimensions for a triplex building apply as follows:

<b>LOT WIDTH:</b>	<b>40-49'</b>	<b>50-59'</b>	<b>60-69'</b>	<b>70-79'</b>	<b>&gt;80'</b>
Maximum building width along street frontage	Not permitted	32'	42'	50'	50'

3

<b>LOT DEPTH:</b>	<b>&lt;100'</b>	<b>100-124'</b>	<b>125-149'</b>	<b>150-199'</b>	<b>&gt;200'</b>
Maximum building depth perpendicular to the building's street facade	Not permitted	40'	40'	50'	60' for 1 story structure 50' for 2 story structure

4

3. In rare cases, the city manager may adjust maximum building widths and depths by up to 20% to make more efficient use of land or to address unique circumstances.

5



B. Design standards. To ensure that new *buildings* are of similar size and scale to neighboring *single detached dwelling units*, the following design standards apply to *duplex* and *triplex buildings*:

1. Building orientation.

a. A *duplex* or *triplex building* shall be oriented with the front of the *building* parallel to the *street*.

2. Dwelling Unit Entrances.

a. Each *duplex* or *triplex building* shall have its primary *building* entrance oriented toward the *street*, located on the front façade and/or along the sides(s) of the *building* via an entry porch visible from and connected to the *street* by a walkway.

b. Access to second floor dwelling units may be by an external stair, which may be open or enclosed, but shall not be located between the *building* and the *street*. If enclosed, the stair shall be within the *building's* overall massing and roof.

3. Garage and carport size and location.

a. On lots narrower in width than 60', a garage or carport shall be located at the rear of the lot.

b. Garages and carports shall be located a minimum of 20' behind the street façade of the *duplex* or *triplex* and have a maximum width of 20' as measured parallel to the *street*. The equivalent of no more than 2 single-car garage doors may be visible on the street façade.

c. Garages may be entered from the side of the *building* (parallel to the *street*). If entered from the side, any garage wall facing the *street* shall incorporate windows so that the garage appears to contain habitable space.

d. A *porte cochere* up to 12 feet wide overall is allowed at the same front setback as the street façade of the *duplex* or *triplex* and must allow access to the rear of the lot. A *porte cochere* is not included in the maximum *building* width. The *porte cochere* shall be designed in the same style and level of detail as the *duplex* or *triplex*.

3. Surface Parking

a. Surface parking for a *duplex* or *triplex* shall be limited to groups of no more than 3 spaces.

b. Parking areas with more than two spaces shall be located to the rear of the *building*, shall be visually separated by at least a distance of 5' from perimeter property lines, and shall be screened from neighboring properties through site plan design and/or landscaping.

## Landscaping

### 18.35.030 Land use grouping.

To facilitate the application of this chapter, land *uses* have been grouped in the following manner:

A. "Residential *development*" refers to *residential land uses*.

B. "Attached/group residences" refers to:

1. *Multiple-family dwellings*, except duplexes and triplexes, and as provided in subsection (C)(1) of this section;

2. *Single detached dwelling units* developed on common property at a density of 12 or more units per acre;

3. *Supportive living facilities*;

4. *Temporary lodging*;

5. *Adult family homes*; and

6. *Manufactured housing communities*.

C. "Single-family *development*" refers to:

1. Residential subdivisions and short subdivisions, including attached and detached *dwelling units* on individually platted or short platted *lots*;

2. Any detached *dwelling units* located on a *lot*;

3. *Family child-care homes*; and

4. Type I *community residential facilities*.

. . .

### 18.35.050 Landscaping – Street trees for single-family residential subdivisions.

1 For single-family residential subdivisions:

2 A. Trees shall be planted at the rate of one tree for every 40 feet of frontage along a  
3 neighborhood collector street or arterial street. Native vegetation cultivars are preferred in  
4 accordance with the provisions of Chapter 12.50 KMC, Road Standards;

5 B. The trees shall be:

6 1. Located within the street right-of-way in accordance with the provisions of  
7 Chapter 12.50 KMC, Road Standards ~~if permitted by the City;~~

8 2. Located ~~No~~ no more than 20 feet from the street right-of-way line if located within a lot.  
9 Sight distance shall be reviewed in accordance with the provisions of Chapter 12.50 KMC, Road  
10 Standards;

11 3. Maintained as follows:

12 a. Right of way trees shall be ~~M~~ maintained by the adjacent landowner in accordance  
13 with the provisions of Chapter 12.70 KMC, Sidewalks, Planting Strips and Street Trees.

14 b. Trees on private streets shall be maintained by the adjacent landowner unless part of a  
15 homeowners' association program unless part of a City maintenance program; and

16 4. A species in accordance with the provisions of Chapter 12.50 KMC, Road Standards  
17 approved by the City if located within the street right-of-way and compatible with  
18 overhead utility lines;

19 C. The trees may be spaced at irregular intervals to accommodate sight distance requirements  
20 for driveways and intersections.

21

## 22 **General Development Standards**

### 23 **18.30.110 Lot width – Measurement method.**

24 Lot width shall be measured by scaling a circle of the applicable diameter within the boundaries  
25 of the lot; provided, that an access easement, access tract, access panhandle and  
26 building setbacks shall not be included within the circle area. See KMC 17.20.120(C) for  
27 additional standards related to lot configuration. See KMC 18.21.030 for lot width measurement  
28 methods for duplexes and triplexes in the R-6M Residential zoning district.

29

### 18.30.230 Setbacks – Projections and structures allowed.

Provided that the required *setbacks* from *regional utility corridors* of KMC [18.30.200](#), the adjoining half-street or designated arterial *setbacks* of KMC [18.30.220](#) and the sight distance requirements of KMC [18.30.240](#) are maintained, *structures* may extend into or be located in required *setbacks*, including *setbacks* as required by KMC [18.21.060](#)(B), as follows:

. . .

Q. In a rear *setback* in the R-4 and R-6M residential zones, the following *structures* are permitted if it is determined by the *city manager* that they will not have any substantial detrimental effect on abutting properties or the *City* as a whole; and provided, that they shall be no closer than five feet to the rear lot line:

1. Children's play *structures* not otherwise regulated by this title;

2. No more than one storage shed or similar *use*, limited in height to eight feet for a flat roof or 10 feet for a pitched roof, with a maximum dimension of 15 feet on any side and a total area not exceeding 200 square feet;

3. An *arbor*, not attached to a building and limited in height to eight feet, with a maximum footprint of 100 square feet, including eaves. If latticework is used, there shall be a minimum opening of two inches between crosspieces.

R. In a rear *setback* in the R-4 and R-6M residential zones, an *accessory dwelling unit* shall be permitted; provided, that the *accessory dwelling unit* shall be no closer than 10 feet to the rear *lot* line. All of the other standards for *accessory dwelling units* specified in Chapter [18.73](#) KMC shall be met.

S. In a rear *setback* for a duplex or triplex in the R-6M residential zone, a garage for a maximum of 3 vehicles shall be permitted; provided, that the garage shall be no closer than 10 feet to the rear *lot* line unless an alley access is provided. If an alley access is provided, this *setback* may be further reduced to a minimum of 5'.

## Parking

### 18.40.030 Computation of required off-street parking spaces.

A. Except as modified in KMC [18.40.040](#), [18.40.050](#) or [18.40.090](#), off-street parking areas shall contain at a minimum the number of *parking spaces* as stipulated in the following table. Off-street parking ratios expressed as number of spaces per square foot means the usable or net square footage of floor area, exclusive of nonpublic areas. Nonpublic areas include but are not

- 1 limited to building maintenance areas, storage areas, closets, restrooms and exterior walls. If
- 2 the formula for determining the number of off-street *parking spaces* results in a fraction, the
- 3 number of off-street *parking spaces* shall be rounded to the nearest whole number with
- 4 fractions of 0.50 or greater rounding up and fractions below 0.50 rounding down.

LAND USE	MINIMUM PARKING SPACES REQUIRED Citywide, Except in Downtown Commercial and Downtown Residential Zones West of 68th Avenue NE	MINIMUM PARKING SPACES REQUIRED Downtown Commercial and Downtown Residential Zones West of 68th Avenue NE
<b>RESIDENTIAL:</b>		
<i>Single detached dwelling unit</i>	2.0 per dwelling unit	2.0 per dwelling unit; tandem stalls permitted
<i>Townhouse</i>	2.0 per dwelling unit	1.5 per dwelling unit; tandem stalls permitted
Guest parking	1 space for every 5 units	1 space for every 5 units
<u>Duplex</u>	Within ¼ mile of SR-522 or the Juanita Drive NE/NE 153 <sup>rd</sup> Place/NE 155 <sup>th</sup> Street/84 <sup>th</sup> Avenue NE transit corridor: 0.75 per dwelling unit. Otherwise: 1.0 per dwelling unit	.75 per dwelling unit
<u>Triplex</u>	Within ¼ mile of SR-522 or the Juanita Drive NE/NE 153 <sup>rd</sup> Place/NE 155 <sup>th</sup> Street/84 <sup>th</sup> Avenue NE transit corridor: 0.75 per dwelling unit. Otherwise: 1.0 per dwelling unit	.75 per dwelling unit
<u>ApartmentOther multiple-family dwellings:</u>		
<i>Microhousing dwelling unit</i>	Within 1/4 mile of SR-522: 0.75 per dwelling unit. Otherwise, 1.2 per dwelling unit	Within 1/4 mile of SR-522: 0.75:du. Otherwise, 1.0:du. Tandem stalls permitted
Studio unit	1.2 per dwelling unit	1.0:du; tandem stalls permitted
One-bedroom unit	1.5 per dwelling unit	1.0:du; tandem stalls permitted
Two-bedroom unit	1.7 per dwelling unit	1.5:du; tandem stalls permitted
Three-bedroom unit or larger	2.0 per dwelling unit	1.7:du; tandem stalls permitted
Guest parking	1 space for every 5 units	1 space for every 5 units

## 18.40.110 Off-street parking plan design standards.

A. Off-street parking areasspaces shall not be located more than 600 feet from the *building* they are required to serve for all *uses* except those specified as follows; where an off-street parking area does not abut the *building* it serves, the required maximum distance shall be measured from the nearest building entrance that the parking area serves:

1. For all single detached dwellings, duplexes, and triplexes, the parking spaces shall be located on the same *lot* they are required to serve;

. . .

E. Driveways providing ingress and egress between off-street parking areas and abutting *streets* shall be designed, located and constructed in accordance with the provisions of Chapter [12.50](#) KMC, StreetRoad Standards. Driveways for single detached dwelling units, no more than 20 feet in width, may cross required setbacks or landscaped areas to provide access between the off-street parking areas and the street, provided no more than 15 percent of the required landscaping or setback area is eliminated by the driveway. Joint use driveways may be located within required landscaping or setback areas. Driveways for all other developments may cross or be located within required setbacks or landscaped areas to provide access between the off-street parking areas and the street, if no more than 10 percent of the required landscaping is displaced by the driveway and the driveway is located no closer than five feet from any property line except where intersecting the street.

F. *Parking spaces* required under this title shall be located as follows:

1. For *single detached dwelling units* the required *parking spaces* shall be located outside of any required setbacks or landscaping, but driveways crossing setbacks and required landscaping may be used for parking. However, if the driveway is a joint use driveway, no vehicle parked on the driveway shall obstruct any joint user's access to the driveway or parking spaces;

2. For *duplexes and triplexes*, all *parking spaces* shall be outside of the required *street setback* and shall be no closer than 5' to perimeter *lot* lines. KMC 18.21.035.B contains additional standards for parking area/garage/carport locations. Driveways crossing required setbacks may be used for parking if a 5' separation from perimeter lot lines is maintained.

3. For nonresidential *uses* in residential zones, parking is permitted in *setback* areas in accordance with KMC [18.21.060](#).



24. For all other *developments*, *parking spaces* may be permitted by the *city manager* in *setback* areas in accordance with an approved landscape plan; and

5. If the driveway is a *joint use driveway*, no vehicle parked on the driveway shall obstruct any joint user's access to the driveway or *parking spaces*.

. . .

H. Tandem or end-to-end parking is allowed in residential *developments*. ~~Apartment~~ *Multiple-family dwellings, including duplex, triplex,* or *townhouse developments*, may have tandem parking *areas* for each *dwelling unit* but shall not combine parking for separate *dwelling units* in a tandem parking *areas configuration*.

. . .

J. The total number of vehicles parked or stored outside of a *building* on a *single-family residential* lot in the ~~R-4~~ *R-1* through ~~R-6M~~ zones, excluding *recreational vehicles* and trailers, shall not exceed six vehicles on *lots* 12,500 square feet or less and eight vehicles on *lots* greater than 12,500 square feet.

## Nonconformances

### 18.100.010 Purpose.

The purposes of this chapter are to:

A. Establish the legal status of a *nonconformance* by creating provisions through which a *nonconformance* may be maintained, altered, reconstructed, expanded or terminated;

B. Establish the rules for an *existing legal use* by creating provisions through which an *existing legal use* may be maintained, altered, reconstructed, expanded or terminated; and

C. Provide for the temporary establishment of *uses* that are not otherwise permitted in a zone or that do not meet all development standards of a zone and to regulate such *uses* by their scope and period of use.

### 18.100.020 Nonconformance – Applicability.

A. All *nonconformances* shall be subject to the provisions of this chapter, except for:

1. nonconforming billboards, which shall be subject to KMC [18.42.150](#), and

2. existing legal *multiple-family dwellings* that do not conform to the following standards: base density, maximum density, minimum setbacks, maximum height, or minimum lot size. This exception is not applicable to other standards for a *multiple-family dwelling*, such as base or maximum impervious surface or critical area buffers, which continue to be *nonconformances* subject to the provisions of this chapter.

B. The provisions of this chapter do not supersede or relieve a property owner from compliance with:

1. The requirements of the International Building and Fire Codes; or

2. The provisions of this code beyond the specific *nonconformance* addressed by this chapter.

## **18.100.090 Nonconformance – Residences.**

Any residence nonconforming relative to *use* may be expanded, after review and approval, subject to all other applicable codes besides those set forth in this chapter for *nonconformances*.

## **Road Standard Amendments**

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

. . .

B. Single Family Residential Driveway and Driveway Approaches:

1. Driveways and driveway approaches must be a minimum length of 20 feet, measured along any point between the nearest tract/easement/right-of-way line of a shared access or roadway and the nearest edge of the parking area/carport/garage required per KMC 18.40.030. Driveways may not exceed 45 feet in length if feasible.

2. Driveway and driveway approaches shall have a minimum width of 12 feet and a maximum width as follows:

i. Driveways and driveway approaches accessed from private roads shall have a maximum width of 35 feet.

ii. Driveways and driveway approaches accessed from public roads shall have a maximum width of 20 feet at the right-of-way line. Driveways may be widened to a maximum of 35 feet beginning at a minimum of 5 feet from the right-of-way line.

3. Driveways shall be continuously paved or surfaced with gravel between the public right-of-way and the parking area required by KMC 18.40.030, unless otherwise approved by the City of Kenmore.

i. This requirement shall not restrict the use of alternative pavement types (such are porous pavements or pavers) and methods (such as wheel strips) to meet flow control BMP or Low Impact Development requirements.

ii. Driveways with a slope exceeding 5% in grade shall be paved; gravel surfacing will not be permitted on steep driveways.

4. If frontage improvements do not exist and are not required, driveway approaches from the right of way line to the edge of pavement shall be HMA unless otherwise approved by the City Engineer.

#### C. Duplex or Triplex Driveways and Driveway Approaches:

1. Driveways and driveway approaches must be a minimum length of 35 feet, measured along any point between the nearest tract/easement/right-of-way line of a shared access or roadway and the nearest edge of a carport or garage. Driveways or driveway approaches to a parking area must be a minimum length of 20'.

2. Driveway and driveway approaches shall be 12 feet wide between the tract/easement/right-of-way line and the duplex or triplex building. A minimum driveway width of 10' is required along the side of the building or in the rear of the lot.

3. Driveways shall be continuously paved or surfaced with gravel between the public right-of-way and the parking area required by KMC 18.40.030, unless otherwise approved by the City of Kenmore.

i. This requirement shall not restrict the use of alternative pavement types (such are porous pavements or pavers) and methods (such as wheel strips) to meet flow control BMP or Low Impact Development requirements.

ii. Driveways with a slope exceeding 5% in grade shall be paved; gravel surfacing will not be permitted on steep driveways.

4. If frontage improvements do not exist and are not required, driveway approaches from the right of way line to the edge of pavement shall be HMA unless otherwise approved by the City Engineer.

D. Townhome Driveways and Driveway Approaches: Driveways lengths shall be 20 feet when accessed from a public road with a width between 8 feet and 20 feet. Driveways are not

required when accessing from a private road. If driveways are proposed off of a private road, they shall follow the requirements for access from a public road. Driveway approaches to garages from private roads shall not exceed 6 feet in length. Any conflicts with the KMC, the KMC shall prevail.

**CE. Commercial, Industrial, & Other Multi-Family Driveways and Driveway Approaches:**

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

2. Driveways and Driveway approaches shall have a minimum width of 24 feet and a maximum width of 36 feet.

3. Driveways shall be continuously paved between the public right-of-way and the parking area required by KMC 18.40.030.

i. This requirement shall not restrict the use of alternative pavement types (such are porous pavements or pavers) and methods (such as wheel strips) to meet a flow control BMP or Low Impact Development requirement.

**EF. Location of New Driveways.**

1. Driveway location is subject to City approval.

2. No portion of driveway width for uses other than duplexes or triplexes shall be allowed within 5 feet of any existing side property lines.

i. Exceptions may be granted without a formal variance request for access panhandles to single lots and for lots taking access from a cul-de-sac bulb; in such cases the driveway shall be located, and possibly reduced in width, to provide the largest setback feasible.

ii. A setback variance may be approved if approval from the adjacent property owner(s) is received.

3. For duplexes and triplexes, a driveway may be allowed within 3 feet of any existing side property line if *native vegetation* is provided to screen the driveway from the neighboring property. Landscaping shall minimally consist of a mix of native evergreen and deciduous shrubs spaced no more than 6' on center and with an ultimate height of at least 5', along with additional native garden plantings spaced to result in total coverage of the majority of the required landscape area within three years. The landscape plan shall be incorporated into the site plan submitted with the permit and the landscaping shall be maintained as specified in KMC 18.35.120. Noxious weeds, as defined in KMC 18.20.1890, shall not be used for landscaping.

As an alternative, a minimum 6'-tall fence, consistent with the standards in KMC 18.30.040, may be provided.

1 . . .

2

### 3 **AMENDMENTS RESULTING FROM ELIMINATION OF** 4 **"APARTMENT" DEFINITION**

#### 5 **18.20.830 Dwelling unit, microhousing.**

6 "Microhousing dwelling unit" means an ~~apartment~~ **multiple-family dwelling unit** with a total  
7 square footage of less than 320 square feet and a habitable space, as defined in the  
8 International Building Code as adopted in the Kenmore Municipal Code, of at least 220 square  
9 feet. The room(s) are intended for use solely by the dwelling's occupant(s), although common  
10 kitchen or bath facilities may be provided.

#### 11 **18.20.1375 Hotel.**

12 "Hotel" means a *building* or portion thereof designed or used for transient rental for sleeping  
13 purposes. Hotel *structures* are at least two stories in height, with lodging space above the first  
14 floor. Lodging space may also be located on the first floor. Individual rooms are typically  
15 accessed from a common hallway. A central *kitchen* and dining room and accessory shops and  
16 services catering to the general public may be provided. Not included in this definition  
17 are ~~townhouses, apartments~~ **multiple-family dwelling units**, bed and breakfasts, or *motels*.

#### 18 **18.20.1785 Motel.**

19 "Motel" means a *building* or group of detached or connected *buildings* designed or used  
20 primarily for providing sleeping accommodations for automobile travelers and typically having  
21 a *parking space* adjacent to a sleeping accommodation. This definition  
22 excludes ~~townhouses, apartments~~ **multiple-family dwelling units**, *bed and breakfast guesthouses*,  
23 and *hotels*.

#### 24 **18.21.040 Residential zones R-12, R-18 and R-24 – Use** 25 **allowances.**

26 35. *Self-service storage* only permitted and only if accessory to an ~~apartment~~ **multiple -**  
27 **family** *development* of at least 12 units, provided:

28 a. The gross floor area in *self-service storage* shall not exceed the total gross floor area of  
29 the ~~apartment~~ **multiple-family** dwellings on the *site*;

## 18.21.050 Residential zones R-12, R-18, R-24, R-48, and MHC – Development standards.

a. For *developments* consisting of three or more single detached dwellings located on a single parcel, the *setback* shall be 10 feet along any property line abutting R-1 through R-6M, except for *structures* in on-site recreation areas required in KMC 18.30.130, which shall have a *setback* of five feet.

b. For ~~townhouse and apartment~~ *multiple-family* development, the *setback* shall be 20 feet along any property line abutting R-1 through R-6M, except for *structures* in on-site recreation areas required in KMC 18.30.130, which shall have a *setback* of five feet, unless the ~~townhouse or apartment~~ *multiple-family* development is adjacent to property upon which an existing ~~townhouse or apartment~~ *multiple-family* development is located.

## 18.24.040 Zoning standards.

Specific zone-based development standards for the downtown residential zone in Table B apply to the DR zone as follows:

**Table B. Downtown Residential Development Standards**

STANDARD	REQUIREMENT
Base Density: <i>Dwelling Units</i> /Gross Acre	48; applies east of 68th Avenue NE
Maximum Density: <i>Dwelling Units</i> /Gross Acre with Density Bonus Incentives	72; density incentives or bonuses not required west of 68th Avenue NE
Minimum Density: <i>Dwelling Units</i> /Net Acre	18 – <i>Townhouse only development</i> 18 – 36 – <del>Townhouse/apartment</del> <i>other multiple-family combination development</i> 36 – <del>Apartment</del> <i>Multiple-family development other than townhouses</i>
Minimum Lot Width	<i>Townhouse</i> – 20 ft. <del>Apartment</del> <i>Other Multiple-Family development</i> – 30 ft.

## 18.30.130 Recreation space – On-site areas.

A. Single-family detached subdivisions, ~~apartment, townhouse~~ *multiple-family development* and *mixed use development* of more than nine units in the R-4 through R-48 and DR zones, and standalone ~~apartment or townhouse~~ *multiple-family* developments in the NB, UC or DC zone of more than nine units, excluding age restricted *senior citizen* housing, shall provide a



common recreational open space area on site, except when facilities are available to the public that meet all of the following requirements:

#### 18.40.030 Computation of required off-street parking spaces.

. . .

E. In any *development* required to provide six or more *parking spaces*, bicycle parking shall be provided. Bicycle parking shall be bike rack or locker-type parking facilities unless otherwise specified.

. . .

5. One indoor bicycle storage space shall be provided for every two *dwelling units* in ~~townhouse and apartment~~ *multiple-family* residential uses other than duplexes and triplexes, unless individual garages are provided for every unit. The *city manager* may reduce the number of bike rack parking spaces if *indoor storage* facilities are available to all residents.

#### 18.40.110 Off-street parking plan design standards.

. . .

H. Tandem or end-to-end parking is allowed in residential *developments*. ~~Apartment or townhouse~~ *Multiple-family* *developments* may have tandem parking areas for each *dwelling unit* but shall not combine parking for separate *dwelling units* in tandem parking areas.

#### 18.40.130 Compact car allowance requirements.

In any *development* containing more than 20 *parking spaces*, up to 50 percent of the total number of spaces may be sized to accommodate compact cars, subject to the following:

A. Each space shall be clearly identified as a compact car space by painting the word "COMPACT" in capital letters, a minimum of eight inches high, on the pavement at the base of the *parking space* and centered between the striping;

B. Aisle widths shall conform to the standards set for standard size cars; and

C. ~~Apartment~~ *Multiple-family* *developments* with less than 20 parking spaces may designate up to 40 percent of the required parking spaces as compact spaces.

## 18.42.090 Residential zone signs.

Signs in the downtown residential, R<sub>1</sub> and MHC zones are limited as follows:

. . .

### B. Residential Use.

1. One sign not exceeding two square feet is permitted; and

2. One permanent residential development identification sign not exceeding 32 square feet is permitted per neighborhood, subdivision, manufactured housing community, ~~apartment/condominium~~ multiple-family complex development (but not including a duplex or triplex), or other residential area. The maximum height for the sign shall be six feet. The sign may be freestanding or mounted on a wall, fence, or other structure.

## 18.50.060 Attached dwellings and group residences – Applicability.

The standards of KMC [18.50.070](#) and [18.50.080](#) shall apply to all new ~~apartment~~ multiple-family developments exceeding four dwelling units, ~~new townhouse development~~ and new group residences except Class I community residential facilities (CRF-I). Expansions of existing development that involve four or more dwelling units shall be subject to compliance with KMC [18.50.070](#) and [18.50.080](#).

## 18.50.070 Attached dwellings and group residences – Vehicular access and parking location.

Except for development located in the downtown commercial or downtown residential zones, or RB-zoned properties that are not subject to P-suffix condition NS-P4 and which lie north of NE 175th Street, which must comply with Chapter [18.52](#) KMC, Downtown Design Standards, the following requirements apply:

A. On sites abutting an alley constructed to a width of at least 20 feet, ~~apartment and townhouse~~ multiple-family development and all group residences except Class I community residential facilities (CRF-I) shall have parking areas placed to the rear of buildings with primary vehicular access via the alley, except when waived by the city manager due to physical site limitations.

## 18.50.080 Attached dwellings and group residences – Building facade modulation.

Except for *development* located in the downtown commercial or downtown residential zones, or RB-zoned properties that are not subject to P-suffix condition NS-P4 and which lie north of NE 175th Street, which must comply with Chapter 18.52 KMC, Downtown Design Standards, ~~apartment and townhouse~~ *multiple-family developments*, ~~excluding duplexes and triplexes~~, and all group residences shall provide *building facade modulation* on facades exceeding 60 feet and facing abutting *streets* or properties zoned R-1 through R-6M. The following standards shall apply:

. . .

## 18.50.220 Re-use of facilities – Standards for conversion of historic buildings.

In order to ensure that significant features of the property are protected pursuant to Chapter 2.20 KMC, the following standards shall apply to conversion of historic *buildings*:

A. Gross floor area of *building* additions or new *buildings* required for the conversion shall not exceed 20 percent of the gross floor area of the historic *building*, unless allowed by the zone;

B. Conversions to ~~apartments~~ *multiple-family dwelling units* shall not exceed one *dwelling unit* for each 3,600 square feet of lot area, unless allowed by the zone; and

C. Any construction required for the conversion shall require certification of appropriateness from the *City* landmark commission.

## 18.80.080 Applicability of development standards.

A. RDI *developments* shall comply with dimensional standards of the zone with a base density most closely comparable to the total approved density of the RDI *development*; provided, that an RDI proposal in the R-4 through R-6M zones shall conform to the height requirements of the underlying zone in which it is located.

B. RDI *developments* in the R-4 through R-6M zones shall be landscaped as follows:

1. When 75 percent or more of the units in the RDI *development* consist of ~~townhouses or apartments~~ *multiple-family dwelling units other than duplexes or triplexes*,

the *development* shall provide perimeter *landscaping* and *tree* retention in accordance with Chapters [18.35](#) and [18.57](#) KMC ~~for townhouse or apartment projects.~~

2. When less than 75 percent of the units in the RDI consist of ~~townhouses or apartments~~ *multiple-family dwelling units other than duplexes or triplexes*, the *development* shall provide *landscaping* and *tree* retention in accordance with Chapters [18.35](#) and [18.57](#) KMC ~~for townhouses or apartments~~ on the portion(s) of the *development* containing such units; provided, that if *buildings* containing such units are more than 100 feet from the *development's* perimeter, the required *landscaping* may be reduced by 50 percent.

### **18.100.180 Temporary real estate offices.**

One temporary real estate office may be located on any new residential *development*; provided, that activities are limited to the initial sale or rental of property or units within the *development*. The office *use* shall be discontinued within one year of recording of a short subdivision of four lots or less or issuance of a final certificate of occupancy for ~~an apartment~~ *multiple-family* *development*, and within two years of the recording of a formal subdivision or short subdivision of more than four lots.

## **Other Miscellaneous Amendments**

### **18.15.010 Zones and map designations established.**

In order to accomplish the purposes of this title, the following zoning designations and zoning map symbols are established:

ZONING DESIGNATIONS	MAP SYMBOL
Residential	R- (base density in dwellings per acre)

Note: Throughout the Zoning Code, references to "R-6" would be replaced with "R-M" and references to R zones would be replaced with "R-" zones.

# A change around "Missing Middle" housing is coming to Kenmore. You're invited to learn more and participate in two upcoming events!

Page 181 of 343

To help address the housing crisis, the Kenmore City Council is considering a change that would allow duplexes (buildings containing two housing units) and triplexes (buildings containing three housing units) throughout Kenmore's R-6, Single Family Residential, zoning district.



Duplexes and triplexes are types of "Missing Middle" housing: **house-scale** buildings containing more than one housing unit that are compatible with single-family neighborhoods.

"Missing Middle" housing provides more housing choices in between single-family homes and apartment buildings for those wanting smaller homes in our community (young families and seniors, for example).



Currently, this type of housing is not legal to build in most of Kenmore. The plan proposed by the Kenmore City Council will change zoning laws to allow this more inclusive type of development in many parts of Kenmore.

## Join us at these upcoming events to learn more and share your opinion:

### "Missing Middle" Housing Presentation

by Karen Parolek from Opticos Design

Opticos Design originated the term "Missing Middle" housing.  
[www.opticosdesign.com](http://www.opticosdesign.com), [www.missingmiddlehousing.com](http://www.missingmiddlehousing.com)

**When:** Wednesday, September 21, 2022 at 7:00 p.m.

**Where:** online at

<https://kenmorewa-gov.zoom.us/j/83443034254>

or the presentation also can be viewed at Kenmore City Hall

### Kenmore City Council Public Hearing

**When:** Monday, September 26, 2022 at 7:00 p.m.

**Where:** In-person at Kenmore City Hall and online at

<https://kenmorewa-gov.zoom.us/j/83352870241>



**Karen Parolek** is co-founder and Principal at Opticos Design, an architecture and urban design firm specializing in healthy, walkable and equitable communities. She co-wrote the book "Form-Based Codes" and is a leading

innovator and educator in zoning reform across the US and abroad. In addition, as the chief architects of the Missing Middle Housing movement, Karen and her firm advocate for Missing Middle Housing as both a critical element of walkable communities and an effective tool to address the needs for housing choice and affordability.





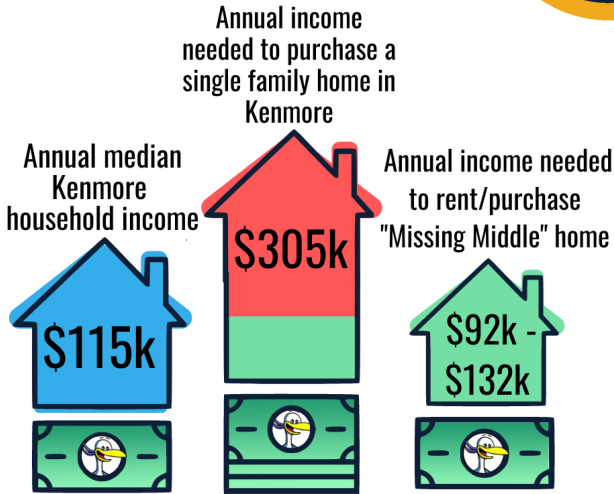
Why is this important?

"Missing Middle" housing provides many benefits to the community and to the region, including:

- Increasing housing supply (our area has a severe housing shortage which contributes to rising prices).
- Providing more housing choices for those wanting smaller homes in our community.
- Providing housing choices that are more attainable than single-family homes.
- Fighting climate change by preventing new development from sprawling outside the urban area and putting more housing closer to jobs to reduce driving.
- Addressing historic segregation and exclusion of those with lower incomes (often people of color) from some neighborhoods.

DID YOU KNOW?  
The median house price in Kenmore is (May 2022)

\$1.3 million

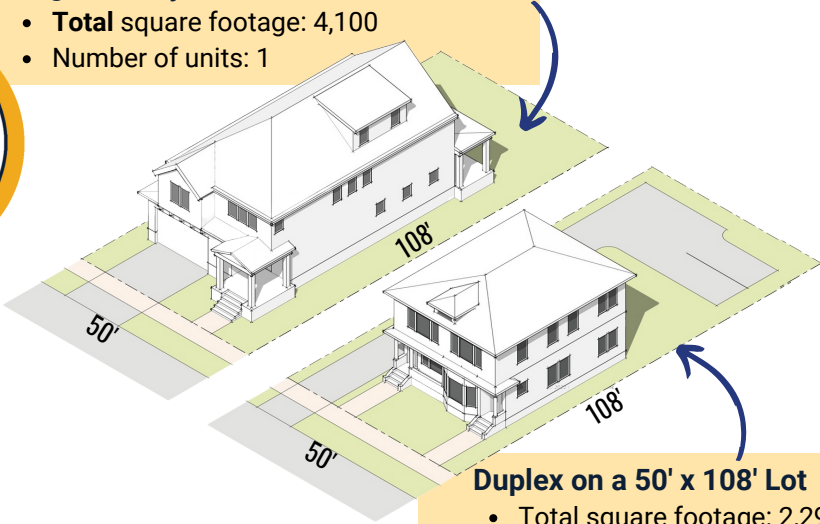


How will this new housing fit into my neighborhood?

Rules for building new duplexes and triplexes keep them at "house-scale"—basically the same size as new single-family houses. In some cases, these buildings will be smaller than recent single-family development, despite providing more housing units!

Single Family House on a 50' x 108' Lot

- Total square footage: 4,100
- Number of units: 1



Duplex on a 50' x 108' Lot

- Total square footage: 2,290
- Number of units: 2

Duplexes and triplexes will be no taller than 2 ½ stories and will have size limits. Garages and parking areas will not dominate the streetscape.

What about environmental protection and saving our trees?

New duplexes and triplexes must follow the same rules for environmental protection that other building types do, including providing buffers and building setbacks to protect wetlands and streams. Also, new duplexes and triplexes would be subject to the multifamily tree protection rules which are more protective of trees than are those for existing single-family houses.

Many studies have shown that denser growth does more to protect the environment than low-density development. The Sierra Club, in their Urban Infill Policy Guidance specifically supports expanded production of "Missing Middle" housing, including duplexes and triplexes, in single-family neighborhoods. To read more about the importance of "Missing Middle" housing for environmental sustainability, see this [Sierra Club publication](#).



Have questions or comments?

Contact  
Lauri Anderson  
landerson@kenmorewa.gov

Additional resources about "Missing Middle" housing, including the proposed rules, a map of the R-6 zoning district, and upcoming event details can be found on the city webpage:

[www.kenmorewa.gov/missingmiddle](http://www.kenmorewa.gov/missingmiddle)





### **“Missing Middle” Housing Frequently Asked Questions**

- **Is “Missing Middle” housing a new thing?**

No. This type of housing was common before World War II and was organically integrated with other housing types, including single-family homes. In fact, in a few isolated instances, “Missing Middle” housing already exists in Kenmore neighborhoods (see duplex photos below) but it would not be able to be built today under current rules. Ninety-five percent of Kenmore’s land zoned exclusively for residential uses in the city is zoned for single-family homes.

Also, the typical footprint of a single-family home has increased from less than 1,000 square feet in 1950 to 2,500 in 2017 which adds to housing cost and further limits housing choice. “Missing Middle” housing is an opportunity to provide housing choices that meet a broader range of housing needs for different groups of people in Kenmore and for those who would like to live in our neighborhoods but due to the limits of our current zoning have no acceptable housing choice.



Kenmore duplex



Kenmore duplex

- **Will “Missing Middle” housing negatively impact the character of my neighborhood?**

No. “Missing Middle” housing consists of *house-scale* buildings that are compatible with single-family neighborhoods. In most neighborhoods that already include this type of housing, the units blend in and you have to look closely to notice a “Missing Middle” home. Local examples include Ballard and the pre-WWII Lower Maywood Hill neighborhood near downtown Bothell. Any new regulations that allow for “Missing Middle” housing will include standards that will limit the size, width, depth, and height, as well as regulate other design elements of this type of housing.

- **Who lives in “Missing Middle” housing?**

“Missing Middle” housing can provide another entry point for people who want to live (or stay) in Kenmore but can’t afford to purchase (or stay in) and maintain a single-family home. Middle-income wage earners such as schoolteachers, mechanics, grocery store managers, and first responders may find “Missing Middle” housing types affordable.

“Missing Middle” housing can also be desirable to seniors who are downsizing, smaller households (only 34% of households in Kenmore contain individuals <18 years old), or young adults just getting started in the housing market. Service workers with lower incomes may also benefit from rental housing located in desirable neighborhoods. More than a quarter of Kenmore residents rent their housing unit.

- **How does “Missing Middle” housing combat systemic racism and help with diversity, equity and inclusion in our community?**

Single-family zoning is also known as “exclusionary zoning” and perpetuates systemic racism and classism. Single-family zoning initially was used to prevent those with lower incomes or black, indigenous or people of color from living in certain neighborhoods. Racist covenants were sometimes put in place, including in Kenmore. Although the covenants are now outlawed, single-family zoning keeps most renters and low-income individuals (often people of color) out of a neighborhood.

Allowing “Missing Middle” housing in single-family neighborhoods provides an entry point for people who want to live in Kenmore--with its good schools and other amenities--but can’t afford to purchase a single-family home.

- **Is “Missing Middle” housing the same thing as affordable housing?**

Not necessarily. “Missing Middle” housing refers to the size of the dwelling, not its cost. “Missing Middle” housing (duplexes, triplexes, cottage housing) is typically less expensive than a traditional single-family home, but these “Missing Middle” housing types may or may not fit strictly into the affordable housing definition. Architect Daniel Parolek coined the term “Missing Middle” housing. His research has found that “Missing Middle” housing types are typically affordable for households with incomes at 60% of area median income or higher; as result, Parolek suggests that “attainable housing” may be a more appropriate term for describing “Missing Middle” housing. (*Missing Middle Housing*, by Daniel Parolek, page 53).

- **How does “Missing Middle” housing help with housing affordability?**

The answer to this question goes back to the laws of supply and demand. A large part of the existing housing affordability crisis is related to the fact that there are not enough housing units to satisfy demand, nor are there enough housing *choices*, especially in the gap between apartments and single-family homes. Because of this gap and overall lack of supply, housing prices have skyrocketed. Adding additional housing units and types of housing *choices* to the housing stock should help stabilize housing costs. And “Missing Middle” housing is typically more affordable than single-family residences.

- **What about infrastructure needs (e.g. sidewalks bus service, and parks) as the number of housing units increases?**

This truly is a chicken and egg question. Additional housing density provides both the additional taxes and impact fees necessary to support City-funded infrastructure as well as the physical infrastructure improvements required as part of a permit approval. To prevent

new housing density because the infrastructure does not yet exist stops some infrastructure from eventual construction.

In recent years Kenmore has added many new sidewalks and bicycle lanes, including the new sidewalks and bike lanes currently under construction on the City's principle north-south arterial, 68<sup>th</sup> Avenue/Juanita Drive. More new sidewalks and bike lanes are planned in the coming years.

Substantial improvements in transit service will be realized when Sound Transit's "Stride" bus rapid transit comes online in 2026.

As for parks, the City has expanded capacity at a number of parks in recent years, including Moorlands Park, City Hall Park, Northshore Summit Park, Rhododendron Park, Log Boom Park, Tl' awh-ah-dees Park (under construction), and Twin Springs Park (construction anticipated in 2022).

- **What about parking for new "Missing Middle" housing units?**

Within ¼-mile of major transit corridors, State law mandates that no more than 0.75 parking stalls per unit or 1 space per bedroom may be required. The draft regulations use the 0.75 standard in this area. For a duplex or triplex, this would mean a minimum of two off-street parking spaces. A developer could, of course, build more parking if there was a concern that future owners/residents would not have adequate places to park, particularly in areas of limited street parking.

Outside of the ¼-mile area, the proposed standard would be 1.0 stall per unit. This would mean a minimum of 2 stalls for a duplex and 3 stalls for a triplex.

That said, parking requirements can be a barrier to adding more "Missing Middle" housing, especially given that "Missing Middle" housing residents are less likely to have a car than single-family owners[1].

[1] Source: American Housing Survey, 2017, cited on page 48 of *Missing Middle Housing* by Daniel Parolek, 2020.

- **Will the tree canopy be protected?**

Yes. The City already has substantial tree preservation regulations in place and is considering even more, including increasing the tree replacement rate, further limiting tree cutting on existing residential lots, and mandating the preservation of "exceptional" larger trees. The City's tree rules would not change with allowing for new "Missing Middle" housing. Given the proposed limitations on "Missing Middle" building size, the new structures should have no more impact on the tree canopy than would a new single-family residence. As with any new development, existing trees may be removed, but strict and substantial replacement rules apply.

Furthermore, from a bigger-picture environmental perspective, allowing for responsible tree cutting and replacement inside the King County urban growth boundary for the purpose of increasing urban housing supply prevents even more tree cutting that comes from suburban sprawl in the rural areas outside the urban growth boundary.

- **Will my neighborhood change quickly or dramatically?**

No. Even with the potential changes, it is unlikely that rapid or dramatic changes in land use would be seen. Development of “Missing Middle” housing likely would be slow and incremental over many years. The City of Kirkland has allowed “Missing Middle” housing in their community since 2018. Since those rules were put in place, interest has been growing slowly with permits for about a dozen “Missing Middle” housing units issued. A study of Portland’s duplexes/triplexes by the Sightline Institute concluded that “on most urban lots, legalizing smallplexes would mean nothing at all for many years.” Regardless, it is important to establish opportunities for this type of development now before opportunities are lost. This would be an incremental change to Kenmore.

- **Does “Missing Middle” housing look like an apartment building?**

No. “Missing Middle” housing does not look like an apartment building. By definition, these housing options are *house-scale* buildings that happen to have more than one unit. This definition “counters the belief that as you add more units to a building it needs to get bigger and that multi-unit buildings are always bigger than a single-family home.” (Parolek, page 11) As part of the “Missing Middle” housing proposal, a maximum size requirement for new duplexes and triplexes is being considered. The goal is to ensure that large structures, out of scale with existing neighborhoods, are not constructed. Design standards also are part of the proposal. See photos, below, of contemporary duplexes and triplexes.







To view more images of “Missing Middle” housing, see:

[Sightline Institute: Missing Middle Homes Photo Library's albums | Flickr](#)

- **The City recently approved new regulations for accessory dwelling units. Isn't that enough new housing?**

At the time the accessory dwelling unit regulations were put in place, about 50 units existed in the city. Over the past year, an additional 9 accessory dwelling units have been permitted under the new rules. While this small amount of new housing contributes to the city's housing stock and provides rental opportunities, more housing units and housing choices are needed.

- **Is replacing an existing housing unit with multiple new housing units really the answer?**



This is a hard question. Existing housing is likely to be more affordable (for rent or purchase) than new housing. So, if an existing more affordable unit is replaced with additional more expensive units, there may be a temporary net loss in more affordable/attainable housing units. Still, “Missing Middle” housing is part of the answer to housing affordability concerns—the increased density will improve the housing supply, and the homes, being somewhat smaller, will tend to be more affordable than larger homes.

Another benefit of “Missing Middle” housing like duplexes and triplexes is that a purchaser could buy a building, live in one unit and rent out the other one or two, helping cover the cost of the mortgage, and providing rental housing to those who cannot afford to purchase.

- **Why is the region focused on providing “Missing Middle” housing?**

The State Growth Management Act, multicounty planning policies (VISION 2050) – see <https://www.psrc.org/vision> - and King County countywide planning policies all support consideration of “Missing Middle” housing in their plans and directives. Kenmore must, therefore, consider opportunities for “Missing Middle” housing in the city. VISION 2050 states that the City should, “Expand housing capacity for moderate density housing to bridge the gap between single-family and more intensive multifamily development and provide opportunities for more affordable ownership and rental housing that allows more people to live in neighborhoods across the region.”

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**KENMORE 2044**

# **Comprehensive Plan and Development Regulations Update**



# Comprehensive Plan changes

- **Revised Vision Statement**
  - diversity, equity, and inclusion
  - environmental stewardship
- **Revised Land Use Element**
  - High-Capacity Transit Community
  - Countywide growth center
  - Small-scale neighborhood commercial for walkability
- **Revised Housing Element**
  - tenant protections
  - inclusionary affordable housing
  - new housing types
- **Revised Capital Facilities Element**
  - surplus public property for affordable housing
  - equitably dispersed impacts

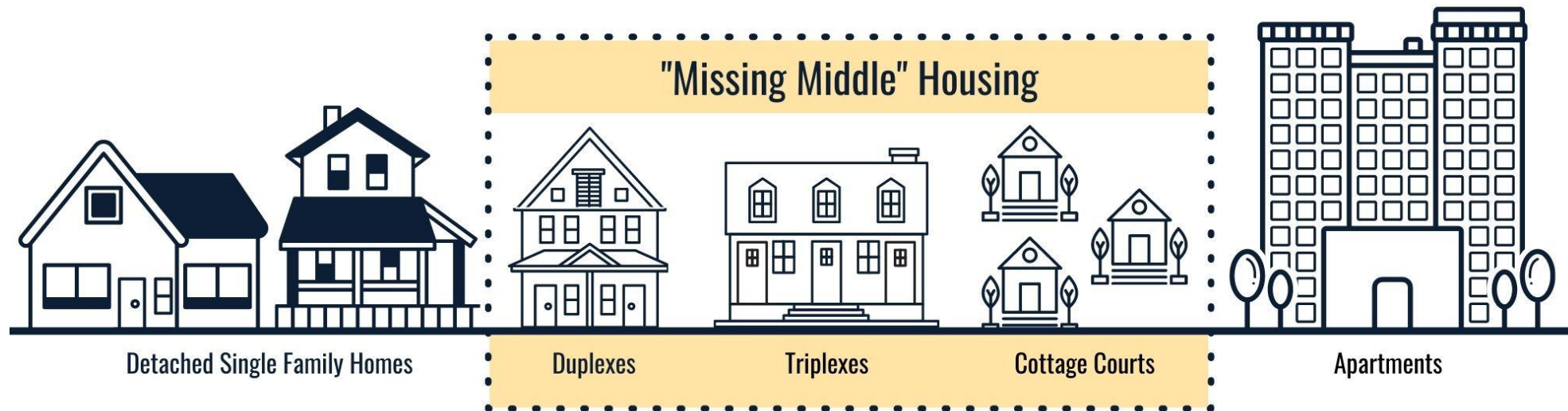


## Development Regulation changes

- Future Public Works shop property rezoning (NE 202<sup>nd</sup> Street)
- “Missing Middle” housing regulations for duplexes and triplexes in the R-6 Residential zone



# What is “Missing Middle” housing?



## What do these housing types look like?



**Duplex**



**Triplex**



**Cottage housing**



# Existing “Missing Middle” housing in our area



**Kirkland duplex**



**Bothell duplex**



**Bothell triplex**



**Shoreline cottage housing**

# Why are we considering “Missing Middle” housing?

## State Growth Management Act

In the urban growth boundary, include provisions for moderate density housing options, including duplexes and triplexes

## PSRC VISION 2050

Expand housing capacity for moderate density housing to bridge the gap between single-family and more intensive multifamily development

## King County Policies

Expand capacity for moderate-density housing throughout the jurisdiction, especially in areas currently zoned for lower density single-family detached housing

## What problems are we trying to solve with “Missing Middle” housing?

- Housing Crisis!
- regional housing supply shortage
- lack of housing types in between single-family residences and larger apartment buildings
- skyrocketing housing costs
- historic exclusion of those with lower incomes (disproportionately people of color) from some neighborhoods



## What are the benefits of “Missing Middle” housing?

- increases housing supply
- provides more housing choice
- units more attainable than a single-family house
- prevents sprawl and helps fight climate change
- supports transit
- is consistent with regional policies



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## Making housing more attainable

<b>Median Kenmore household income:</b>	<b>\$115,093</b>
<b>Median-priced house in Kenmore (May):</b>	<b>\$1,323,000</b>
<b>Income needed to purchase:</b>	<b>265% of median income</b>
<b>Income needed for “Missing Middle”:</b>	<b>80-120% of median income</b>

## What is the City Council recommending?

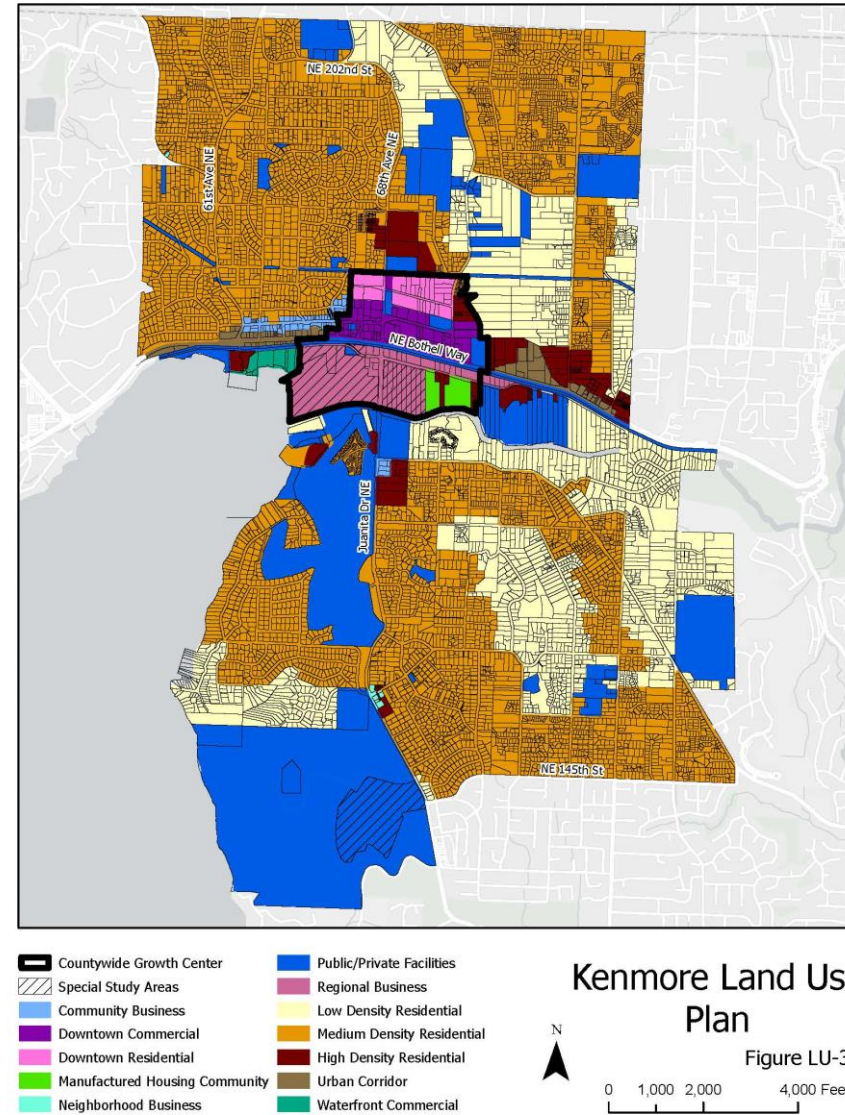
- **Allowing duplexes and triplexes throughout the single-family residential R-6 zone**
- **Not allowing in the R-1 and R-4 zones as environmental studies are not complete**
- **Future discussion of smaller houses on smaller lots and cottage housing**





## Where would new “Missing Middle” housing be permitted?

 Medium Density Residential



## What requirements would be put on new “Missing Middle” housing?

### Size

- Minimum lot dimensions specified
- Maximum building size specified
- Maximum 2½ story height (30’ vs. 35’)

### Design

- Building must face the street
- Entry identified
- Garage size and location controlled
- Tree preservation rules apply

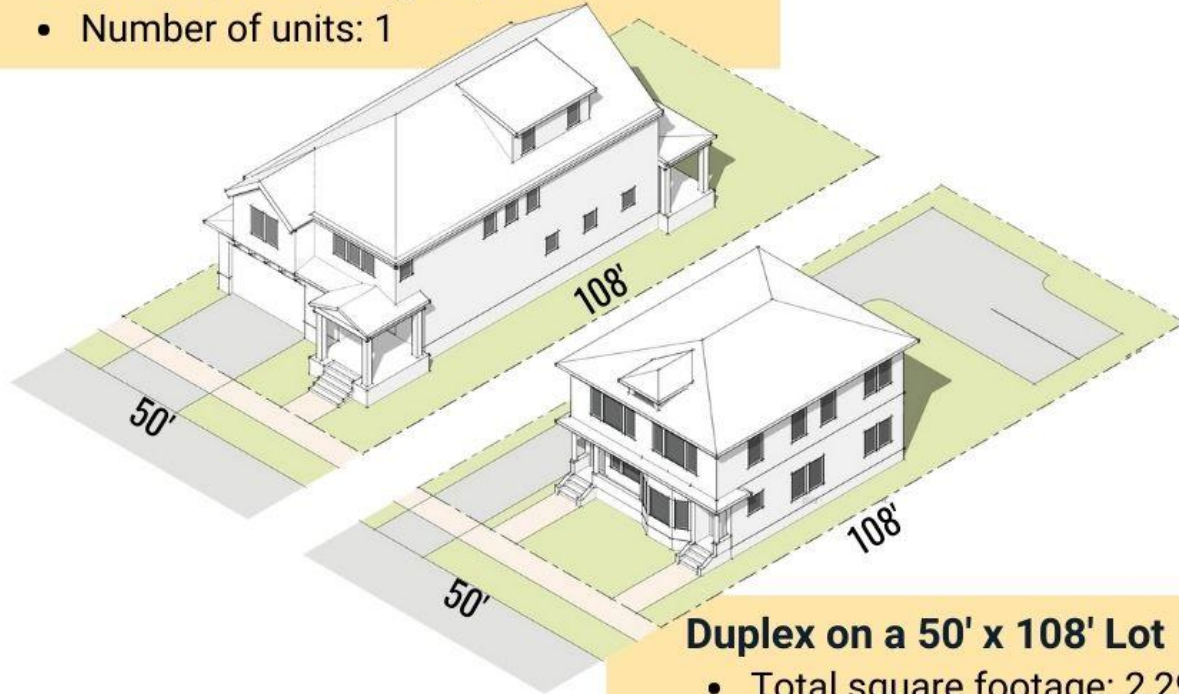
### Parking

- Reduced parking requirements
- No surface parking in front of building
- Driveway design standards

## Size comparisons – new single-family house and duplex

### Single Family House on a 50' x 108' Lot

- Total square footage: 4,100
- Number of units: 1



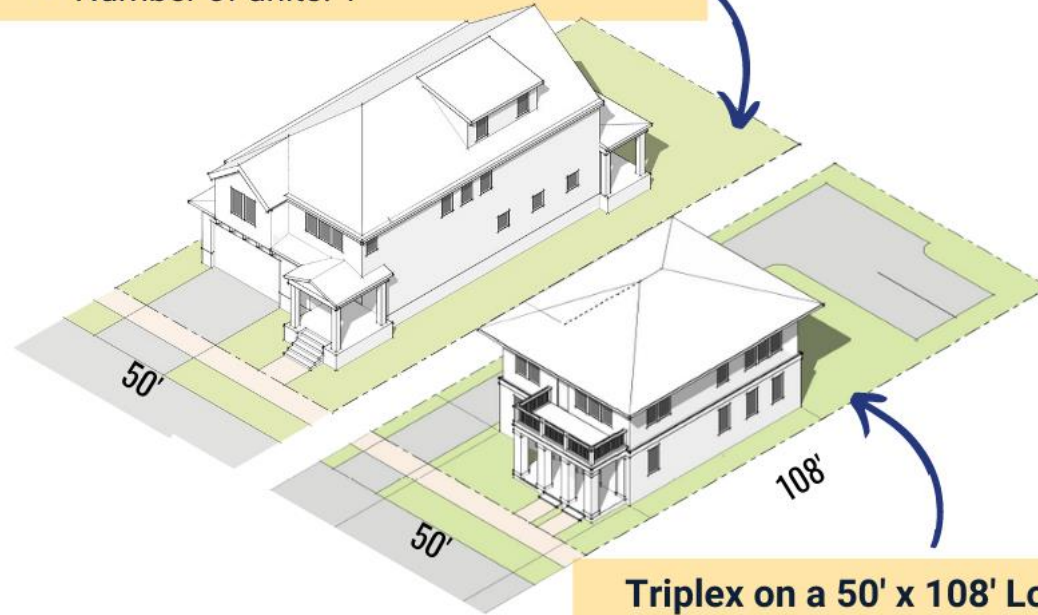
### Duplex on a 50' x 108' Lot

- Total square footage: 2,290
- Number of units: 2

## Size comparisons – new single-family house and triplex

### Single Family House on a 50' x 108' Lot

- Total square footage: 4,100
- Number of units: 1

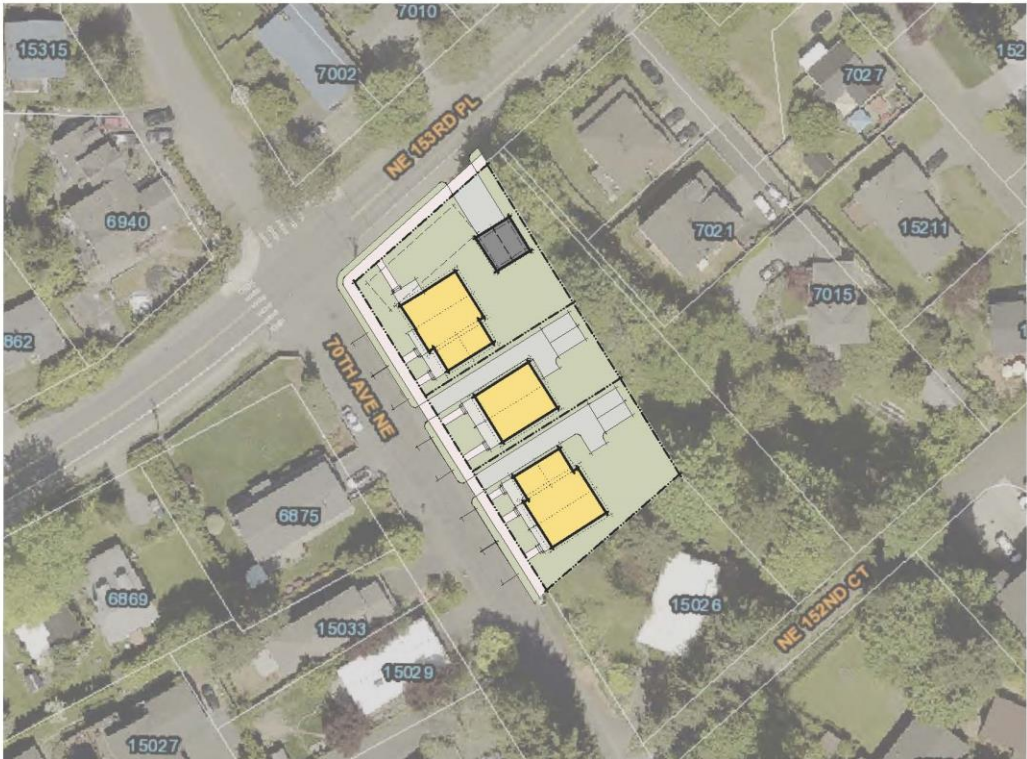


### Triplex on a 50' x 108' Lot

- Total square footage: 2,400
- Number of units: 3



# Example site plan



Proposed Site Plan

### Program Summary

Site Area			
Developable	0.47	ac	
Gross	0.47	ac	
Program Totals			
Unit Count	8	du	
Building Count	3	bldg	
<sup>1</sup> Building Area (Gross)	8,280	gsf	
Parking Count	11	sp	
Parking Ratio	1.4	sp/du	
Density			
Developable	17.0	du/ac	
Gross	17.0	du/ac	
Unit Types			
	Unit GSF	Count	
2 BD	900	2	du
2 BD	1,080	6	du
Building Types			
	Bldg GSF	Count	
Duplex Side-By-Side	2,160	1	bldg
Triplex (2-Story)	3,060	2	bldg
Parking Mix			
	Proposed	Target	
On-street	5	-	
Surface	4	-	
Carport	-	-	
Garage	2	-	
Tuck-Under	-	-	

<sup>1</sup> Excludes garage area (480 gsf).

### Legend

- 2-Story Building Height
- Garage



NFD Concept Site Plan (Compliant)

Kenmore MMH Opportunity Sites

Preliminary Site Plan Studies | 09.13.2022

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## How has the public been notified of the “Missing Middle” proposal?

- Quarterly articles (mailed to all households): Spring 2021, Fall 2021, Winter 2022, and Spring 2022
- E-news publications: September 2021, November 2021, December 2021, February 2022, April 2022, and August 2022
- July 2021 city-wide survey: invitation sent to all addresses, twice
- Planning Commission mailing list
- November 2021 virtual Housing Forum
- Planning Commission May 2022 public hearing. Postcard mailed to all addresses with special outreach to those who use Spanish
- Website and social media posts
- Informational flyer mailed to all Kenmore addresses





# **We want your feedback!**





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

**Subject/Topic:**

**Proposed 2023-2028 Capital Improvement Program for Parks, Transportation, Surface Water, and City Facilities**

**Public Hearing on the 2023-2028 Capital Improvement Program for Parks, Transportation, Surface Water, and City Facilities**

**Proposed Council Action/Motion:**

**Review and discussion of proposed 2023-2028 Capital Improvement Program for Parks, Transportation, Surface Water, and City Facilities**

**Public Hearing on the 2023-2028 Capital Improvement Program for Parks, Transportation, Surface Water, and City Facilities**

**For Council Meeting Agenda of:** October 3, 2022

**Departments:**

City Manager, Finance and Administration, Community Development, Public Works Departments

**Prepared by:**

Rob Karlinsey, City Manager  
Leticia Salcido, Finance and Administration Director  
Debbie Bent, Community Development Director  
John Vicente, Engineering Director  
Richard Sawyer, Environmental Services Director

**Initial & Date**

**Approved by Department Head:** LS 9/27/22

**Approved by City Attorney:**

**Approved by Finance Director:** LS 9/27/22

**Approved by City Manager:**

RGK  
RCK

**Attachments/Exhibits:**

Exhibit A: Proposed Capital Improvement Program  
Exhibit B: Proposed Transportation CIP  
Exhibit C: Proposed Park CIP  
Exhibit D: Proposed Surface Water CIP  
Exhibit E: Proposed City Facility CIP  
Exhibit F: Transportation Impact Fees Projection  
Exhibit G: REET Fund Projection  
Exhibit H: Park Impact Fees Projection  
Exhibit I: Strategic Opportunities Fund  
Exhibit J: King County Trail and Park Levy Projection

CIP Project Description Sheets for Parks, Transportation, and Surface Water

**INFORMATION/BACKGROUND:**

The Public Hearing will be held to receive public comment on the Proposed Six -Year Capital Improvement Program (CIP) for the period 2023-2028. On October 3, 2022, the proposed CIP will be presented for the City Council's review and discussion, and this will be followed by a Public Hearing. On October 10, 2020, Ordinance 22-0559 to adopt the Proposed 2023-2028 Capital Improvement Program for Parks, Transportation, Surface Water, and City Facilities will be presented to the City Council for adoption

- P32 Moorland Field Lighting - \$2.6 million
- T35 Pavement preservation - \$5 million
- T38 Lower Swamp Creek Bridge Replacement - \$3.1 million
- T44 61<sup>st</sup> Ave. sidewalk replacement project - \$5 million
- T252 ADA transition plan - \$3 million
- SW8 190<sup>th</sup> Street Fish Passable culvert - \$2.8 million
- SW17 Little Swamp Creek relocation - \$6.4 million.

The complete proposed Park, Transportation, Surface Water, and Facilities Capital Improvement Program is illustrated with cash flow projections for Park Impact Fees, Transportation Impact Fees, Real Estate Excise Tax, Strategic Opportunities Fund, and the King County Trail and Park Levy. The following projects are included.

## TRANSPORTATION

- T8 SR 522 West B 57<sup>th</sup> to 61<sup>st</sup>
- T27 Sidewalk Program
- T35 Pavement preservation program
- T 38 Lower Swamp Creek Bridge Replacement
- T41 Juanita Dr. Pedestrian & Bicycle Safety Improvements
- T42 68<sup>th</sup> Ave. Pedestrian & Bicycle Safety Improvements
- T44 61<sup>st</sup> Ave. Sidewalk Replacement Project
- T207 SR 522 Mid-block crossing
- T244 Burk-Gilman Trail/NE 175<sup>th</sup> St. Wayfinding & Connectivity
- T252 ADA transition Program
- T37 West Sammamish River Bridge Replacement
- 

## PARKS

- P1 Twin Springs Park Phase I
- P18 Rhododendron Park Waterfront
- P27 Alaskan Park Waterfront & Natural Open Space
- P28 Log Boom Park Waterfront & mitigation
- P30 Rhododendron Park Boathouse Pavilion
- P32 Moorlands Park Improvements – lighting

## SURFACE WATER

- SW8 190<sup>th</sup> St. Fish Passable Culvert
- SW17 Little Swamp Creek Relocation (Phase I & II)
- SW20 Small Works Projects
- SW29 Infiltration Tank Retrofit at 61<sup>st</sup> Ave. NE/NE 196<sup>th</sup> St.
- SW34 Blueberry Creek Culverts
- SW35 Much Creek Restoration project

## CITY FACILITY –

- F1 Public Works Shop land development
- Allocation for estimated debt service payment for note (2023-2028)

## FISCAL CONSIDERATION:

The City's goal is to adopt and maintain a fiscally balanced Capital Improvement Program that can be used by staff to prioritize and pursue projects. The CIP balances City resources including Park and Transportation Impact Fees, Real Estate Excise Tax, General Fund revenues, Surface Water Utility fees, Strategic Opportunity Fund balances, grant funds, and other sources of funding. While a project may show need in future years for grant funds to complete, the project and budget is considered "balanced" and provides a tool to pursue outside funding. The CIP should be considered a programming document with the City of Kenmore adopted budget being the document that actually appropriates funds for project expenditures.

The updated and proposed 2023-2028 Capital Improvement Program includes 26 individual projects which total \$86,198,408 over the six- year planning horizon. \$49,764,839 would be programmed for the upcoming 2023-2028 biennium and, if later adopted, would be incorporated into the biennial budget. The project costs and funding sources are displayed in Exhibits A through E. Also attached are projections of Impact Fees and Real Estate Excise Tax, Strategic Opportunities Fund, and the King County Trail and Park Levy.

**COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:**

The proposed Capital Improvement Program is consistent with Council Goals, specifically:

To focus and emphasize multimodal transportation safety in the City of Kenmore with a specific focus on pedestrian, bicycle, and other means of travel.

Implement the Sidewalk Plan

Target Zero

To implement the Walkways and Waterways projects.

To implement the Economic Development Plan, with an emphasis on the following key points:

Advance public access to water

Create a vibrant, walkable downtown

To continue to implement a Parks Improvement Plan.

**Signature:** Rob Karlinsey  
Rob Karlinsey (Sep 27, 2022 13:47 PDT)

**Email:** rkarkinsey@kenmorewa.gov

Created:	2022-09-27
By:	Leticia Salcido (lsalcido@kenmorewa.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAARnLx863cvwN0qBc2fr7uikUR_SpPkOf

"AB-PH CIP 2023-2028" History

-  Document created by Leticia Salcido (lsalcido@kenmorewa.gov)  
2022-09-27 - 8:44:00 PM GMT- IP address: 50.235.209.34
-  Document emailed to rkarlinsey@kenmorewa.gov for signature  
2022-09-27 - 8:44:24 PM GMT
-  Email viewed by rkarlinsey@kenmorewa.gov  
2022-09-27 - 8:45:42 PM GMT- IP address: 50.235.209.34
-  Signer rkarlinsey@kenmorewa.gov entered name at signing as Rob Karlinsey  
2022-09-27 - 8:47:48 PM GMT- IP address: 50.235.209.34
-  Document e-signed by Rob Karlinsey (rkarlinsey@kenmorewa.gov)  
Signature Date: 2022-09-27 - 8:47:49 PM GMT - Time Source: server- IP address: 50.235.209.34
-  Agreement completed.  
2022-09-27 - 8:47:49 PM GMT



**CITY OF KENMORE, WASHINGTON  
CAPITAL IMPROVEMENT PROGRAM  
AS ADOPTED FOR THE YEARS 2023-2028**

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EXPENDITURES	2023 Proposed	2024 Proposed	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2023-2028 Totals
<b>PARKS</b>							
P 1 Twin Springs Park Phase I	\$111,300	\$0	\$0	\$0	\$0	\$0	\$111,300
P 18 Rhododendron Park Waterfront (mitigation/monitoring)	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
P 27 'a d i s Park Waterfront & Natural Open Space	\$230,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$530,000
P 28 Log Boom Park Waterfront Access & Mitigation	\$60,000	\$60,000	\$50,000	\$50,000	\$50,000	\$50,000	\$320,000
P 30 Rhododendron Park Boathouse Pavilion	\$23,200	\$3,200	\$3,200	\$3,200	\$0	\$0	\$32,800
P 32 Moorlands Field Lighting	\$5,000	\$10,000	\$70,000	\$734,000	\$1,773,000	\$0	\$2,592,000
<b>Total Parks</b>	<b>\$479,500</b>	<b>\$133,200</b>	<b>\$183,200</b>	<b>\$847,200</b>	<b>\$1,883,000</b>	<b>\$110,000</b>	<b>\$3,636,100</b>

<b>TRANSPORTATION</b>							
T 8 SR 522 West B 57th to 61st	\$250,000	\$250,000	\$1,485,000	\$15,000	\$0	\$0	\$2,000,000
T 27 Sidewalk Program:	\$0	\$0	\$0	\$315,000	\$100,000	\$100,000	\$515,000
T 35 Pavement Preservation	\$1,110,000	\$850,000	\$1,070,000	\$200,000	\$1,520,000	\$200,000	\$4,950,000
T 38 Lower Swamp Creek Bridge Replacement	\$35,000	\$15,000	\$225,000	\$250,000	\$2,525,000	\$25,000	\$3,075,000
T 41 Juanita Dr Pedestrian & Bicycle Safety Improvements	\$687,925	\$0	\$0	\$0	\$0	\$0	\$687,925
T 42 68th Ave Pedestrian & Bicycle Safety Improvements	\$180,745	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$305,745
T 44 61st Ave Sidewalk Replacement Project	\$250,000	\$275,000	\$4,154,265	\$240,000	\$25,000	\$25,000	\$4,969,265
T-207 - SR 522 Mid-block crossing	\$42,500	\$0	\$0	\$0	\$0	\$0	\$42,500
T-244 Burk-Gilman Trail/NE 175th St. Wayfinding & Connecti	\$255,213	\$0	\$0	\$0	\$0	\$0	\$255,213
T252 ADA Transition Program	\$500,000	\$0	\$250,000	\$1,000,000	\$250,000	\$1,000,000	\$3,000,000
T 37 West Sammamish River Bridge Replacement	\$1,345,285	\$36,500	\$36,500	\$36,500	\$36,500	\$181,894	\$1,673,179
<b>Total Transportation</b>	<b>\$4,656,668</b>	<b>\$1,451,500</b>	<b>\$7,245,765</b>	<b>\$2,081,500</b>	<b>\$4,481,500</b>	<b>\$1,556,894</b>	<b>\$21,473,827</b>

<b>SURFACE WATER</b>							
SW 8 190th St. Fish Passable Culvert	\$2,816,250	\$0	\$0	\$0	\$0	\$0	\$2,816,250
SW 8 Trust Fund Loan Repayment	\$81,650	\$81,650	\$81,650	\$81,650	\$81,650	\$81,650	\$489,900
SW 17 Little Swamp Creek Relocation (Phase 1)	\$0	\$0	\$800,000	\$814,300	\$0	\$0	\$1,614,300
SW 17 Little Swamp Creek Relocation (Phase 2)	\$0	\$0	\$0	\$0	\$165,840	\$4,600,000	\$4,765,840
SW 20 Small Works Projects	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$450,000
SW 29 Infiltration Tank Retrofit at 61st Ave NE/NE 196th St	\$0	\$0	\$650,000	\$0	\$0	\$0	\$650,000
SW 34 Blueberry Creek Culverts	\$50,000	\$200,000	\$0	\$0	\$0	\$0	\$250,000
SW 35 Muck Creek Restoration Project	\$100,000	\$400,000	\$0	\$0	\$0	\$0	\$500,000
T 44 61st Ave Sidewalk Replacement Project	\$0	\$0	\$30,000	\$0	\$0	\$0	\$30,000
<b>Total Surface Water</b>	<b>\$3,122,900</b>	<b>\$756,650</b>	<b>\$1,636,650</b>	<b>\$970,950</b>	<b>\$322,490</b>	<b>\$4,756,650</b>	<b>\$11,566,290</b>

<b>CITY FACILITIES</b>							
F 1 Public Works Shop Land Acquisition & Development	\$4,000,000	\$32,000,000	\$0	\$0	\$0	\$0	\$36,000,000
Consultant and Acquisition Costs.	\$0	\$0	\$0	\$0	\$0	\$0	\$0
F 2 Debt Repayment	\$575,604	\$2,588,817	\$2,589,568	\$2,590,067	\$2,590,318	\$2,590,317	\$13,524,691
<b>Total City Facilities</b>	<b>\$4,575,604</b>	<b>\$34,588,817</b>	<b>\$2,589,568</b>	<b>\$2,590,067</b>	<b>\$2,590,318</b>	<b>\$2,590,317</b>	<b>\$49,524,691</b>

<b>TOTAL EXPENDITURES</b>	<b>\$12,834,672</b>	<b>\$36,930,167</b>	<b>\$11,655,183</b>	<b>\$6,489,717</b>	<b>\$9,277,308</b>	<b>\$9,013,861</b>	<b>\$86,200,908</b>
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**CITY OF KENMORE, WASHINGTON  
CAPITAL IMPROVEMENT PROGRAM  
AS ADOPTED FOR THE YEARS 2023-2028**

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REVENUES	2023 Proposed	2024 Proposed	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2023-2028 Totals
<b>PARKS</b>							
Park Impact Fee Revenue	\$ 5,000	\$ 10,000	\$ 60,000	\$ 290,000	\$ 23,000	\$ -	\$ 388,000
Real Estate Excise Tax (Parks)	\$ 256,428	\$ 20,000	\$ 20,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 386,428
Strategic Opportunities Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Public Art Fund	\$ 3,572	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,572
City Swamp Creek Basin Funds	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 240,000
King County Park Levy	\$ 63,200	\$ 63,200	\$ 53,200	\$ 43,200	\$ 40,000	\$ 40,000	\$ 302,800
WA State Appropriation	\$ 111,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 111,300
Other Grants	\$ -	\$ -	\$ 10,000	\$ 444,000	\$ 1,750,000	\$ -	\$ 2,204,000
<b>TRANSPORTATION</b>							
Transportation Impact Fee Revenue	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000
Real Estate Excise Tax (Transportation)	\$ 2,576,379	\$ 610,000	\$ 515,000	\$ 1,405,000	\$ 950,000	\$ 1,200,000	\$ 7,256,379
Real Estate Excise Tax (Sammamish Bridge Replacement)	\$ 798,970	\$ 36,500	\$ 36,500	\$ 36,500	\$ 36,500	\$ 181,894	\$ 1,126,864
Surface Water Utility Funds	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ 30,000
KAPE Funds	\$ -	\$ 280,000	\$ 870,000	\$ 150,000	\$ 970,000	\$ 150,000	\$ 2,420,000
Connecting WA Funds	\$ 296,315	\$ 250,000	\$ 1,485,000	\$ 15,000	\$ -	\$ -	\$ 2,046,315
Move Ahead WA	\$ 50,000	\$ 137,500	\$ 3,087,500	\$ 225,000	\$ -	\$ -	\$ 3,500,000
WSDOT pedestrian/bike grant	\$ 435,004	\$ 137,500	\$ 996,765	\$ -	\$ -	\$ -	\$ 1,569,269
Walkways & Waterways Bonds: Juanita and 68th Ave	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other grant or funding	\$ -	\$ -	\$ 225,000	\$ 250,000	\$ 2,525,000	\$ 25,000	\$ 3,025,000
<b>SURFACE WATER</b>							
Surface Water Utility Funds	\$ 1,471,900	\$ 656,650	\$ 456,650	\$ 320,950	\$ 222,490	\$ 4,656,650	\$ 7,785,290
Surface Water General Utility Charges	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000
Reimbursement from Utilities	\$ 296,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 296,000
Public Works Trust Fund Loan: 190th Culvert	\$ 890,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 890,000
King County Flood Control District Resources	\$ -	\$ -	\$ 380,000	\$ 50,000	\$ -	\$ -	\$ 430,000
Conservation Grant	\$ 365,000	\$ -	\$ 390,070	\$ -	\$ -	\$ -	\$ 755,070
Other grants	\$ -	\$ -	\$ 309,930	\$ 500,000	\$ -	\$ -	\$ 809,930
<b>CITY FACILITIES</b>							
20 year Note Public Works Shop	\$ 4,000,000	\$ 32,000,000	\$ -	\$ -	\$ -	\$ -	\$ 36,000,000
Surface Water Utility Funds	\$ 218,730	\$ 1,118,913	\$ 1,119,318	\$ 1,119,588	\$ 1,119,724	\$ 1,119,723	\$ 5,815,996
REET	\$ 230,242	\$ 1,190,856	\$ 1,191,201	\$ 1,191,431	\$ 1,191,546	\$ 1,191,546	\$ 6,186,822
Transportation Benefit District	\$ 28,780	\$ 63,420	\$ 63,420	\$ 63,420	\$ 63,420	\$ 63,420	\$ 345,880
Street Fund	\$ 69,072	\$ 152,208	\$ 152,208	\$ 152,208	\$ 152,208	\$ 152,208	\$ 830,112
General Fund	\$ 28,780	\$ 63,420	\$ 63,420	\$ 63,420	\$ 63,420	\$ 63,420	\$ 345,880
<b>TOTAL REVENUES</b>	<b>\$12,834,672</b>	<b>\$36,930,167</b>	<b>\$11,655,183</b>	<b>\$6,489,717</b>	<b>\$9,277,308</b>	<b>\$9,013,861</b>	<b>\$86,200,907</b>

# **PARK CAPITAL PROJECTS**

**PARK CAPITAL IMPROVEMENT PROGRAM  
PROPOSED FOR THE YEARS 2023-2028**

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Project Description	Prior Years	2023 Proposed	2024 Proposed	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2023-2028 Totals	Future Years	Project Totals
P 1 Twin Springs Park Phase I	\$ 156,712	\$ 111,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 111,300		\$ 268,012
P 18 Rhododendron Park Waterfront (mitigation/monitoring)	\$ 961,263	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000		\$ 1,011,263
P 27 'a d i s Park Waterfront & Natural Open Space	\$ 9,952,794	\$ 230,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 530,000	\$ 200,000	\$ 10,682,794
P 28 Log Boom Park Waterfront Access & Mitigation	\$ 5,125,942	\$ 60,000	\$ 60,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 320,000	\$ 200,000	\$ 5,645,942
P 30 Rhododendron Park Boathouse Pavilion	\$ 1,813,597	\$ 23,200	\$ 3,200	\$ 3,200	\$ 3,200	\$ -	\$ -	\$ 32,800		\$ 1,846,397
P 32 Moorlands Field Lighting	\$ -	\$ 5,000	\$ 10,000	\$ 70,000	\$ 734,000	\$ 1,773,000	\$ -	\$ 2,592,000		\$ 2,592,000
Total Project Costs	\$18,010,308	\$479,500	\$133,200	\$183,200	\$847,200	\$1,883,000	\$110,000	\$3,636,100	\$400,000	\$22,046,408

Funding As Proposed:	Prior Years	2023 Proposed	2024 Proposed	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2023-2028 Totals		Project Totals
Park Impact Fees	\$ 881,954	\$ 5,000	\$ 10,000	\$ 60,000	\$ 290,000	\$ 23,000	\$ -	\$ 388,000		\$ 1,269,954
Real Estate Excise Taxes	\$ 1,921,161	\$ 256,428	\$ 20,000	\$ 20,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 386,428	\$ 80,000	\$ 2,387,589
Strategic Opportunities Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
City Public Art Fund	\$ 73,868	\$ 3,572	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,572		\$ 77,440
City Swamp Creek Basin Funds	\$ 550,486	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 240,000	\$ 160,000	\$ 950,486
Walkways & Waterways Bonds: Log Boom, Squires	\$ 9,904,837	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 9,904,837
RCO Grants	\$ 470,575	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 470,575
King County Park Levy	\$ 450,130	\$ 63,200	\$ 63,200	\$ 53,200	\$ 43,200	\$ 40,000	\$ 40,000	\$ 302,800	\$ 160,000	\$ 912,930
King County CFT Grant: Squires Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
King County Youth Activities Grant	\$ 611,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 611,100
WA State Appropriation	\$ 40,600	\$ 111,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 111,300		\$ 151,900
State Department of Commerce	\$ 242,499	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 242,499
Northshore School District: Rhododendron Park Boathouse	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 250,000
Private donation - Pending	\$ 673,098	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 673,098
Other Grants	\$ 1,940,000	\$ -	\$ -	\$ 10,000	\$ 444,000	\$ 1,750,000	\$ -	\$ 2,204,000		\$ 4,144,000
Total Project Funding	\$18,010,308	\$479,500	\$133,200	\$183,200	\$847,200	\$1,883,000	\$110,000	\$3,636,100	\$400,000	\$22,046,408





## City of Kenmore Capital Improvement Program

### Twin Springs Park – Phase 1

#### Project P-1

**Project Location:** Brightwater Portal site east of 80<sup>th</sup> Ave NE just north of NE 192<sup>nd</sup> Street. 19228 80<sup>th</sup> Ave NE, Kenmore, WA.

**Project Manager:** Parks Project Manager

**Project Description:** Phase 1, minor improvements to open the park to the public, including construction of a maintenance path, refurbishing the existing parking lot and access at the entrance of 80<sup>th</sup> Ave/192<sup>nd</sup> and constructing a small parking pad off the entrance of 80<sup>th</sup> Ave/195<sup>th</sup>. Conducting surveys and critical areas report for future master plan phases will be added to the scope of phase 1 as the remaining budget allows.

**Background:** King County completed the Brightwater Portal 44 project year end 2015. On 5/23/16 the Twin Springs property (approx. 25 acres) was transferred to the City from King County. On 6/27/16 Council direction was to keep the park closed to the public pending development and implementation of an interim use plan. On 5/14/18 Council adopted the Twin Springs Park Master Plan which included a phasing plan and cost estimate for a Phase 1 trail project. The 2020 adopted Park Recreation and Open Space Plan, describes phased development to provide parking and trailhead elements that would allow the city to open the park to the public (Phase 1) for neighborhood level use. Additional improvements (Phase 2) would provide recreational elements suitable for the natural context of the park, such as opportunities for natural play, picnicking, educational opportunities, and trails as shown in the adopted Master Plan. The Capital Facilities Plan estimates \$100,000 for Phase 1 in the near-term six-year CIP and \$3.5m for Phases 2 and 3 in the mid-term 7-12 years.

	Exempt	DNS	EIS
<b>Environmental Review Status:</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Due to the quantity of grading work the project is not SEPA exempt and is currently going through the SEPA review process.

**Potential Project Issues:** Site constrained by critical areas including wetlands and slopes. Various King County departments have conflicting requirements and desires for the site leading to several lengthy delays for negotiation of options. Potential expiration of WA State appropriation of \$151,900 but the State has extended the appropriation given the COVID-19 situation.

**Operations:** Ongoing maintenance and operations required following construction of park improvements. Maintenance costs could include: maintenance of a parking area, park access, trash collection, fencing, mowing and other landscape costs. Annual maintenance cost estimate of \$15,000 starting in 2023 depending on park opening.





# City of Kenmore Capital Improvement Program Twin Springs Park – Phase 1 Project P-1

## CURRENT DOLLARS

CURRENT DOLLARS									
Year	Prior Years	2023	2024	2025	2026	2027	2028	Total 2023-2028	Total Project
<b>Expenses</b>									
Design	\$ 97,707							\$ -	\$ 97,707
Staff Admin	\$ 54,005	\$ 12,000						\$ 12,000	\$ 66,005
Construction		\$ 80,000						\$ 80,000	\$ 80,000
Permitting	\$ 5,000							\$ -	\$ 5,000
Signage & Amenities		\$ 19,300						\$ 19,300	\$ 19,300
<b>Total</b>	<b>\$ 156,712</b>	<b>\$ 111,300</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>			<b>\$ 111,300</b>	<b>\$ 268,012</b>
<b>Revenue</b>									
REET								\$ -	\$ -
Bond								\$ -	\$ -
Grants								\$ -	\$ -
WA State Appropriation	\$ 40,600	\$ 111,300						\$ 111,300	\$ 151,900
Park Impact Fund	\$ 75,582	\$ -						\$ -	\$ 75,582
Park Levy	\$ 40,530							\$ -	\$ 40,530
<b>Total</b>	<b>\$ 156,712</b>	<b>\$ 111,300</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>			<b>\$ 111,300</b>	<b>\$ 268,012</b>

## SCHEDULE

Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Feasibility																								
Permitting																								
Final Design																								
Construction																								
Signage & Amenities																								
Closeout																								





**City of Kenmore Capital Improvement Program**  
**Rhododendron Park Waterfront**  
**(On-going mitigation/ monitoring plus public art)**  
**Project P-18**

**Project Location:** Rhododendron Park, located at the northeast intersection of NE 170<sup>th</sup> St (Simonds Rd) and 68<sup>th</sup> Ave NE (Juanita Drive). 6910 NE 170<sup>th</sup> Street, Kenmore WA.



**Project Manager:** Parks Project Manager

**Project Description:** Replace the two aging park entry signs.

**Background:** The boardwalk/trail project was one of the projects approved on the November 2016 Walkways & Waterways ballot measure. The new boardwalk/trail completed in 2017 connects the existing park improvements through the wetland to the Sammamish River. The access driveway was also improved to provide additional parking.

KMC Chapter 3.50 sets out the procedures for using the One Percent for the Arts funds on public projects. These funds may be used for selection, acquisition, and installation or display of visual art. City Council reviewed and approved the art selection criteria and process, and the draft Ad-Hoc Public Art Committee charter on November 18, 2019. A design/fabrication contract was approved with Jennifer Dixon. The design process was completed in 2019 and in June 2020 Council approved the final design and fabrication contract. Public art will be installed in 2021.



A park master plan was adopted 3/27/06 and other improvements at the park completed to date include: 2008 Phase 1 improvements of parking lot and access improvements, new picnic shelter, great lawn renovation, relocation and new playground equipment, and landscaping; 2009 new restroom; 2010 new basketball court; 2017 new dock. Public art was installed spring 2022. Mitigation Monitoring completed (2018-22).

**Environmental Review Status:**

Exempt	DNS	EIS
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SEPA not required for public art installation.

**Potential Project Issues:** Non anticipated.

**Operations:** Signage and addition of public art in 2022 will slightly increase the park operations budget for long-term maintenance. Once the mitigation/monitoring is complete in 2022, then maintenance will become part of on-going park maintenance and operations.





**Rhododendron Park Waterfront**  
**(On-going mitigation/ monitoring plus public art)**  
**Project P-18**

Year	Prior Years	2023	2024	2025	2026	2027	2028	Total 2023-2028	Total Project
<b>Expenses</b>									
Design	\$ 50,000							\$ -	50,000
Permit	\$ 15,000							\$ -	15,000
Construction	\$ 820,929	\$ 35,000						\$ 35,000	855,929
Art fabrication & installation	\$ 19,473							\$ -	19,473
Monitoring	\$9,467							\$ -	9,467
Staff Admin	\$ 46,394	\$ 15,000						\$ 15,000	61,394
<b>Total</b>	<b>\$ 961,263</b>	<b>\$ 50,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 50,000</b>	<b>\$ 1,011,263</b>
REET		\$ 46,428						\$ 46,428	46,428
BOND	\$ 954,837							\$ -	954,837
In-lieu fees	\$ -							\$ -	-
Art Fund	\$ 6,426	\$ 3,572						\$ 3,572	9,998
Park Impact Fund								\$ -	-
KC Park Levy	\$ -							\$ -	-
<b>Total</b>	<b>\$ 961,263</b>	<b>\$ 50,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 50,000</b>	<b>\$ 1,011,263</b>

**SCHEDULE**

	2023				2024				2025				2026				2027				2028			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Pre-Design																								
Permitting																								
Final Design																								
Sign Intallation																								



## City of Kenmore Capital Improvement Program Waterfront & Natural Open Space Access Project at Ł' a ẏw a d i s Park (pronounced TI' awh-ah-dees)

### Project P-27

**Project Location:** 7515 and 7353 NE 175<sup>th</sup> Street, Kenmore WA at Ł' a ẏw a d i s Park (pronounced TI' awh-ah-dees) formerly named Squire's Landing.

**Project Manager:** Parks Project Manager

**Project Description:** Enhance water access to the Sammamish River. Improvements will include new elevated walkways, trails, viewpoints as well as natural open space and other environmental enhancements. The project will also add new boating facilities including docks, ramps, and staging areas for hand-powered watercraft; parking; a restroom and public art.

**Background:** In 2015 a conceptual plan was developed for approximately 7 acres of Squires Landing Park to enhance public access to the Sammamish River. This project was included on the November 2016 ballot measure for Walkways & Waterways. Permits were received August 2021. The project was advertised October 5, 2021 and bids opened November 9, 2021. Strider Construction Company was Awarded Contract 21-C2670. Construction began December 21, 2021. Construction and project closeout will continue in 2023.

MDNS  
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EIS  
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Environmental review due to critical area and shoreline issues. SEPA issued.

**Potential Project Issues:** N/A

**Operations:** Maintenance costs related to upkeep of new facilities begin 2023. Mitigation Monitoring and maintenance begins 2023-28 through 2032 and beyond.







# Waterfront & Natural Open Space Access Project at T' a x w a d i s Park (pronounced TI' awh-ah-dees)

## Project P-27

### CURRENT DOLLARS

Year	Prior Years	2023	2024	2025	2026	2027	2028	Total 2023-2028	Future Years	Total Project
<b>Expenses</b>										
Staff Admin	\$ 333,811	\$ 40,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 140,000	\$ 40,000	\$ 513,811
Permitting	\$ 147,573							\$ -		\$ 147,573
Design & Bid	\$1,481,285							\$ -		\$ 1,481,285
Construction	\$7,990,125	\$ 150,000						\$ 150,000		\$ 8,140,125
Monitor-Maintain		\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 240,000	\$ 160,000	\$ 400,000
<b>Total</b>	<b>\$ 9,952,794</b>	<b>\$ 230,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 530,000</b>	<b>\$ 200,000</b>	<b>\$ 10,682,794</b>
<b>Revenue</b>										
REET	\$1,006,161	\$ 190,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 290,000	\$ 40,000	\$ 1,336,161
Bond	\$5,750,000							\$ -		\$ 5,750,000
Bond 1%	\$ -									\$ -
Public Art Fund	\$ 24,083									\$ 24,083
SC Basin Funds	\$ 550,486	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 240,000	\$ 160,000	\$ 950,486
Grants	\$1,940,000							\$ -		\$ 1,940,000
KC Trail Levy	\$ 300,000							\$ -		\$ 300,000
Park Impact Fund	\$ 382,064							\$ -		\$ 382,064
<b>Total</b>	<b>\$ 9,952,794</b>	<b>\$ 230,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 530,000</b>	<b>\$ 200,000</b>	<b>\$ 10,682,794</b>

### SCHEDULE

	2023				2024				2025				2026				2027				2028			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Permitting																								
Final Design																								
Construction																								
Closeout																								
Monitoring																								



## Log Boom Park Waterfront Access Project Project P-28

**Project Location:** Log Boom Park (NE 175<sup>th</sup> St west of 61<sup>st</sup> Ave NE) 17415 61st Ave NE, Kenmore.

**Project Manager:** Parks Project Manager

**Project Description:** The project construction completed June 2022. This project will improve public access to Lake Washington including beach expansion, new trails and viewpoints, picnic areas, waterfront pavilion, environmental and ecological enhancements, kayak concession building, and access for hand-powered watercraft. A ribbon cutting ceremony was held August 9, 2022. With construction complete at the end of June 2022, the project moves into mitigation maintenance, monitoring and reporting.

**Background:** In 2015 a conceptual plan was developed for improvements at Log Boom park to enhance public access to Lake Washington. This project was included on the November 2016 ballot measure for Walkways & Waterways. Permits were received in March 2021. Project was advertised May 4, 2021 and bids opened June 9, 2021. Road Construction Northwest was Awarded Contract 21-C2669. Construction began July 26, 2021 and ended June 28, 2022.



**Environmental Review Status:**  
SEPA issued.

Exempt  
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DNS  
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EIS  
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**Potential Project Issues:** N/A

**Operations:** Maintenance costs related to upkeep of a new facilities began July 2022. Mitigation Monitoring and maintenance begins 2023-28 and beyond.





# City of Kenmore Capital Improvement Program Log Boom Park Waterfront Access & Viewing Project Project P-28

## CURRENT DOLLARS

Year	Prior Years	2023	2024	2025	2026	2027	2028	Total 2023-2028	Future Years	Total Project
Expenses										
Admin	\$ 324,365	\$ 20,000	\$ 20,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 80,000	\$ 40,000	\$ 444,365
Permitting	\$ 945,256							\$ -		\$ 945,256
Design & Bid	\$ 904,010							\$ -		\$ 904,010
Construction	\$ 2,942,311							\$ -		\$ 2,942,311
Monitor	\$ 10,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 240,000	\$ 160,000	\$ 410,000
Total	\$ 5,125,942	\$ 60,000	\$ 60,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 320,000	\$ 200,000	\$ 5,645,942
Revenue										
REET	\$ 902,200				\$ 10,000	\$ 10,000	\$ 10,000	\$ 30,000	\$ 40,000	\$ 972,200
Bond	\$ 3,200,000							\$ -		\$ 3,200,000
Bond 1% Arts	\$ -							\$ -		\$ -
Public Art Fund	\$ 43,359							\$ -		\$ 43,359
Grants	\$ 470,575							\$ -		\$ 470,575
KC Park Levy	\$ 100,000	\$ 60,000	\$ 60,000	\$ 50,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 290,000	\$ 160,000	\$ 550,000
Public Art Fund	\$ -							\$ -		\$ -
Park Impact Fund	\$ 409,808							\$ -		\$ 409,808
Total	\$ 5,125,942	\$ 60,000	\$ 60,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 320,000	\$ 200,000	\$ 5,645,942

## SCHEDULE

Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Permitting																								
Final Design																								
Landscape Maintenance																								
Monitoring																								
Closeout																								





## City of Kenmore Capital Improvement Program

### Rhododendron Park Boatshed

#### Project P-30

**Project Location:** Rhododendron Park, located at the northeast intersection of NE 170<sup>th</sup> St (Simonds Rd) and 68<sup>th</sup> Ave NE (Juanita Drive). 6910 NE 170<sup>th</sup> Street, Kenmore WA.

**Project Manager:** Parks Project Manager

**Project Description:** Monitoring and maintenance (2021-2025) of required mitigation plantings installed related to the Rhododendron Boathouse project. The City is contracting with EarthCorps for the five-year mitigation monitoring period. The City is still awaiting \$503,000 in funds to be raised by the fundraising committee. In the meantime, the City advanced the project this to complete boathouse project construction in 2021 from the Strategic Opportunity Fund. In the event that this fundraising does not take place, rent may be charged in lieu of fundraising to boathouse tenants. The Strategic Opportunity Fund will be reimbursed upon receipt of funds or collection of rent. Complete receipt of funds is estimated between 2023-2028.

January 27<sup>th</sup>, 2020 Council authorized the City Manager to execute Contract 20-C2133, a lease agreement between the City and the Northshore School District (NSD) for use of the Rhododendron Park boathouse. NSD contributed \$250,000 upon lease execution. Concurrently with execution of the Lease, NSD entered into a separate Management Agreement with the George Pocock Rowing Foundation (GPRF) for the management and operation of the boathouse facility. The Kenmore Community Rowing Club is also operating out of the boathouse. Negotiations are in progress as to the whether the GPRF will remain as the boathouse manager or be replaced by another entity in 2023. In 2019 Council direction was that any budget shortfall would be filled by a private/non-profit fundraising committee. Covid-19 has significantly slowed down fundraising efforts.

The City is looking to install permanent building signage by the end of 2022 or early 2023 at a projected cost of \$15,000.

**Background:** A 40' x 70' steel boathouse was constructed in 2021. The boathouse serves the school district rowing program and community rowing. The boathouse provides enclosed storage for 24-36 rowing shells. Small second story area for exercise machines, meeting and coaching space.

A park master plan was adopted 3/27/06 and other improvements at the park completed to date include: 2008 Phase 1 improvements of parking lot and access improvements, new picnic shelter, great lawn renovation, relocation and new playground equipment, and landscaping; 2009 new restroom; 2010 new basketball court; 2017 new boardwalk and parking improvements; 2020, boathouse; and 2022 public art.







## City of Kenmore Capital Improvement Program

### Rhododendron Park Boatshed

#### Project P-30

#### CURRENT DOLLARS

Year	Prior Years	2023	2024	2025	2026	2027	2028	Total 2023-2028	Future Years	Total Project
<b>Expenses</b>										
Design/Consultant	\$ 245,146							\$ -		\$ 245,146
Construction	\$ 1,352,692							\$ -		\$ 1,352,692
Building Sign		\$ 15,000						\$ 15,000		\$ 15,000
Staff Admin	\$ 212,559	\$ 5,000						\$ 5,000		\$ 217,559
Monitoring	\$ 3,200	\$ 3,200	\$ 3,200	\$ 3,200	\$ 3,200			\$ 12,800		\$ 16,000
	\$ -									
<b>Total</b>	<b>\$ 1,813,597</b>	<b>\$ 23,200</b>	<b>\$ 3,200</b>	<b>\$ 3,200</b>	<b>\$ 3,200</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 32,800</b>	<b>\$ -</b>	<b>\$ 1,846,397</b>
<b>Revenue</b>										
KC Park Levy	\$ 9,600	\$ 3,200	\$ 3,200	\$ 3,200	\$ 3,200			\$ 12,800		\$ 22,400
SOF	\$ 673,098	\$ 15,000						\$ 15,000		\$ 688,098
NSD	\$ 250,000							\$ -		\$ 250,000
DoC Grant	\$ 242,499							\$ -		\$ 242,499
KC Grant	\$ 611,100							\$ -		\$ 611,100
Park Impact Fund	\$ 14,500							\$ -		\$ 14,500
REET	\$ 12,800	\$ 5,000						\$ 5,000		\$ 17,800
<b>Total</b>	<b>\$ 1,813,597</b>	<b>\$ 23,200</b>	<b>\$ 3,200</b>	<b>\$ 3,200</b>	<b>\$ 3,200</b>			<b>\$ 32,800</b>	<b>\$ -</b>	<b>\$ 1,846,397</b>

#### SCHEDULE

	2021				2022				2023				2024				2025				2026			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Pre-Design																								
Permitting																								
Final Design																								
Construction																								
Monitoring																								



## City of Kenmore Capital Improvement Program Moorlands Park Improvements -Lighting Project P-32

**Project Location:** Moorlands Park located to the south of the intersection of NE 155<sup>th</sup> St and 84<sup>th</sup> Ave NE. 15221 84th Ave NE, Kenmore, WA.

**Project Manager:** Parks Project Manager

**Project Description:** Addition of field lighting.

**Background:** In July of 2018 park improvements (project P 6) were completed including renovated athletic field, new picnic shelter, restrooms, playground, landscaping and pathways. A new interlocal agreement with the Northshore School District regarding park use was authorized in December 2017. The 2020 adopted PROS Plan identifies develop and expand recreational opportunities at existing parks to add capacity, increase diversity in the types of amenities offered in the system, improve accessibility, and/or enhance the overall park experience. Adding field lighting would potentially increase capacity for field scheduling for youth sports. Existing park capacity improvements (expansion or new features) is included in the Capital Facilities plan as mid-term (7-12 years) and long-term goals (13+ years) with \$9.75 million estimated.

**Environmental Review Status:**  
Environmental review likely required.

Exempt  
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DNS  
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EIS  
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**Potential Project Issues:** Addressing neighborhood concerns about adding field lighting. Potential environmental concerns related to overhead lighting. Cost concerns about partial- or full-field turf conversion

**Operations:** The City took over all park maintenance following execution of the 2017 interlocal agreement with the Northshore School District. The proposed lighting improvements may result in an additional increase in the park operations budget. Proposed turf field will likely result in a reduced park operations budget but will require significant capital reinvestment in 10-15 years for repair/replacement.







# City of Kenmore Capital Improvement Program Moorlands Park Improvements - Lighting Project P-32

## CURRENT DOLLARS

CURRENT DOLLARS										
Year	Prior Years	2023	2024	2025	2026	2027	2028	Total 2023-2028	Future Years	Total Project
<b>Expenses</b>										
Staff Admin		\$ 5,000	\$ 10,000	\$ 10,000	\$ 20,000	\$ 20,000		\$ 65,000		\$ 65,000
Design				\$ 50,000	\$ 30,000	\$ 3,000		\$ 83,000		\$ 83,000
Permitting				\$ 10,000	\$ 10,000			\$ 20,000		\$ 20,000
Construction					\$ 674,000	\$ 1,750,000		\$ 2,424,000		\$ 2,424,000
										\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ 5,000</b>	<b>\$ 10,000</b>	<b>\$ 70,000</b>	<b>\$ 734,000</b>	<b>\$ 1,773,000</b>	<b>\$ -</b>	<b>\$ 2,592,000</b>	<b>\$ -</b>	<b>\$ 2,592,000</b>
<b>Revenue</b>										
REET										\$ -
Bond								\$ -		\$ -
SC Basin Fund								\$ -		\$ -
Grant				\$ 10,000	\$ 444,000	\$ 1,750,000		\$ 2,204,000		\$ 2,204,000
Park Impact Fees		\$ 5,000	\$ 10,000	\$ 60,000	\$ 290,000	\$ 23,000		\$ 388,000		\$ 388,000
<b>Total</b>	<b>\$ -</b>	<b>\$ 5,000</b>	<b>\$ 10,000</b>	<b>\$ 70,000</b>	<b>\$ 734,000</b>	<b>\$ 1,773,000</b>	<b>\$ -</b>	<b>\$ 2,592,000</b>	<b>\$ -</b>	<b>\$ 2,592,000</b>

## SCHEDULE

	2021				2022				2023				2024				2025				2026			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Grant materials/application																								
Permitting																								
Final Design																								
Construction																								
Closeout																								

# **TRANSPORTATION CAPITAL PROJECTS**

Project Description	Prior Years Expenditures	2023 Proposed	2024 Proposed	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2023-2028 Totals	Project Total
T 8 SR 522 West B 57th to 61st	\$ -	\$ 250,000	\$ 250,000	\$ 1,485,000	\$ 15,000	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000
T 27 Sidewalk Program /ADA	\$ 386,584	\$ -	\$ -	\$ -	\$ 315,000	\$ 100,000	\$ 100,000	\$ 515,000	\$ 901,584
T 35 Pavement Preservation	\$ 7,408,674	\$ 1,110,000	\$ 850,000	\$ 1,070,000	\$ 200,000	\$ 1,520,000	\$ 200,000	\$ 4,950,000	\$ 12,358,674
T 38 Lower Swamp Creek Bridge Replacement	\$ 23,218	\$ 35,000	\$ 15,000	\$ 225,000	\$ 250,000	\$ 2,525,000	\$ 25,000	\$ 3,075,000	\$ 3,098,218
T 41 Juanita Dr Pedestrian & Bicycle Safety Improvements	\$ 17,454,125	\$ 687,925	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 687,925	\$ 18,142,050
T 42 68th Ave Pedestrian & Bicycle Safety Improvements	\$ 13,296,731	\$ 180,745	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 305,745	\$ 13,602,476
T 44 61st Ave Sidewalk Replacement Project	\$ 141,988	\$ 250,000	\$ 275,000	\$ 4,154,265	\$ 240,000	\$ 25,000	\$ 25,000	\$ 4,969,265	\$ 5,111,253
T-207 - SR 522 Mid-block crossing	\$ 7,500	\$ 42,500						\$ 42,500	\$ 50,000
T-244 Burk-Gilman Trail/NE 175th St. Wayfinding & Connectivity	\$ 75,044	\$ 255,213	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 255,213	\$ 330,257
T252 ADA Transition Program	\$ -	\$ 500,000	\$ -	\$ 250,000	\$ 1,000,000	\$ 250,000	\$ 1,000,000	\$ 3,000,000	\$ 3,000,000
T 37 West Sammamish River Bridge Replacement	\$ 41,140,749	\$ 1,345,285	\$ 36,500	\$ 36,500	\$ 36,500	\$ 36,500	\$ 181,894	\$ 1,673,179	\$ 42,813,928
<b>Total Project Costs</b>	<b>\$79,934,613</b>	<b>\$4,656,668</b>	<b>\$1,451,500</b>	<b>\$7,245,765</b>	<b>\$2,081,500</b>	<b>\$4,481,500</b>	<b>\$1,556,894</b>	<b>\$21,473,827</b>	<b>\$101,408,440</b>

Funding as Proposed:	Prior Years Revenues	2023 Proposed	2024 Proposed	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2023-2028 Totals	Project Total
Transportation Impact Fees	\$ 4,087,714	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 4,587,714
Real Estate Excise Taxes	\$ 11,639,164	\$ 2,576,379	\$ 610,000	\$ 515,000	\$ 1,405,000	\$ 950,000	\$ 1,200,000	\$ 7,256,379	\$ 18,895,543
Real Estate Excise Taxes-Sammamish Bridge		\$ 798,970	\$ 36,500	\$ 36,500	\$ 36,500	\$ 36,500	\$ 181,894	\$ 1,126,864	\$ 1,126,864
Surface Water Fund - other	\$ 1,100,000	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ 30,000	\$ 1,130,000
KAPE		\$ -	\$ 280,000	\$ 870,000	\$ 150,000	\$ 970,000	\$ 150,000	\$ 2,420,000	\$ 2,420,000
Connecting WA	\$ 17,953,685	\$ 296,315	\$ 250,000	\$ 1,485,000	\$ 15,000	\$ -	\$ -	\$ 2,046,315	\$ 20,000,000
Move Ahead WA		\$ 50,000	\$ 137,500	\$ 3,087,500	\$ 225,000			\$ 3,500,000	\$ 3,500,000
WSDOT ped/bike	\$ 7,653,143	\$ 435,004	\$ 137,500	\$ 996,765	\$ -	\$ -	\$ -	\$ 1,569,269	\$ 9,222,412
W&W Bonds	\$ 6,054,950								\$ 6,054,950
Other grants or funding	\$ 31,445,957	\$ -	\$ -	\$ 225,000	\$ 250,000	\$ 2,525,000	\$ 25,000	\$ 3,025,000	\$ 34,470,957
									0
<b>Total Project Funding</b>	<b>\$79,934,613</b>	<b>\$4,656,668</b>	<b>\$1,451,500</b>	<b>\$7,245,765</b>	<b>\$2,081,500</b>	<b>\$4,481,500</b>	<b>\$1,556,894</b>	<b>\$21,473,827</b>	<b>\$101,408,440</b>





## City of Kenmore Capital Improvement Program

**Project Name:** SR 522 West B (57th Avenue NE to 61st Avenue NE)

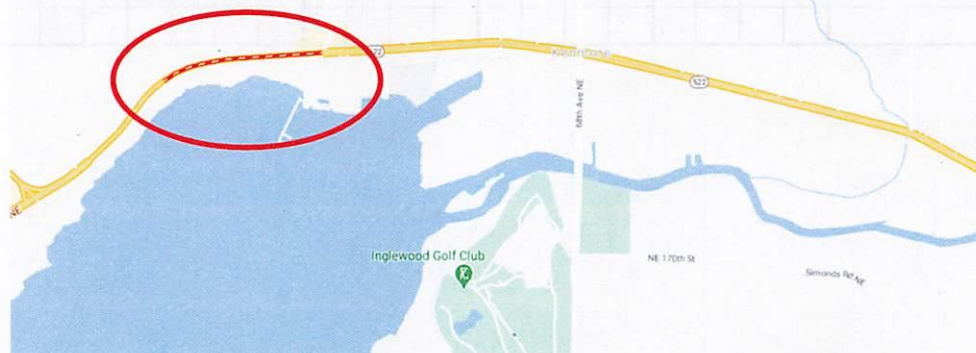
**Project No.** T-8

**Project Location:** SR 522 from 57th Avenue NE to 61st Avenue NE

**Project Description:** This project will provide an American's with Disabilities Act (ADA) connection to the Burke Gilman Trail, ADA improvements to the sidewalk along SR 522, provide access management along this section of SR522 and a study of the south leg of 61<sup>st</sup> Avenue for conversion to one-way. Should additional funding become available, additional scope may consist of additional access points to the Burke Gilman Trail, undergrounding of utilities, new street lighting, and additional corridor landscaping.

**Background:** Since its incorporation, the City of Kenmore has completed improvements to SR 522 (Bothell Way) between 61st Avenue NE and the east city limits to increase safety, improve transit reliability, and ease congestion. Improvements included adding new traffic signals, street lighting and sidewalks, widening SR 522 for Business Access and Transit lanes, enhancing the corridor with new landscaping and medians to improve access management, replacing the Swamp Creek Bridge, undergrounding utilities, and more. The final segment, SR 522 West B (57th Avenue NE to 61st Avenue NE) will complete corridor improvements to the west City limits.

**Funding Sources:** This project is funded with \$2M from the State's Connecting WA program. Staff will apply for additional grant funds as they become available.







## City of Kenmore Capital Improvement Program

Project Name: SR 522 West B (57 Avenue NE to 61 Avenue NE)

Project No. T-8

### CURRENT DOLLARS

Year	Prior Years	2023	2024	2025	2026	2027	2028	Total
<b>Expenses</b>								
Design		\$ 250,000	\$ 250,000					\$ 500,000
ROW/ Acquisition								\$ -
Construction				\$ 1,485,000	\$ 15,000			\$ 1,500,000
<b>Total</b>	<b>\$ -</b>	<b>\$ 250,000</b>	<b>\$ 250,000</b>	<b>\$ 1,485,000</b>	<b>\$ 15,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,000,000</b>
<b>Revenue</b>								
Connecting WA		\$ 250,000	\$ 250,000	\$ 1,485,000	\$ 15,000			\$ 2,000,000
								\$ -
								\$ -
								\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ 250,000</b>	<b>\$ 250,000</b>	<b>\$ 1,485,000</b>	<b>\$ 15,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,000,000</b>

## City of Kenmore Capital Improvement Program

Project Name: SR 522 West B (57 Avenue NE to 61 Avenue NE)

Project No. T-8

### SCHEDULE

	2023				2024				2025				2026				2027				2028			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Grant Applications																								
Design																								
Right-of-way																								
Construction																								
Closeout																								





## City of Kenmore Capital Improvement Program

**Project Name:** Sidewalk Program

**Project No.:** T-27

**Project Location(s):** Citywide

**Project Description:** This program is intended to provide matching funds for pedestrian improvements identified in the Pedestrian Facilities Plan. Projects would consist of extending existing sidewalks, filling gaps, or adding new facilities to connect to existing networks. Typical projects include new 6-foot-wide sidewalk with amenity strip but each site will be evaluated independently for the most appropriate pedestrian facility improvement. If no projects require matching funds, these funds would be used to build small sections of sidewalk identified in the Pedestrian Facilities Plan.

**Background:** In 2022, the City completed an update to its Pedestrian Facilities Plan (previously known as the Sidewalk Priority Plan). This Plan includes a priority list for completing sidewalk projects within the City. Staff will utilize this plan to determine where to fund projects and where to focus resources on grant applications.



Figure A





## City of Kenmore Capital Improvement Program

Project Name: Sidewalk Program

Project No.: T-27

### CURRENT DOLLARS

Year	Prior	2023	2024	2025	2026	2027	2028	2023-2028 Total	Total
<b>Expenses</b>									
Design	\$ 83,571		\$ -	\$ -	\$ 15,000	\$ 15,000	\$ 15,000	\$ 45,000	\$ 128,571
ROW/ Acquisition		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ 303,013	\$ -	\$ -	\$ -	\$ 300,000	\$ 85,000	\$ 85,000	\$ 470,000	\$ 773,013
Art								\$ -	\$ -
<b>Total</b>	<b>\$ 386,584</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 315,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 515,000</b>	<b>\$ 901,584</b>
<b>Revenue</b>									
REET	\$ 386,584				\$ 315,000	\$ 100,000	\$ 100,000	\$ 515,000	\$ 901,584
								\$ -	\$ -
								\$ -	\$ -
<b>Total</b>	<b>\$ 386,584</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 315,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 515,000</b>	<b>\$ 901,584</b>

### SCHEDULE

	2023				2024				2025				2026				2027				2028			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Construction																								
Closeout																								





## City of Kenmore Capital Improvement Program

**Project Name:** Pavement Preservation Program

**Project No.:** T-35

**Project Location:** Citywide.

**Project Description:** This program includes grind and overlay of selected streets within the City. Typically grind and overlay projects are completed on roadways with pavement ratings between 60 and 70 while pavement seal operations are completed on roadways with ratings above 70. As part of any pavement overlay, curb ramps within the project limits are upgraded to comply with the American's with Disabilities Act (ADA). In addition, pavement overlay may also include major pavement repairs, utility adjustments and pavement markings. The project also includes regular updates and analysis of existing pavement condition to assist in assessing future overlay locations.

**Background:** The City of Kenmore Comprehensive Plan promotes a fiscally constrained Transportation Element that prioritizes operation and maintenance of existing facilities within the City. There are 3 goals listed in the Comprehensive Plan that support this program:

1. Provide a complete transportation network serving local and regional circulation needs, safely accommodating all users;
2. Promote a transportation system that contributes to fiscal and environmental sustainability;
3. Facilitate freight mobility and economic prosperity.

**Funding:** The Pavement preservation program is partially funded through the Kenmore Automated Photo Enforcement Program.





**City of Kenmore Capital Improvement Program****Project Name: Pavement Preservation Program****Project No.: T-35****Current Dollars:**

Year	Prior Years	2023	2024	2025	2026	2027	2028	2023-2028 Total	Total
<b>Expenses</b>									
Design	\$ 1,182,134	\$ 120,000	\$ -	\$ 20,000	\$ 200,000	\$ 20,000	\$ 200,000	\$ 560,000	\$ 1,742,134
ROW								\$ -	\$ -
Construction	\$ 6,226,540	\$ 990,000	\$ 850,000	\$ 1,050,000		\$ 1,500,000		\$ 4,390,000	\$ 10,616,540
<b>Total</b>	<b>\$ 7,408,674</b>	<b>\$ 1,110,000</b>	<b>\$ 850,000</b>	<b>\$ 1,070,000</b>	<b>\$ 200,000</b>	<b>\$ 1,520,000</b>	<b>\$ 200,000</b>	<b>\$ 4,950,000</b>	<b>\$ 12,358,674</b>
<b>Revenue</b>									
REET	\$ 7,053,323	\$ 1,110,000	\$ 570,000	\$ 200,000	\$ 50,000	\$ 550,000	\$ 50,000	\$ 2,530,000	\$ 9,583,323
STP Grant	\$ 355,351							\$ -	\$ 355,351
KAPE			\$ 280,000	\$ 870,000	\$ 150,000	\$ 970,000	\$ 150,000	\$ 2,420,000	\$ 2,420,000
<b>Total</b>	<b>\$ 7,408,674</b>	<b>\$ 1,110,000</b>	<b>\$ 850,000</b>	<b>\$ 1,070,000</b>	<b>\$ 200,000</b>	<b>\$ 1,520,000</b>	<b>\$ 200,000</b>	<b>\$ 4,950,000</b>	<b>\$ 12,358,674</b>

**SCHEDULE**

	2023				2024				2025				2026				2027				2028			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Construction																								
Closeout																								



## City of Kenmore Capital Improvement Program

**Project Name:** Lower Swamp Creek Bridge Replacement

**Project No.:** T-38

**Project Location:** NE 175<sup>th</sup> Street/Swamp Creek Crossing

**Project Description:** An update of the alternatives analysis, cost estimates, funding alternatives will be conducted prior to design/construction of recommendations.

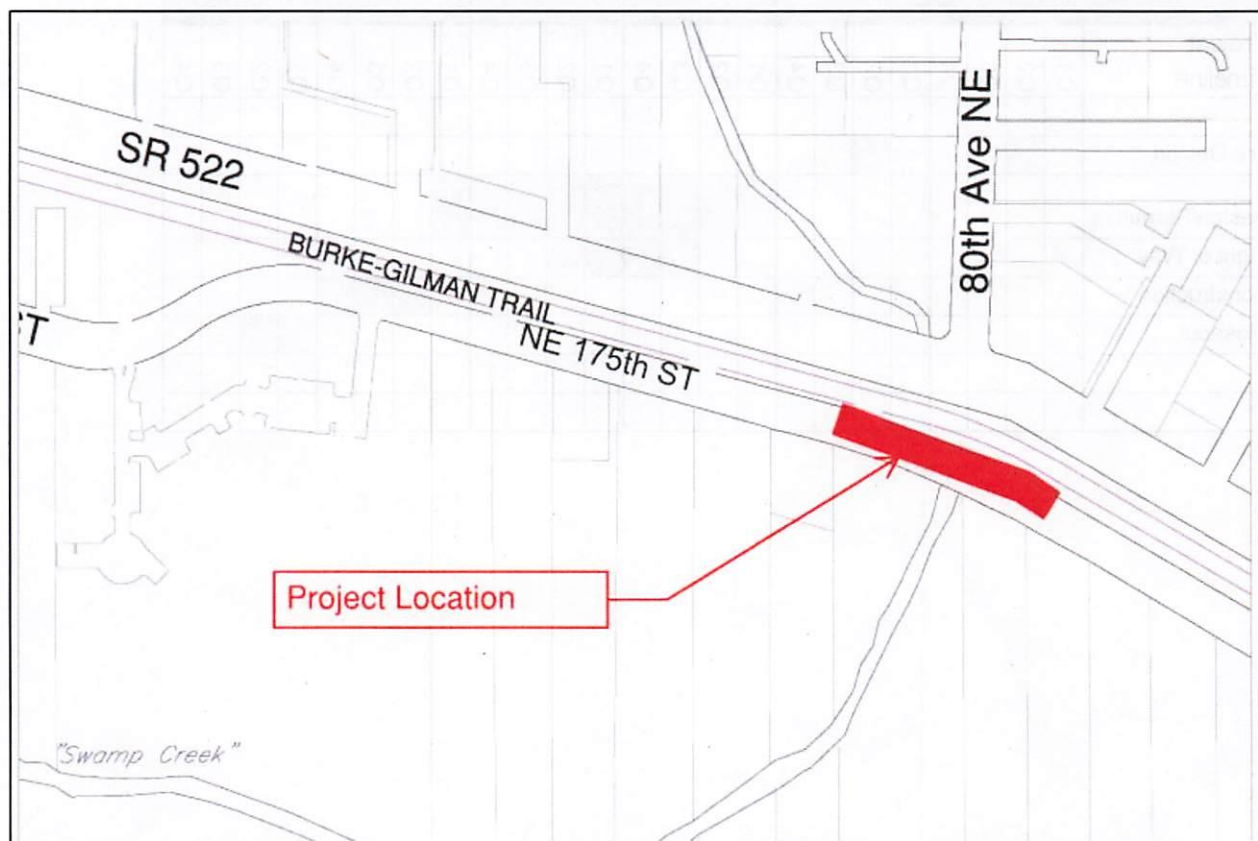
**Background:** The bridge over Swamp Creek at NE 175<sup>th</sup> Street is aging and is in need of rehabilitation/replacement. This structure is on NE 175<sup>th</sup> Street, adjacent to the Burke Gilman Trail and crosses Swamp Creek. This structure currently is wide enough for two way vehicle traffic. The existing structure is routinely evaluated by the King County Bridge Engineering group. Maintenance is provided to the structure as needed. King County recommended evaluation of the structure for rehabilitation vs. replacement. A study and alternatives analysis was performed in 2016 that recommended replacement of the bridge within the next 10 years.

**Funding Status:**

There is no funding set aside for design or construction for a new bridge. Local dollars are included to research and evaluate funding alternatives for the bridge.



Figure A: Existing Bridge







# City of Kenmore Capital Improvement Program

Project Name: Lower Swamp Creek Bridge Replacement

Project No.: T-38

## CURRENT DOLLARS

Year	Prior Years	2023	2024	2025	2026	2027	2028	2023-2028 Total	Total
<b>Expenses</b>									
Pre-Design	\$ 23,218	\$ 35,000	\$ 15,000					\$ 50,000	\$ 73,218
Design				\$ 225,000	\$ 250,000	\$ 25,000		\$ 500,000	\$ 500,000
ROW/ Acquisition								\$ -	\$ -
Construction						\$ 2,500,000	\$ 25,000	\$ 2,525,000	\$ 2,525,000
<b>Total</b>	<b>\$ 23,218</b>	<b>\$ 35,000</b>	<b>\$ 15,000</b>	<b>\$ 225,000</b>	<b>\$ 250,000</b>	<b>\$ 2,525,000</b>	<b>\$ 25,000</b>	<b>\$ 3,075,000</b>	<b>\$ 3,098,218</b>
<b>Revenue</b>									
Impact Fees								\$ -	\$ -
REET	\$ 23,218	\$ 35,000	\$ 15,000					\$ 50,000	\$ 73,218
Other grant Funded				\$ 225,000	\$ 250,000	\$ 2,525,000	\$ 25,000	\$ 3,025,000	\$ 3,025,000
<b>Total</b>	<b>\$ 23,218</b>	<b>\$ 35,000</b>	<b>\$ 15,000</b>	<b>\$ 225,000</b>	<b>\$ 250,000</b>	<b>\$ 2,525,000</b>	<b>\$ 25,000</b>	<b>\$ 3,075,000</b>	<b>\$ 3,098,218</b>

## SCHEDULE

	2023				2024				2025				2026				2027				2028			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Pre-Design																								
Design/Permitting																								
Right of Way																								
Construction																								
Closeout																								



## City of Kenmore Capital Improvement Program

### Project Name: Juanita Drive NE Pedestrian and Bicycle Improvements

#### Project No. T-41

**Project Location:** Juanita Drive NE (NE 143 Street to NE 170 Street)

**Project Description:** This project provides continuous ADA accessible sidewalk and buffered bike lanes on Juanita Drive NE between NE 143 Street and NE 170 Street. Specific project components include:

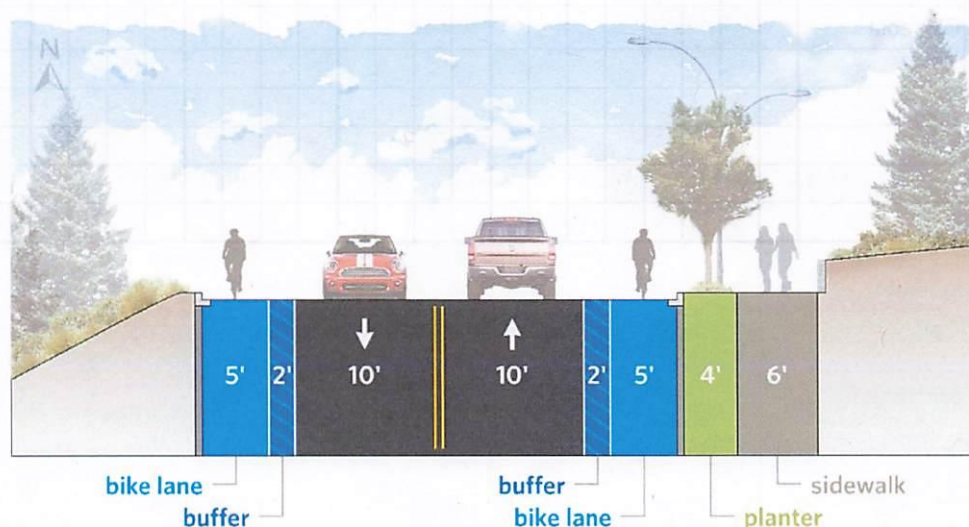
- Sidewalk along the east side of Juanita Drive NE where residential neighborhoods are located. Sidewalk improvements and pedestrian crossings on west side of street will be limited to bus stops only.
- Bike lanes with buffer on the east and west side of Juanita Drive NE;
- Additional or extensions of left turn lanes where warranted;
- Pedestrian crossing treatments to improve nonmotorized safety, connectivity, and comfort;
- Improved storm drainage, LED street lighting, landscaping and aesthetics and;
- Utility relocation and/or retaining structures, where necessary.
- Speed reduction to 30 MPH.

**Background:** Juanita Drive NE serves as a north-south critical link to the City's Downtown, SR 522 Corridor, Burke-Gilman Trail, Bastyr University, Kenmore Senior Center, Parks, and Arrowhead Elementary School for thousands of local residents and is part of the Lake Washington Loop, one of the region's most popular recreational cycling routes. Juanita Drive NE is an existing minor arterial roadway with mostly one travel lane in each direction and asphalt shoulders. The posted speed is 35 mph. This roadway experiences a high number of accidents per year and contains several geometric deficiencies including lack of continuous sidewalks and bicycle lanes. Up to 250 bicycles and 15,000 vehicles use this corridor daily.

**Funding Status:** This project is funded through the Walkways and Waterways bond measure, WSDOT Pedestrian and Bicycle Safety Program, Sound Transit System Access Fund, WA State Department of Ecology, WA State Department of Commerce, Northshore Utility District, and local City dollars.

**Project Delivery Status:** Construction began in July 2020 and is expected to continue through 2022. Final paving and paint striping of Juanita Drive between NE 155<sup>th</sup> ST to NE 143<sup>rd</sup> PL may push to the Spring of 2023, weather depending.

### Typical Section – two lanes *(Looking North)*





**City of Kenmore Capital Improvement Program**

**Project Name: Juanita Drive NE Pedestrian and Bicycle Improvements**  
**Project No. T-41**

**CURRENT DOLLARS**

Year	Previous Years	2023	2024	2025	2026	2027	2028	2023-2028 Total	Total
<b>Expenses</b>									
Design	\$ 1,871,364							\$ -	\$ 1,871,364
ROW/ Acquisition	\$ 666,808							\$ -	\$ 666,808
Construction	\$ 14,915,953	\$ 687,925						\$ 687,925	\$ 15,603,878
<b>Total</b>	<b>\$ 17,454,125</b>	<b>\$ 687,925</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 687,925</b>	<b>\$ 18,142,050</b>
<b>Revenue</b>									
REET	\$ 1,200,000	\$ 687,925						\$ 687,925	\$ 1,887,925
Traffic Impact Fees	\$ 3,791,547							\$ -	\$ 3,791,547
Other Local	\$ 579,578							\$ -	\$ 579,578
Walkways & Waterways Bond Measure	\$ 5,000,000							\$ -	\$ 5,000,000
Northshore Utility Dist	\$ 1,206,650							\$ -	\$ 1,206,650
WSDOT Ped/Bike Grant	\$ 2,525,100							\$ -	\$ 2,525,100
Dept of Ecology (SFAP)	\$ 1,457,250							\$ -	\$ 1,457,250
Sound Transit	\$ 1,500,000							\$ -	\$ 1,500,000
WA St Dept. Commerce	\$ 194,000							\$ -	\$ 194,000
<b>Total</b>	<b>\$ 17,454,125</b>	<b>\$ 687,925</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 687,925</b>	<b>\$ 18,142,050</b>

**SCHEDULE**

	2023				2024				2025				2026				2027				2028			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Right-of-way																								
Construction																								
Closeout																								



## City of Kenmore Capital Improvement Program

### Project Name: 68 Avenue NE Pedestrian and Bicycle Improvements

### Project Number: T-42

**Project Location:** 68 Avenue NE / NE 202 Street

**Segment a:** West side of 68 Avenue NE from NE 182 Street to NE 185 Street

**Segment b:** East side of 68 Avenue NE from NE 185 Street to existing sidewalk

**Segment c:** West side of 68 Avenue NE from NE 185 Street to NE 201 Street

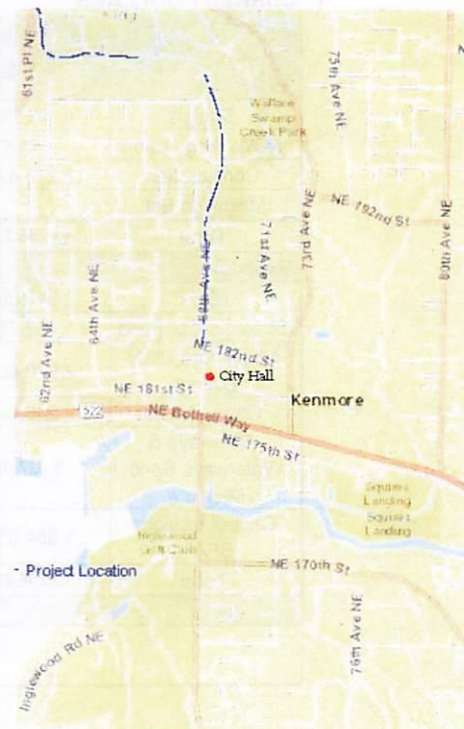
**Segment d:** North side of NE 202 Street from 66 Avenue NE to 61 Avenue NE

**Project Description:** This project provides continuous ADA accessible sidewalk and bike lanes on 68 Avenue NE and NE 202 Streets respectively between NE 182 Street and 61 Avenue NE. Other project components include new storm drainage, LED street lighting, landscaping in downtown area, RRFB ped crossing at NE185th Street, retaining walls and utility relocation where necessary. The speed limit will also be reduced to 25 MPH.

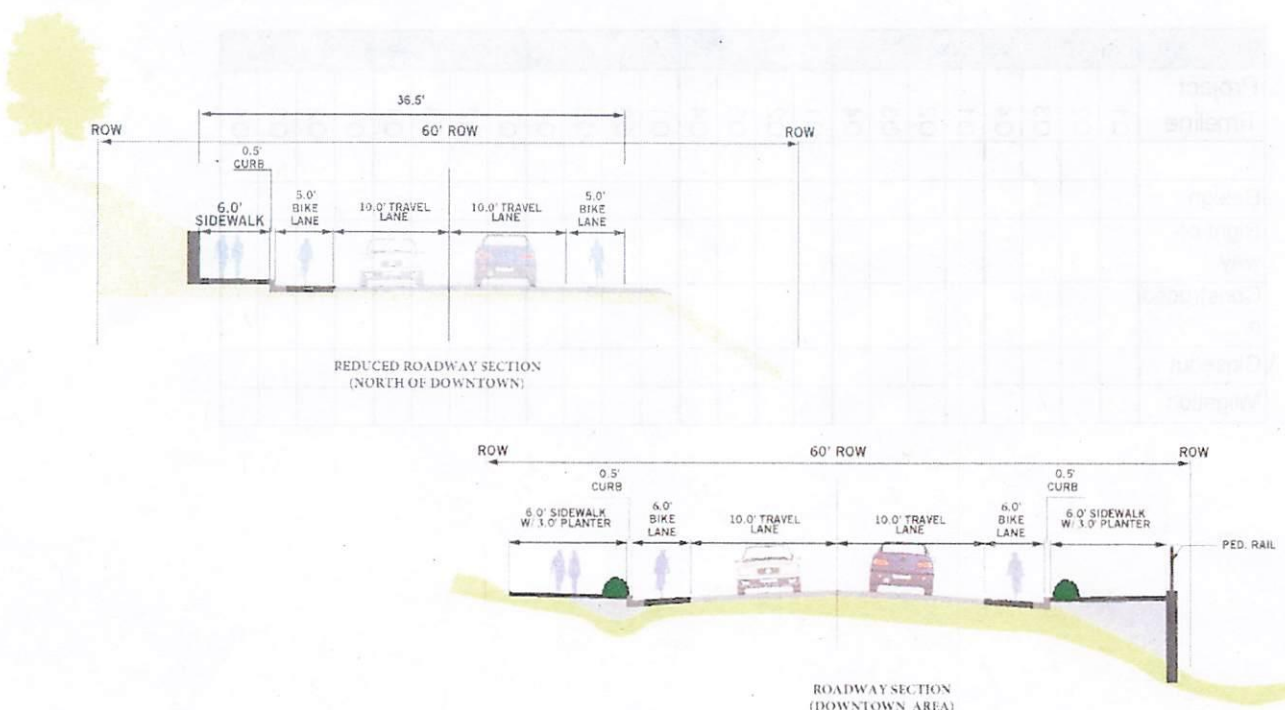
**Background:** 68 Avenue NE / NE 202 Street is a collector arterial roadway that runs north/south through the City of Kenmore. This roadway serves as a primary connector to Downtown Kenmore and City Hall for residences and Kenmore Middle School. The current street configuration allows for only one travel lane in each direction and intermittent asphalt shoulders. The posted speed is 35 mph.

**Funding Sources:** This project is funded through the Walkways and Waterways bond measure, Department of Ecology grant, Northshore Utility District, and local dollars.

**Project Delivery Status:** Construction began in late March 2021 and will be



### Proposed Improvements:





### City of Kenmore Capital Improvement Program

Project Name: 68 Avenue NE Pedestrian and Bicycle Improvements

Project No. T 42

#### CURRENT DOLLARS

Year	Previous Years	2023	2024	2025	2026	2027	2028	2023-2028 Total	Total
<b>Expenses</b>									
Design	994,839							-	994,839
ROW/ Acquisition	28,418							-	28,418
Construction	12,273,474	180,745						180,745	12,454,219
Mitigation Est.			25,000	25,000	25,000	25,000	25,000	125,000	125,000
<b>Total</b>	<b>13,296,731</b>	<b>180,745</b>	<b>25,000</b>	<b>25,000</b>	<b>25,000</b>	<b>25,000</b>	<b>25,000</b>	<b>305,745</b>	<b>13,602,476</b>
<b>Revenue*</b>									
REET	2,845,050	180,745	25,000	25,000	25,000	25,000	25,000	305,745	3,150,795
Strategic Op. Fund	1,152,758							-	1,152,758
Northshore Utility District	2,970,884							-	2,970,884
Other Utilities	246,089							-	246,089
Walkways & Waterways Bond Measure	5,027,000							-	5,027,000
Dept of Ecology (SFAP)	1,054,950							-	1,054,950
<b>Total</b>	<b>13,296,731</b>	<b>180,745</b>	<b>25,000</b>	<b>25,000</b>	<b>25,000</b>	<b>25,000</b>	<b>25,000</b>	<b>305,745</b>	<b>13,602,476</b>

#### SCHEDULE

	2023				2024				2025				2026				2027				2028			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Right-of-way																								
Construction																								
Closeout																								
Mitigation																								





## City of Kenmore Capital Improvement Program

### Project Name: 61<sup>st</sup> Avenue Sidewalk Replacement Project Project No. T-44

**Project Location:** 61<sup>st</sup> Avenue NE (NE 181<sup>st</sup> Street north to 62<sup>nd</sup> Ave NE)

**Project Description:**

This project will update the alternatives analysis and include other possible scenarios for sidewalk replacement. Non-ADA Sidewalk panels will be replaced on both sides of 61<sup>st</sup> Avenue north of NE 190<sup>th</sup> St. Sidewalk between NE 190<sup>th</sup> St. Sidewalk along the east side of 61<sup>st</sup> Ave approximately 500 feet north NE 181<sup>st</sup> St to approximately 400 feet south of NE 190<sup>th</sup> St. will be relocated west to provide additional buffer to the adjacent creek. The corridor will receive a 2 inch grind and HMA overlay and will be striped with bike lanes.

**Background:** 61<sup>st</sup> Avenue NE is an arterial that runs north to south (north of SR 522). The intersection with NE 193<sup>rd</sup> Street is a major intersection that could utilize additional control. The sidewalks north of NE 190<sup>th</sup> Street do not meet American with Disability Act (ADA) compliance with many location having gaps or uplift issues. Over 70 locations along this corridor are experiencing sidewalk uplift due to nearby trees and several other panels have shifted and pedestrians with accessibility issues are sometimes forced into the existing shoulder/travel lane.





### City of Kenmore Capital Improvement Program

Project Name: 61<sup>st</sup> Avenue Sidewalk Replacement Project  
Project No. T-44

#### CURRENT DOLLARS

Year	Prior Years	2023	2024	2025	2026	2027	2028	2023-2028 Total	Total
<b>Expenses</b>									
Design	\$ 141,988	\$ 250,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 641,988
ROW/ Acquisition			\$ 25,000					\$ 25,000	\$ 25,000
Construction			\$ -	\$ 4,154,265	\$ 240,000	\$ -	\$ -	\$ 4,394,265	\$ 4,394,265
Mitigation Est.						\$ 25,000	\$ 25,000	\$ 50,000	\$ 50,000
<b>Total</b>	<b>\$ 141,988</b>	<b>\$ 250,000</b>	<b>\$ 275,000</b>	<b>\$ 4,154,265</b>	<b>\$ 240,000</b>	<b>\$ 25,000</b>	<b>\$ 25,000</b>	<b>\$ 4,969,265</b>	<b>\$ 5,111,253</b>
<b>Revenue</b>									
REET	\$ 96,988	\$ 15,000		\$ 40,000	\$ 15,000	\$ 25,000	\$ 25,000	\$ 120,000	\$ 216,988
WSDOT Ped Bike	\$ 45,000	\$ 185,000	\$ 137,500	\$ 996,765				\$ 1,319,265	\$ 1,364,265
Move Ahead WA		\$ 50,000	\$ 137,500	\$ 3,087,500	\$ 225,000			\$ 3,500,000	\$ 3,500,000
SWM Fund				\$ 30,000	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000
								\$ -	\$ -
								\$ -	\$ -
<b>Total</b>	<b>\$ 141,988</b>	<b>\$ 250,000</b>	<b>\$ 275,000</b>	<b>\$ 4,154,265</b>	<b>\$ 240,000</b>	<b>\$ 25,000</b>	<b>\$ 25,000</b>	<b>\$ 4,969,265</b>	<b>\$ 5,111,253</b>

#### SCHEDULE

	2023				2024				2025				2026				2027				2028			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Right-of-way																								
Construction																								
Closeout																								
Mitigation Est.																								





## City of Kenmore Capital Improvement Program

**Project Name:** State Route 522 Mid-Block Crossing

**Project No.:** T-207

**Project Location:** State Route 522 Between 73<sup>rd</sup> Avenue NE and 77<sup>th</sup> Court NE.

**Project Description:** This project builds a signalized mid-block pedestrian crossing at the existing King County metro Park and Ride. This project will be performed by Sound Transit who will provide a fund toward construction.

**Background:** SR 522 (NE Bothell Way) at this location has a speed limit of 40 mph. It is comprised of two general purpose lanes in each direction, one Business Access and Transit (BAT) lane in each direction, and a 425-foot westbound left-turn pocket leading up to the intersection with 73<sup>rd</sup> Ave NE. Additionally, the westbound BAT lane serves westbound right-turning traffic leading up to the intersection with 73<sup>rd</sup> Ave NE. There is an existing sidewalk on the north side of SR 522 and the multi-use Burke Gilman Trail runs along the south side of SR 522, separated by a 10 to more than 20 foot wide graded and vegetated planter strip. Sound Transit is planning to construction Bus Rapid Transit (BRT) stations at this location. To better facilitate crossing of SR522, a mid-block crossing at the station location was proposed. The mid-block crossing will be designed and construction as part of Sound Transit's BRT work. The city will secure permits and provide a funding contribution towards construction in excess to Sound Transit's \$2.5M contribution.





## City of Kenmore Capital Improvement Program

Project Name: SR522 Mid-Block Crossing

Project No.: T-207

### Current Dollars:

Year	Prior Years	2023	2024	2025	2026	2027	2028	2023-2028 Total	Total
<b>Expenses</b>									
Design	\$ 7,500	\$ 10,000						\$ 10,000	\$ 17,500
ROW/ Acquisition								\$ -	\$ -
Construction		\$ 32,500						\$ 32,500	\$ 32,500
<b>Total</b>	<b>\$ 7,500</b>	<b>\$ 42,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 42,500</b>	<b>\$ 50,000</b>
<b>Revenue</b>									
REET	\$ 7,500	\$ 42,500						\$ 42,500	\$ 50,000
								\$ -	\$ -
								\$ -	\$ -
<b>Total</b>	<b>\$ 7,500</b>	<b>\$ 42,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 42,500</b>	<b>\$ 50,000</b>

### SCHEDULE

	2023				2024				2025				2026				2027				2028			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Permitting																								
Construction																								
Closeout																								



## City of Kenmore Transportation Capital Improvement Program

**Project Name:** Burke-Gilman Trail/NE 175<sup>th</sup> St Wayfinding and Connectivity

**Project No.:** T-244

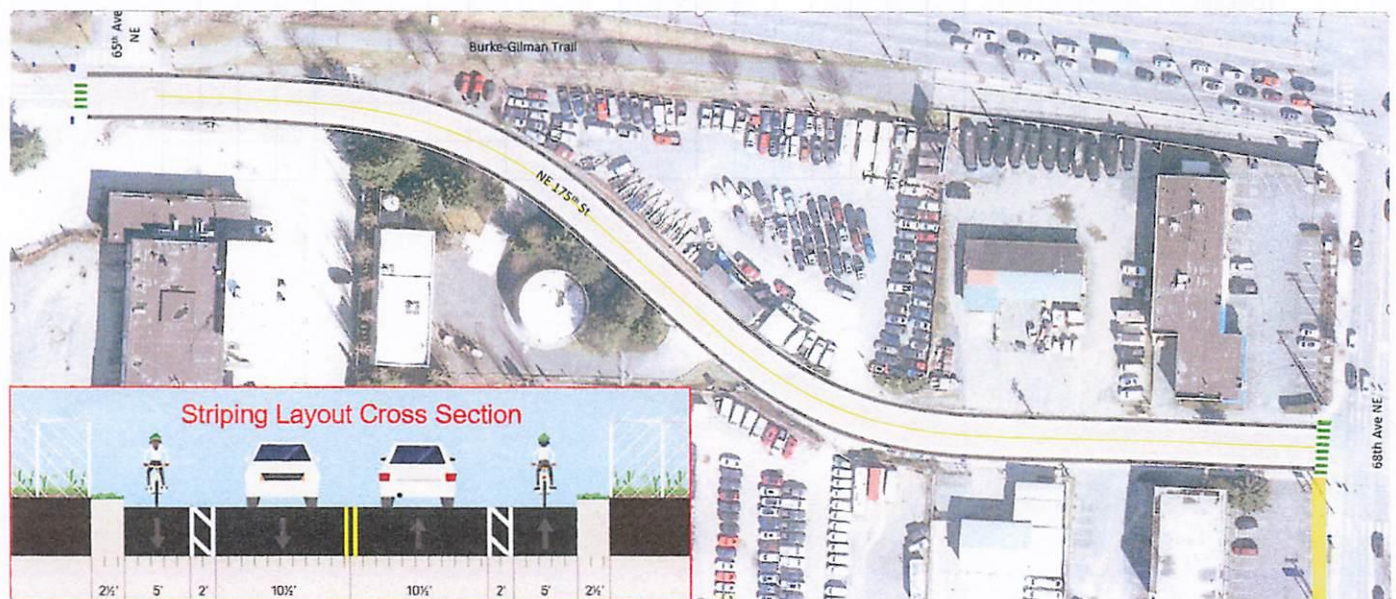
**Project Location:** NE 175<sup>th</sup> St

### Project Description:

1. Install bike lanes between 65<sup>th</sup> Ave NE and 68<sup>th</sup> Ave NE.
2. Install green paint crossing treatments at 65<sup>th</sup> Ave NE and 68<sup>th</sup> Ave NE
3. Install wayfinding signs at the following locations:
  - a) 68<sup>th</sup> Ave NE intersection
  - b) Burke-Gilman Trail at 65<sup>th</sup> Ave NE
  - c) Burke-Gilman Trail just east of 73<sup>rd</sup> Ave NE
4. Install RRFB at 65<sup>th</sup> Ave NE intersection
5. Install pedestrian scale lighting at the 65<sup>th</sup> Ave NE intersection

**Background:** In 2015, the Local Road Safety Plan was created to identify improvements to enhance safety for pedestrians and bicyclists. There is limited connectivity with the Burke-Gilman Trail and other pedestrian/bicycle areas within the City. New bike lanes and sidewalks are under construction along 68<sup>th</sup> Ave NE and Juanita Dr. NE 175<sup>th</sup> St. experiences regular industry related traffic. This project will address the risk factors associated with the mixing of zones between the regionally significant Burke Gilman Trail and 68<sup>th</sup> Ave NE.

**Funding Sources:** This project is funded by the WSDOT Ped/Bike Program grant.





City of Kenmore Capital Improvement Program

Project Name: Burk-Gilman Trail/NE 175<sup>th</sup> St Wayfinding and Connectivity

Project No.: T-244

Current Dollars:

Year	Prior Years	2023	2024	2025	2026	2027	2028	2023-2028 Total	Total
Expenses									
Design	\$ 75,044							\$ -	\$ 75,044
ROW/ Acquisition								\$ -	\$ -
Construction		\$ 255,213						\$ 255,213	\$ 255,213
Total	\$ 75,044	\$ 255,213	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 255,213	\$ 330,257
Revenue									
WSDOT Ped/Bike	\$ 56,043	\$ 250,004						\$ 250,004	\$ 306,047
Reet	\$ 19,001	\$ 5,209						\$ 5,209	\$ 24,210
Total	\$ 75,044	\$ 255,213	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 255,213	\$ 330,257

## SCHEDULE

	2023				2024				2025				2026				2027				2028			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Permitting																								
Construction																								
Closeout																								



## City of Kenmore Capital Improvement Program

**Project Name:** ADA Transition Program

**Project No.:** T-252

**Project Location(s):** Citywide

**Project Description:** This program is intended to replace curb ramps, sidewalks, crosswalks, pedestrian push buttons and marked on-street parking that are not compliant with ADA guidelines with ADA compliant facilities per the ADA Transition Plan.

**Background:** The City completed an inventory and assessment of its pedestrian facilities within the right of way. Several locations were identified as not being compliant with the American with Disabilities Act (ADA) standards. The ADA Transition Plan was adopted in June 2022 and contains a list of all facilities that are out of compliance and the approximate cost to replace those facilities. The ADA Transition Plan is a living document that will updated regularly when changes are made to the City's infrastructure.





**City of Kenmore Capital Improvement Program**

Project Name: ADA Transition Program

Project No.: T-252

Current Dollars:

Year	Prior Years	2023	2024	2025	2026	2027	2028	2023-2028 Total	Total
<b>Expenses</b>									
Design		\$ -		\$ 250,000		\$ 250,000		\$ 500,000	\$ 500,000
ROW/ Acquisition								\$ -	\$ -
Construction		\$ 500,000			\$ 1,000,000		\$ 1,000,000	\$ 2,500,000	\$ 2,500,000
<b>Total</b>		\$ 500,000	\$ -	\$ 250,000	\$ 1,000,000	\$ 250,000	\$ 1,000,000	\$ 3,000,000	\$ 3,000,000
<b>Revenue</b>									
REET		\$ 500,000		\$ 250,000	\$ 1,000,000	\$ 250,000	\$ 1,000,000	\$ 3,000,000	\$ 3,000,000
								\$ -	
<b>Total</b>		\$ 500,000	\$ -	\$ 250,000	\$ 1,000,000	\$ 250,000	\$ 1,000,000	\$ 3,000,000	\$ 3,000,000

**SCHEDULE**

	2023				2024				2025				2026				2027				2028			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Right of Way																								
Construction																								
Closeout																								





## City of Kenmore Capital Improvement Program

### Project Name: West Sammamish River Bridge Replacement Project

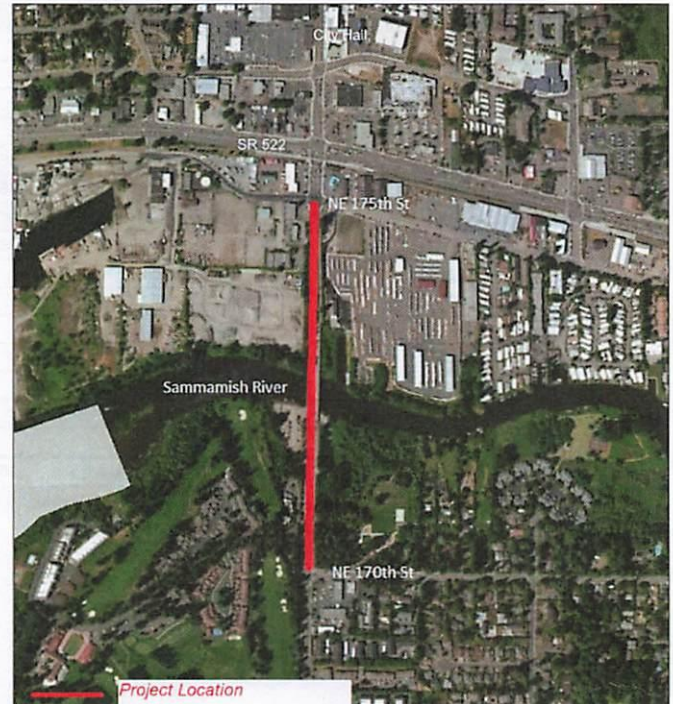
#### Project No: T-37

**Project Location:** 68<sup>th</sup> Avenue NE between NE 170<sup>th</sup> Street and NE 175<sup>th</sup> Street

**Project Description:** Replace the West Sammamish River Bridge (southbound traffic) that crosses the Sammamish River on 68<sup>th</sup> Avenue NE. The project will also include new sidewalk and bike path, landscaping, lighting, and utility undergrounding on 68<sup>th</sup> Avenue NE between NE 170<sup>th</sup> Street and NE 175<sup>th</sup> Street.

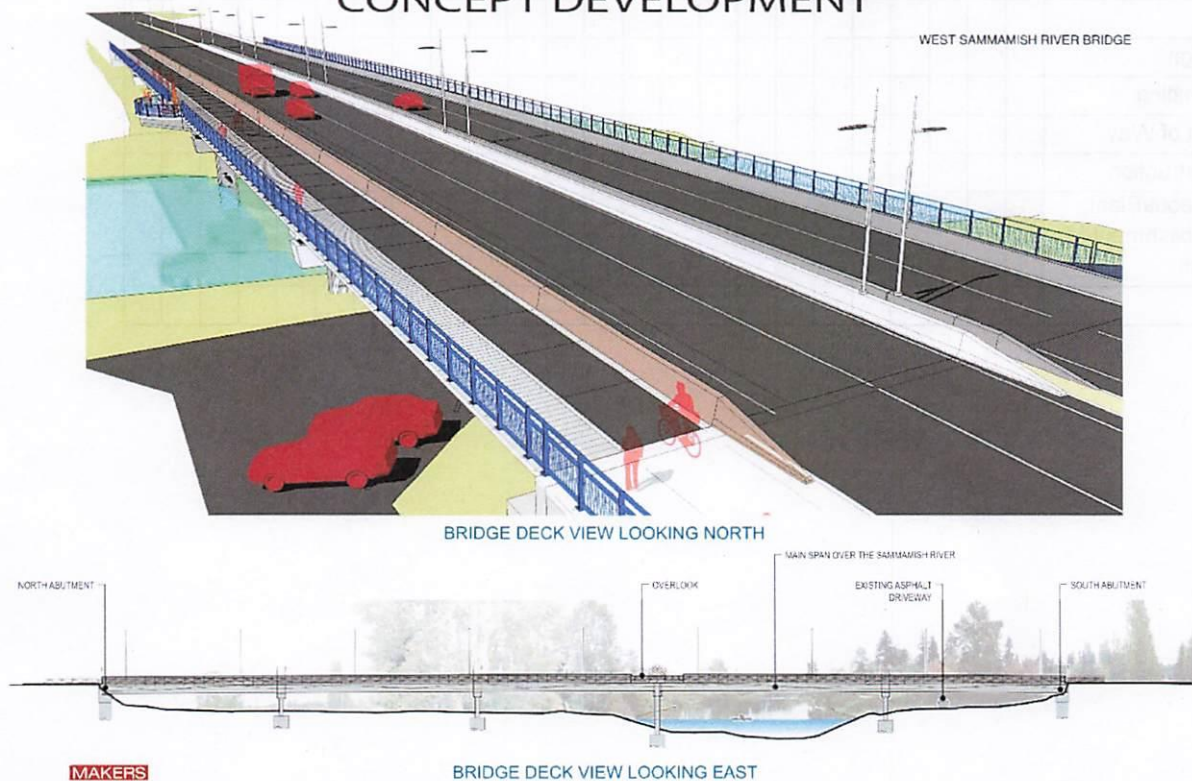
**Background:** The West Sammamish River Bridge was constructed in the 1930's and is at the end of its life. It is considered to be structurally obsolete. To date, the City has completed an alternatives analysis, a scour analysis, a load rating analysis, and has applied load restrictions on the bridge (weight limits went into effect in 2014). The bridge continues to be monitored during the design of the new bridge.

**Funding Sources:** The City has been awarded several grants for the project. The City was awarded \$12M in Bridge Program funds, \$1.06M in Surface Transportation funds, \$18M in Connecting Washington funds, and \$7M in TIB funds.



Project Location

### CONCEPT DEVELOPMENT







**City of Kenmore Capital Improvement Program**  
**Project Name: West Sammamish River Bridge Replacement**  
**Project No. T- 37**

**CURRENT DOLLARS**

Year	Prior Years	2023	2024	2025	2026	2027	2028	2023-2028 Total	Total
<b>Expenses</b>									
Pre-Design	\$ 18,828							\$ -	\$ 18,828
Design	\$ 3,229,584							\$ -	\$ 3,229,584
ROW/ Acquisition	\$ 1,293,473							\$ -	\$ 1,293,473
Construction	\$ 36,598,864	\$ 1,345,285						\$ 1,345,285	\$ 37,944,149
Mitigation Est.			\$ 36,500	\$ 36,500	\$ 36,500	\$ 36,500	\$ 181,894	\$ 327,894	\$ 327,894
<b>Total</b>	<b>\$ 41,140,749</b>	<b>\$ 1,345,285</b>	<b>\$ 36,500</b>	<b>\$ 36,500</b>	<b>\$ 36,500</b>	<b>\$ 36,500</b>	<b>\$ 181,894</b>	<b>\$ 1,673,179</b>	<b>\$ 42,813,928</b>
<b>Revenue</b>									
REET	\$ 219,644	\$ 798,970	\$ 36,500	\$ 36,500	\$ 36,500	\$ 36,500	\$ 181,894	\$ 1,126,864	\$ 1,346,508
Impact	\$ 443,329	\$ 500,000						\$ 500,000	\$ 943,329
BRAC*	\$ 11,999,163							\$ -	\$ 11,999,163
STP	\$ 1,063,994							\$ -	\$ 1,063,994
SW Fund	\$ 1,100,000							\$ -	\$ 1,100,000
Connect. WA	\$ 17,953,685	\$ 46,315						\$ 46,315	\$ 18,000,000
TIB	\$ 7,000,000							\$ -	\$ 7,000,000
Utilities	\$ 1,360,934							\$ -	\$ 1,360,934
<b>Total</b>	<b>\$ 41,140,749</b>	<b>\$ 1,345,285</b>	<b>\$ 36,500</b>	<b>\$ 36,500</b>	<b>\$ 36,500</b>	<b>\$ 36,500</b>	<b>\$ 181,894</b>	<b>\$ 1,673,179</b>	<b>\$ 42,813,928</b>

**SCHEDULE**

	2023				2024				2025				2026				2027				2028			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Permitting																								
Right of Way																								
Construction																								
Closeout/Plant Establishment/Miti gation																								

# **SWM CAPITAL PROJECTS**

**CITY OF KENMORE, WASHINGTON  
SURFACE WATER CAPITAL IMPROVEMENT PROGRAM  
PROPOSED FOR THE YEARS 2023-2028**



EXHIBIT D

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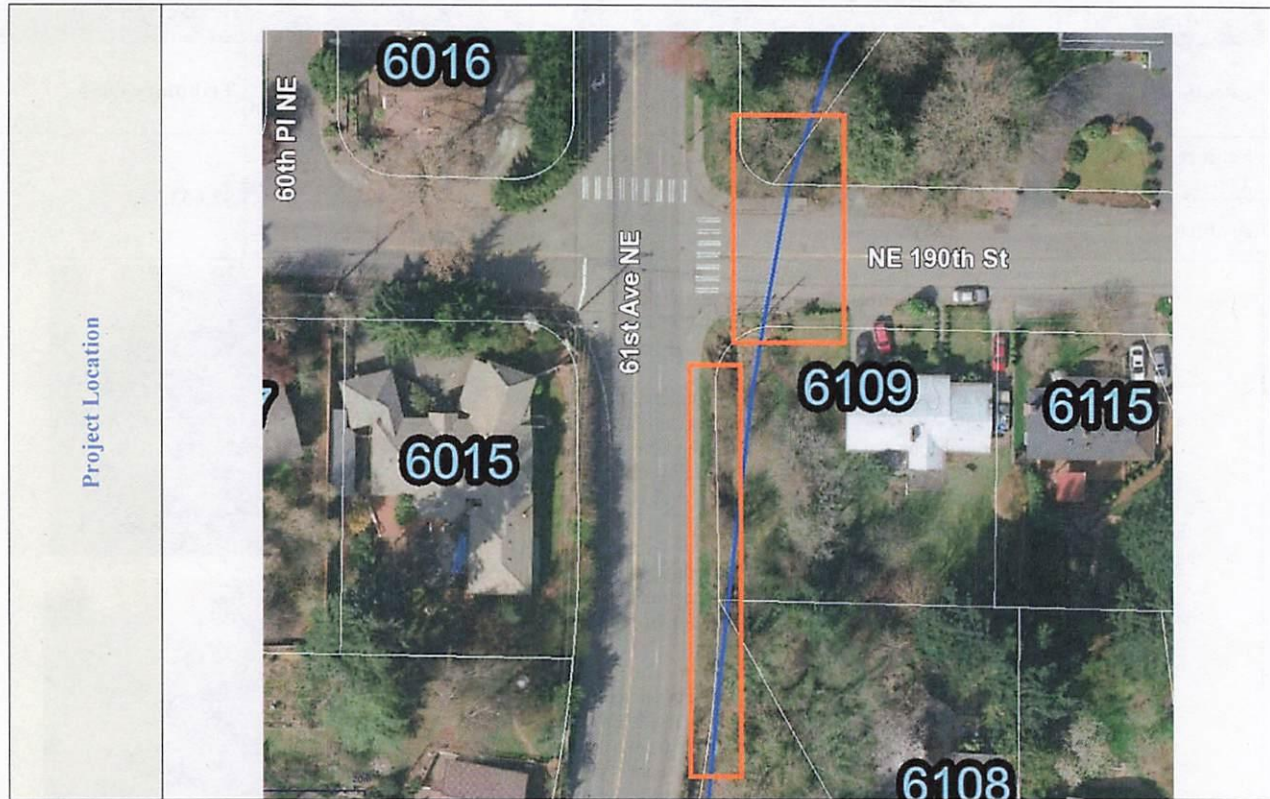
Project Description	2023 Proposed	2024 Proposed	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2023-2028 Totals
SW 8 190th St. Fish Passable Culvert	\$ 2,816,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,816,250
SW 8 Public Works Trust Fund Loan 20 year Repayment	\$ 81,650	\$ 81,650	\$ 81,650	\$ 81,650	\$ 81,650	\$ 81,650	\$ 489,900
SW 17 Little Swamp Creek Relocation (Phase 1)	\$ -	\$ -	\$ 800,000	\$ 814,300	\$ -	\$ -	\$ 1,614,300
SW 17 Little Swamp Creek Relocation (Phase 2)	\$ -	\$ -	\$ -	\$ -	\$ 165,840	\$ 4,600,000	\$ 4,765,840
SW 20 Small Works Projects	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 450,000
SW 29 Infiltration Tank Retrofit at 61st Ave NE/NE 196th St	\$ -	\$ -	\$ 650,000	\$ -	\$ -	\$ -	\$ 650,000
SW 34 Blueberry Creek Culverts	\$ 50,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
SW 35 Muck Creek Restoration Project	\$ 100,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000
T 44 61st Ave Sidewalk Replacement Project	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ 30,000
<b>Total Project Costs</b>	<b>\$ 3,122,900</b>	<b>\$ 756,650</b>	<b>\$ 1,636,650</b>	<b>\$ 970,950</b>	<b>\$ 322,490</b>	<b>\$ 4,756,650</b>	<b>\$ 11,566,290</b>

Funding As Proposed:	2023 Proposed	2024 Proposed	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2023-2028 Totals
Public Works Trust Fund 20 Year 1.66% Loan (SW8)	\$890,000	\$0	\$0	\$0			\$890,000
General Facility Charge - fund 402	100,000	100,000	100,000	100,000	100,000	100,000	\$600,000
Reimbursement from Utilities	\$296,000	\$0	\$0	\$0	\$0	\$0	\$296,000
Surface Water Utility Funds - (401 to 402)	1,471,900	\$656,650	456,650	320,950	\$222,490	\$4,656,650	\$7,785,290
King County Flood Control District Resources	\$0	\$0	380,000	50,000	\$0	\$0	\$430,000
Conservation Grant (Property Acquisition)	\$365,000		390,070				\$755,070
Other Grants	\$0	\$0	309,930	500,000	\$0	\$0	\$809,930
<b>Total Project Funding</b>	<b>\$3,122,900</b>	<b>\$756,650</b>	<b>\$1,636,650</b>	<b>\$970,950</b>	<b>\$322,490</b>	<b>\$4,756,650</b>	<b>\$11,566,290</b>



Project:	TRIBUTARY 0056 BOX CULVERT AT NE 190 <sup>TH</sup> ST		ID:	SW-008
Location:	61 <sup>ST</sup> AVE NE and NE 190 <sup>TH</sup> ST	Basin	Tributary 0056	
Project Type:	<input type="checkbox"/> Water Quality <input checked="" type="checkbox"/> Fish Passage <input type="checkbox"/> Flow Control <input checked="" type="checkbox"/> Erosion <input type="checkbox"/> Drainage <input type="checkbox"/> Flooding		Project Cost:	\$2,662,580
Problem:	Failing culvert, headwall and rockery causing erosion and safety concerns			
Narrative	<p>Tributary 0056 flows from north to south along the east side 61st Ave NE. There are three primary problems beginning where Tributary 0056 crosses NE 190th St continuing approximately 155 feet south, including:</p> <ul style="list-style-type: none"><li>• Rock wall headwalls are at the inlet and outlet of the culvert and protect 61st Ave NE from stream flow. Stream flows have eroded the existing slope and rock headwall north of NE 190th St, resulting in an unstable headwall. Stream flows have been observed bypassing the culvert. It is unknown where the bypassing water goes.</li><li>• Sidewalk on the northeast side of NE 190th St. is being undermined by runoff from NE 190th St. Runoff concentrates where the sidewalk transitions to gravel, causing the sidewalk to be undermined.</li><li>• Stream channel bank erosion along a 50 foot section on the west side of Tributary 0056 adjacent to 61st AVE NE. Erosion has caused some of the rockery to collapse into the stream and ground penetrating radar (GPR) indicates that the stream is penetrating the rockery and eroding material under the sidewalk and street. The City confirmed some of the void locations during emergency repairs along 61st in 2015.</li></ul>		 	
Conceptual Design	<ul style="list-style-type: none"><li>• Removal of existing 60" diameter asphalt-lined pipe culvert (approximately 70 feet) and installation of new box culvert</li><li>• Construction of new headwall at box culvert inlet</li><li>• Re-grading of stream bed to match new culvert</li><li>• Removal, repair and stabilization of adjacent rockeries along west side of Tributary 0056 south of the culvert for approximately 50 feet</li><li>• Roadway and sidewalk repair/restoration</li></ul>			
Considerations for Implementation	<ul style="list-style-type: none"><li>• SEPA required</li><li>• HPA (Fish and Wildlife) required</li><li>• Army Corp of Engineer permit likely required</li><li>• Stream bypass and fish exclusion required</li><li>• Significant traffic control required</li><li>• Significant erosion and sediment control required</li><li>• Stream mitigation likely required</li></ul>			






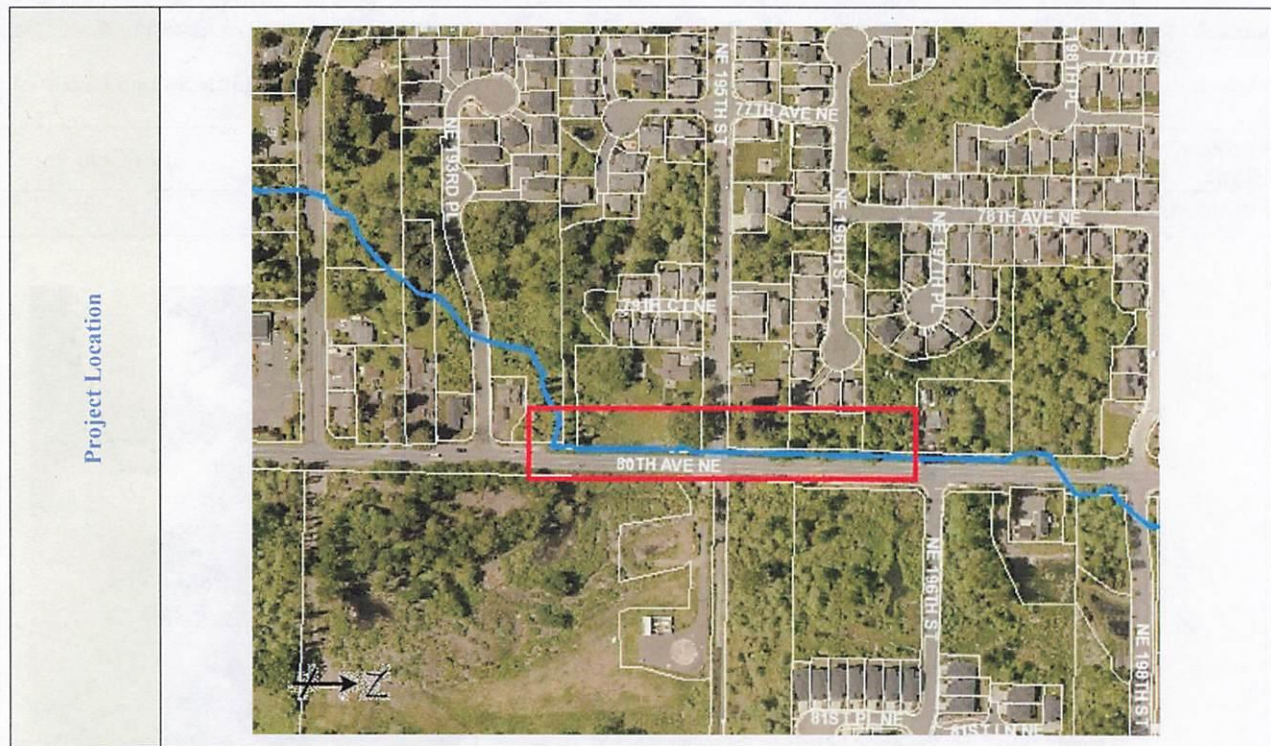
Item	Unit	Unit Cost	Quantity	Cost
<b>Designs/Permits/Acquisition</b>				
Engineering Design and Permit Coordination				\$474,380
Permitting Fees				\$20,000
City Staff Time and Overhead Costs				\$80,000
Easement Acquisition				\$5,000
Property Acquisition				\$160,000
<b>Construction</b>				
Construction Management and Engineering Support				\$154,000
Site preparation, Stream Bypass, TESC and Misc. Costs				\$466,500
Precast Culvert (includes culvert, wingwall, headwall, footer)				\$200,000
Culvert Install				\$264,000
Retaining Walls				\$82,500
Stream Improvements				\$233,000
ROW Improvements				\$169,300
Construction Contingency				\$353,900
<b>Total Cost</b>				<b>\$2,662,580</b>

Schedule	2022												2023											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Preliminary Design																								
Permitting																								
Final Design and PS&E																								
Advertise and Contractor Procurement																								
Construction																								



Project:	Little Swamp Creek Relocation Phase 1		ID:	SW-17
Location:	80 <sup>th</sup> Ave NE, between NE 196 <sup>TH</sup> ST and NE 193 <sup>RD</sup> PL	Basin:	Little Swamp Creek	
Project Type:	<input checked="" type="checkbox"/> Water Quality <input checked="" type="checkbox"/> Fish Passage <input type="checkbox"/> Flow Control <input checked="" type="checkbox"/> Erosion <input type="checkbox"/> Drainage <input checked="" type="checkbox"/> Flooding <input checked="" type="checkbox"/> Habitat	Preliminary Project Cost:	\$1,614,300	
Problem:	Stream flooding roadway, Degraded stream habitat			
Narrative	<p>Little Swamp Creek (LSC) flows from north to south along 80<sup>th</sup> Ave NE before turning west on NE 192<sup>ND</sup> ST and connecting with Swamp Creek. LSC crosses from the east side of 80<sup>TH</sup> AVE NE to the west side just south of NE 198<sup>TH</sup> ST. LSC is confined to a roadside ditch from this location until just north of NE 193<sup>RD</sup> PL.</p> <p>In addition to the obvious lack of proper stream function and habitat, during rainy months, LSC reaches full capacity in the roadside ditch and overflows the culvert at NE 195<sup>TH</sup> ST and floods the roadway. Culvert inlet capacity issues and debris clogging structures have been observed contributing to the flooding problems.</p> <p>This project was identified by City Council in 2002 and Resolution 02-061 required developers to leave one hundred feet along the west side of 80<sup>TH</sup> AVE NE open and make it available to the City so that a project could eventually separate the stream from the roadside ditch and relocate it in a proper stream corridor.</p> <p>Issues as far north as NE 200<sup>TH</sup> ST have been identified as part of this project overall, but this phase focuses on the segment of LSC contained within the roadside ditch on the west side of 80<sup>TH</sup> AVE NE just south of NE 196<sup>TH</sup> ST and just north of NE 193<sup>RD</sup> PL. The City would have liked to include all of LSC to the upstream culvert where it flows under 80<sup>TH</sup> AVE NE, but the privately owned property at this location has indicated no interest in selling at this time.</p>			
Conceptual Design	<ul style="list-style-type: none"><li>• Restore 800 feet of stream corridor along the west side of 80<sup>TH</sup> AVE NE (additional floodplain, woody debris, meandering channel centered along dedicated 100-foot stream buffer)</li><li>• Eliminate sharp stream bend at NE 193<sup>RD</sup> PL</li><li>• Install fish passable culvert for the LSC at NE 195<sup>TH</sup> ST</li><li>• Upgrade the existing stormwater system along 80<sup>TH</sup> AVE NE to meet current conveyance capacity requirements (potentially requiring new stormwater culvert under NE 195<sup>TH</sup> ST)</li></ul>			
Considerations for Implementation	<ul style="list-style-type: none"><li>• Project will require environmental permitting including SEPA checklist, WDFW HPA, and Army Corps permits.</li><li>• Kenmore Resolution 02-061 includes frontage improvement requirements funded through property owner reimbursement or Local Improvement District.</li><li>• Easement or ROW acquisition.</li><li>• Downstream analyses will need to be conducted to ensure nothing is adversely affected. Adverse affects to that project are not anticipated.</li><li>• Temporary stream bypass and fish exclusion shall be used during construction.</li><li>• Traffic control will be needed.</li><li>• Potential water quality treatment along the west side of 80<sup>TH</sup> AVE NE depending on scope of frontage improvements.</li></ul>			








Project Cost Estimate	Project Cost Estimate				
	Item	Unit	Unit Cost	Quantity	Cost
	Project Design/Permits				\$300,000
	ROW/Easement Acquisition				\$14,300
	Construction Management/Engineering				\$100,000
	Construction				\$1,200,000
	Total Cost				\$1,614,300

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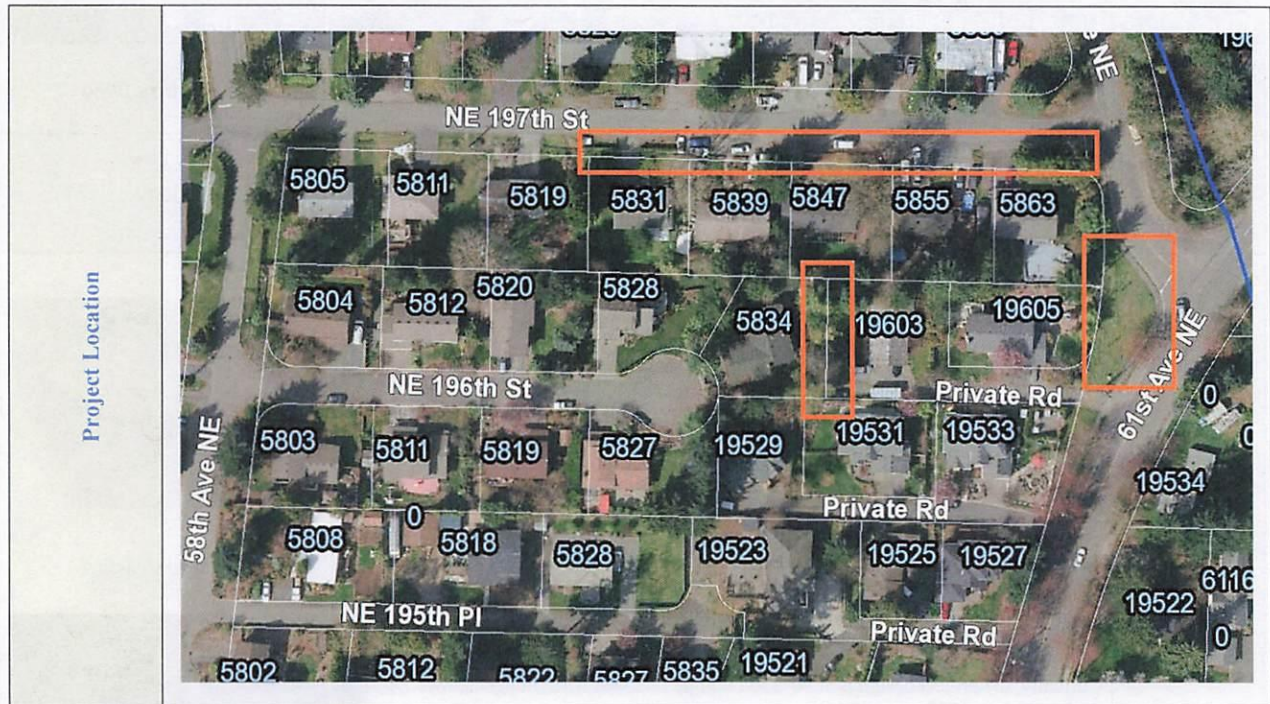


<b>Project:</b>	Small Works Projects		<b>ID:</b>	SW-020
<b>Location:</b>	VARIOUS	<b>Basin:</b>	VARIOUS	
<b>Project Type:</b>	<input checked="" type="checkbox"/> Water Quality <input type="checkbox"/> Fish Passage <input checked="" type="checkbox"/> Flow Control <input checked="" type="checkbox"/> Erosion <input checked="" type="checkbox"/> Drainage <input checked="" type="checkbox"/> Flooding	<b>Preliminary Project Cost:</b>	\$75,000 per year	
<b>Problem:</b>	Erosion and drainage problems at various locations			
Narrative	<p>The annual small works projects will consist of an evolving list of projects. New problem areas will be identified each year and evaluated accordingly. Typical small works projects exceed the scope of basic maintenance, but don't meet the scope of a capital improvement project.</p> <p>City crews may be able to perform components of the work, but a contractor is required to complete these projects due. Small Works projects may also require design or technical evaluation by the City's on-call engineering consultant.</p> <p>The annual budget for these types of projects is \$75,000 per year.</p>		<p><b>Small Works Project Examples</b></p> 	




Project:	Drainage Facility Retrofit – Kenmore Lane		ID:	SW-029
Location:	61 <sup>st</sup> Ave NE and NE 196 <sup>th</sup> St.		Basin	Tributary 0056
Project Type:	<input checked="" type="checkbox"/> Water Quality <input type="checkbox"/> Fish Passage <input checked="" type="checkbox"/> Flow Control <input checked="" type="checkbox"/> Erosion <input checked="" type="checkbox"/> Drainage <input type="checkbox"/> Flooding		Preliminary Project Cost:	\$500,000
Problem:	Failing infiltration tank, failed control structure, difficult location, erosion issues with adjacent conveyance system			
Narrative	<p>Kenmore Lane was developed in the late 1970s and this is the City’s oldest public drainage facility. The infiltration tank is in poor condition and needs a complete reconstruction. Adjacent conveyance systems carry runoff from NE 197<sup>TH</sup> ST and NE 196<sup>TH</sup> ST and erosion has been observed in the open portions of those systems.</p> <p>The existing drainage facility is located within an easement on private property and access from 61<sup>ST</sup> AVE NE is through a private road. Access for inspection and maintenance is difficult.</p> <p>The City has designed an option to replace the system at its current location, which would make access for inspection and maintenance easier as well as enhance the performance of the existing facility to near current standards. The design includes moving this facility into the right-of-way and altering adjacent conveyance systems to minimize private property impacts and reduce erosion.</p> <p>Currently, the project design is at 90% and will be finalized when budget allows construction in 2025.</p>		 <p>Existing control structure</p>  <p>Facility located in private backyard</p>	
	Conceptual Design	<ul style="list-style-type: none"><li>• Remove existing infiltration drainage facility located within easement on private property</li><li>• Install new facility in adjacent right-of-way location</li><li>• Modify adjacent conveyance systems to reduce private property impacts and erosion issues</li><li>• Utilize low impact development to retrofit this facility</li></ul>		
Considerations for Implementation	<ul style="list-style-type: none"><li>• Temporary construction easements</li><li>• Utilities</li><li>• Traffic control</li><li>• Erosion and sediment control</li></ul>			



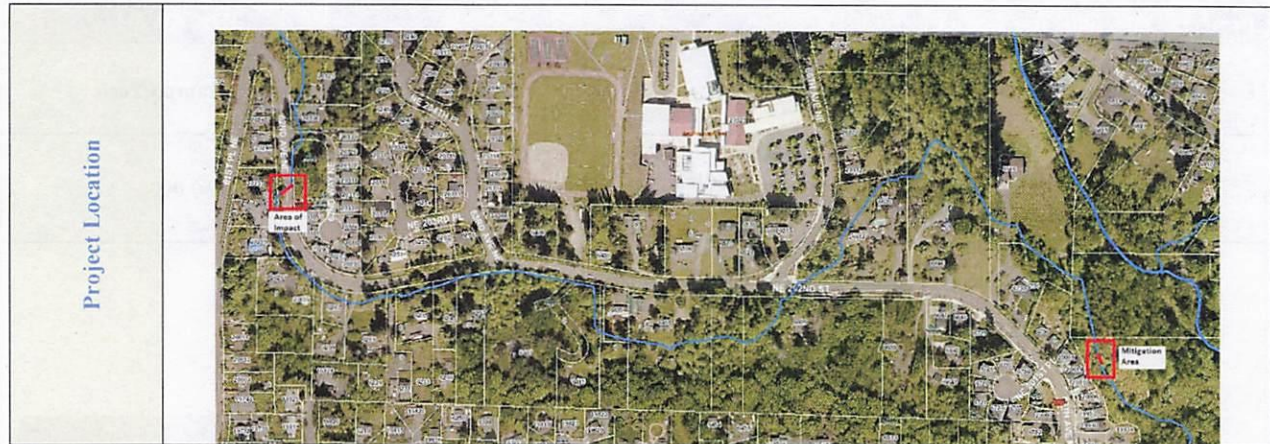


Project Cost Estimate	Item	Unit	Unit Cost	Quantity	Cost
	Design				\$10,000
	City Staff Time				\$0
	Permitting				\$0
	ROW/Easement Acquisition				\$0
	Construction				\$490,000
	<b>Total Cost</b>				<b>\$500,000</b>

Schedule		2025												2026											
		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	Preliminary Design																								
	Permitting																								
	Final Design and PS&E																								
	Advertise and Contractor Procurement																								
	Construction																								

<b>Project:</b>	Blueberry Creek Culvert Replacements		<b>ID:</b>	SW-034
<b>Location:</b>	NE 202 <sup>ND</sup> ST & 62 <sup>ND</sup> AVE NE	<b>Basin</b>	Swamp Creek	
<b>Project Type:</b>	<input type="checkbox"/> Water Quality <input checked="" type="checkbox"/> Fish Passage <input type="checkbox"/> Flow Control <input type="checkbox"/> Erosion <input type="checkbox"/> Drainage <input type="checkbox"/> Flooding <input checked="" type="checkbox"/> Habitat	<b>Preliminary Project Cost:</b>	\$250,000	
<b>Problem:</b>	Flooding at low point in road			
<b>Narrative</b>	<p>To mitigate stream impacts that occurred during construction of the City's 68<sup>TH</sup> AVE NE Pedestrian and Bicycle Improvement Project (68<sup>TH</sup> Project), the City is removing a fish barrier culvert located on Blueberry Creek. During the project, a failing culvert crossing 62<sup>ND</sup> AVE NE was identified when it started backing up and caused flooding. The City obtained emergency HPA 2021-4-815+02 to replace the existing culvert with a new culvert of the same size and position, which was identified as WDFW Site ID 102 S072 and a fish barrier. This mitigation will remove a fish barrier further downstream on Blueberry Creek, which is the first barrier encountered by fish as they come upstream from Swamp Creek.</p> <p>Blueberry Creek is a tributary to Swamp Creek and flows into the City from Snohomish County along 61<sup>ST</sup> PL NE. The creek heads south on 62<sup>ND</sup> AVE NE and east along NE 202<sup>ND</sup> ST before meeting with Swamp Creek just north of Wallace Swamp Creek Park. Blueberry Creek is identified as a Type F stream and represents accessible habitat for coho salmon and cutthroat trout, but not for Endangered Species Act (ESA) listed species.</p> <p>The project is required to be completed by June 2025. The City plans to begin design in late 2022 and complete construction no later than 2024 during the fish window.</p>			
<b>Conceptual Design</b>	The project expects to utilize typical precast fish passable driveway culverts designed to convey the 100-year event without flooding or overtopping.			
<b>Considerations for Implementation</b>	<ul style="list-style-type: none"> <li>• Environmental permitting including SEPA checklist, WDFW HPA, and Army Corps permits may be required.</li> <li>• Fish window limitations for construction will apply.</li> <li>• Temporary stream bypass and fish exclusion will be required during construction.</li> <li>• Traffic control will be needed.</li> <li>• These cost estimates have been derived during the conceptual phase of this project and are highly speculative. More precise estimates will be updated as design progresses in 2023.</li> </ul>			






Project Cost Estimate	Item	Unit	Unit Cost	Quantity	Cost
	Project Design/Permits				\$50,000
	Construction				\$200,000
	<b>Total Cost</b>				<b>\$250,000</b>

Schedule		2022						2023						2024					
		JAN	MAR	MAY	JUL	SEP	NOV	JAN	MAR	MAY	JUL	SEP	NOV	JAN	MAR	MAY	JUL	SEP	NOV
	Preliminary Design																		
	Permitting/Acquisition																		
	Final Design and PS&E																		
	Advertise and Contractor Procurement																		
	Construction																		



<b>Project:</b>	Blueberry Creek Culvert Replacements		<b>ID:</b>	SW-035		
<b>Location:</b>	NE 202 <sup>ND</sup> ST & 62 <sup>ND</sup> AVE NE	<b>Basin</b>	Swamp Creek			
<b>Project Type:</b>	<input type="checkbox"/> Water Quality <input type="checkbox"/> Fish Passage <input type="checkbox"/> Flow Control <input type="checkbox"/> Erosion <input type="checkbox"/> Drainage <input type="checkbox"/> Flooding <input checked="" type="checkbox"/> Habitat	<b>Preliminary Project Cost:</b>	\$1,230,000			
<b>Problem:</b>	Flooding at low point in road					
<b>Narrative</b>	<p>To mitigate approximately 1,306 square feet of stream impacts that occurred during construction of the City's 68<sup>TH</sup> AVE NE Pedestrian and Bicycle Improvement Project (68<sup>TH</sup> Project), the City is acquiring a 1.34 acre property on Muck Creek and restoring approximately 22,250 square feet of stream habitat. During the project, the City identified three stream segments previously unmapped by the Washington Department of Fish and Wildlife or the city within the project area. These stream segments connect to Muck Creek (classified as a Type F stream containing habitat suitable for salmonid fish), which is a tributary of Swamp Creek. One stream was determined not to have suitable habitat for Chinook Salmon, steelhead, or bull trout and the other two were considered non-fish bearing. The City's consultant determined that the project resulted in 1,306 SF of unavoidable impacts to the streams based upon the approximate stream bed areas of the existing ditch alongside 68th Ave NE. Functions lost due to impacts included open channel ditch, herbaceous organic litter input and degraded wildlife habitat.</p> <p>This mitigation was approved by WDFW in September 2022 as an alternative to the mitigation originally described in the project's HPA permit. When this property came onto the market, City staff met with WDFW and Muckleshoot Indian Tribe staff to discuss this option and it was mutually agreed that it provided better mitigation.</p> <p>The project will be completed by the original deadline of March 2025. The City plans to begin design in late 2022 and complete construction no later than 2024 during the fish window.</p>					
<b>Conceptual Design</b>	<p>The project will acquire a 1.34 acre property adjacent to Muck Creek located off of 73<sup>RD</sup> AVE NE just before Muck Creek crosses under the road. The project will remove existing structures, pavement and non-riparian vegetation and restore approximately 22,250 square feet of area. The project will include grading, planting, soil remediation, and stream habitat improvements.</p>					
<b>Considerations for Implementation</b>	<ul style="list-style-type: none"> <li>• Environmental permitting including SEPA checklist, WDFW HPA, and Army Corps permits may be required.</li> <li>• Fish window limitations for construction will apply.</li> <li>• Temporary stream bypass and fish exclusion will be required during construction.</li> <li>• Traffic control will be minimal.</li> <li>• These cost estimates have been derived during the conceptual phase of this project and are highly speculative. More precise estimates will be updated as design progresses in 2023.</li> </ul>					





Project Cost Estimate	Item	Unit	Unit Cost	Quantity	Cost
	Property Acquisition				\$730,000
	Project Design/Permits				\$100,000
	Construction				\$400,000
	<b>Total Cost</b>				<b>\$1,230,000</b>

Schedule		2022						2023						2024					
		JAN	MAR	MAY	JUL	SEP	NOV	JAN	MAR	MAY	JUL	SEP	NOV	JAN	MAR	MAY	JUL	SEP	NOV
	Preliminary Design																		
	Permitting/Acquisition																		
	Final Design and PS&E																		
	Advertise and Contractor Procurement																		
	Construction																		

# **CITY FACILITIES CAPITAL PROJECT**

**CITY OF KENMORE, WASHINGTON  
CITY FACILITY CAPITAL IMPROVEMENT PROGRAM  
PROPOSED FOR THE YEARS 2021-2028**

Project Description - Expenditures		2018	2021	2022	2023	2024	2025	2026	2027	2028	2023-2028
	Projected	actual	Approved	Proposed	Proposed	Proposed	Proposed	Proposed	Proposed	Proposed	Totals
F 1 Public Works Shop Land Acquisition & Development											
		\$5,900,000	\$0	\$4,000,000	\$32,000,000	\$0	\$0	\$0	\$0	\$0	\$36,000,000
Consultant and Acquisition Costs.											
		\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
F 2 Debt Repayment											
		0	267,454	575,604	2,588,817	2,589,568	2,590,067	2,590,318	2,590,317	\$13,524,691	
Total Project Costs											
		\$6,000,000	\$267,454	\$4,575,604	\$34,588,817	\$2,589,568	\$2,590,067	\$2,590,318	\$2,590,317	\$49,524,691	
Funding As Proposed:											
		3,300,000	2,600,000	4,000,000	32,000,000	0	0	0	0	0	36,000,000
Bank Note, 20 Years, 4.5% Interest											
		50,000	101,634	218,730	1,118,913	1,119,318	1,119,588	1,119,724	1,119,723	5,815,996	
Transfer from SWM Fund											
			106,982	230,242	1,190,856	1,191,201	1,191,431	1,191,546	1,191,546	6,186,822	
Transfer from REET											
		0	13,372	28,780	63,420	63,420	63,420	63,420	63,420	345,880	
Transfer from Transportation Benefit District Fund											
		0	32,094	69,072	152,208	152,208	152,208	152,208	152,208	830,112	
Transfer from Street Fund											
		50,000	13,373	28,780	63,420	63,420	63,420	63,420	63,420	345,880	
Transfer from General Fund											
Total Project Funding											
		\$0	\$3,400,000	\$2,867,454	\$4,575,604	\$34,588,817	\$2,589,568	\$2,590,067	\$2,590,318	\$2,590,317	\$49,524,690



CITY OF KENMORE, WASHINGTON  
REET Fund Projection Worksheet  
For The Years 2023-2028

DESCRIPTION	Actual 2018	Actual 2019	Actual 2020	Actual 2021	Projected 2022	Projected 2023	Projected 2024	Projected 2025	Projected 2026	Projected 2027	Projected 2028
Beginning Cash	\$2,410,269	\$771,264	\$1,433,170	\$1,995,415	\$4,115,528	\$3,181,542	\$1,623,339	\$2,028,336	\$2,546,400	\$2,194,019	\$2,317,850
Revenues:											
REET 1	742,364	761,940	857,275	1,449,131	1,449,131	1,200,000	1,212,000	1,224,120	1,236,361	1,248,725	1,261,212
REET 2	742,364	761,940	857,255	1,449,131	1,449,131	1,200,000	1,212,000	1,224,120	1,236,361	1,248,725	1,261,212
Interest Earnings											
Transfer from Impact fees NS	62,361	38,026	19,942	21,241	22,000	43,815	28,353	32,525	37,828	34,427	35,791
Transfer from Park Capital Fund for overtransfer 2020				751,712							
Payback from Sammamish Bridge Fund for 2018 loan				0							
Total Revenues	\$1,547,089	\$1,561,906	\$1,734,472	\$3,671,215	\$2,920,262	\$2,443,815	\$2,452,353	\$2,480,765	\$2,510,550	\$2,531,877	\$2,558,215
Transfers Out for Parks :											
P 18 Rhododendron Park Waterfront & Open Space Mitigation											
P 6 Moorlands Park Imp	0	30,488	0	0	0	46,428	0	0	0	0	0
P 27 Squires Landing and Mitigation	0	0	0	0	1,006,161	190,000	20,000	20,000	20,000	20,000	20,000
P 28 Log Boom Mitigation	0	0	0	83,422	548,570	0	0	0	10,000	10,000	10,000
P 30 Rhododendron Boathouse Pavilion		12,800		0	0	20,000	0	0	0	0	0
P 31 Squires Landing Waterfront Land A	48,747	0	0	0	0	0	0	0	0	0	0
transfer in excess of exp. To be paid back		456,712	295,000	0	0	0	0	0	0	0	0
Subtotal - Transfers for Parks	48,747	500,000	295,000	83,422	1,554,731	256,428	20,000	20,000	30,000	30,000	30,000
Transfers Out for Roads:											
T6 SR 522 West A 61st to 65th	212,768	0	0	0	0	0	0	0	0	0	0
T6 SR 522 West A 61st to 65th Oct add	327,801	0	0	0	0	0	0	0	0	0	0
T27 Sidewalk Gaps/ADA replacement	0	29,060	0	0	0	0	0	0	315,000	100,000	100,000
62nd Ave NE	56,388	0	0	0	0	0	0	0	0	0	0
T 35 Overlay	438,497	120,940	657,483	134,805	56,232	1,110,000	570,000	200,000	50,000	550,000	50,000
T38 Lower Swamp Creek Bridge Replacement		0	0	0	0	35,000	15,000	0	0	0	0
T 39 Traffic Calming Improvements	1,821	0	0	0	0	0	0	0	0	0	0
T 41 Juanita Dr Pedestrian & Bicycle Safety		0	59,250	186,235	323,586	687,925	0	0	0	0	0
T 42 68th Ave Ped & Bicycle Safety		0	0	1,046,640	1,798,410	180,745	25,000	25,000	25,000	25,000	25,000
T 43 SR522 Pedestrian Crossing Study	72	0	494	0	0	0	0	0	0	0	0
T44 61st Ave Sidewalk Replacement		0	0	0	4,873	15,000	0	40,000	15,000	25,000	25,000
T 50 SR522 Gateway Sign East		50,000	0	0	0	42,500					
T207 SR 522 Mid-Block Crossing											
T244 Burk-Gilman Trail/NE 175th St. wayfinding connectivity					9,434	5,209	0	0	0	0	0
T252 ADA Transition Program						500,000	0	250,000	1,000,000	250,000	1,000,000
REET to Street Fund for Road Maintenance				100,000	0						
estimated salary Reimb to GF for project administration											
T 37 West Samm Bridge		0	0	0	0	798,970	36,500	36,500	36,500	36,500	181,894
Transfer to GF for Maintenance							50,000	50,000	50,000	50,000	50,000
DS pw shop					106,982	230,242	1,190,856	1,191,201	1,191,431	1,191,546	1,191,546
LOAN to Samm Bridge fund 306		2,000,000			0	0					
Subtotal - Transfers for Roads	3,037,347	200,000	717,227	1,467,680	2,299,517	3,745,591	2,027,356	1,942,701	2,832,931	2,378,046	2,773,440
Repayment to Strategic Opps Fund 2015/1	(100,000)	(200,000)	(160,000)	0	0	0	0	0	0	0	0
Net Income/(Loss)	(1,639,005)	661,906	562,245	2,120,113	(933,986)	(1,558,203)	404,998	518,063	(352,381)	123,831	(245,225)
Ending Cash	\$771,264	\$1,433,170	\$1,995,415	\$4,115,528	\$3,181,542	\$1,623,339	\$2,028,336	\$2,546,400	\$2,194,019	\$2,317,850	\$2,072,625



# City of Kenmore, Washington



**PRESENTATION of the 2023-2028 Proposed Capital  
Improvement Program**

City Council Meeting of September 26, 2022

# Four Components of the Capital Improvement Program - \$86.2 million



**PARKS: 6 Projects**  
valued at \$3,636,100



**TRANSPORTATION: 11 Projects**  
valued at \$21,473,827



**SURFACE WATER: 7 Projects valued**  
at \$11,566,290



**City Facilities: 1 Project & debt**  
service on loan \$49,524,691

## PARK CAPITAL IMPROVEMENT PROJECTS

P1	• Twin Springs Park Phase I	\$111,300
P18	• Rhododendron Park Waterfront	\$50,000
P27	• Ł' a ǻ <sup>w</sup> a d i s Park Waterfront	\$530,000
P28	• Log Boom Park Waterfront	\$320,000
P30	• Rhododendron Park Boathouse	\$32,800
P32	• Moorlands Field Lighting	\$2,592,000



PARK CAPITAL IMPROVEMENT PROGRAM PROPOSED FOR THE YEARS 2023-2028							
Project Description	2023 Proposed	2024 Proposed	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2023-2028 Totals
P 1 Twin Springs Park Phase I	\$ 111,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 111,300
P 18 Rhododendron Park Waterfront (mitigation/monitoring)	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000
P 27 λ' a x̄w a d i s Park Waterfront & Natural Open Space	\$ 230,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 530,000
P 28 Log Boom Park Waterfront Access & Mitigation	\$ 60,000	\$ 60,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 320,000
P 30 Rhododendron Park Boathouse Pavilion	\$ 23,200	\$ 3,200	\$ 3,200	\$ 3,200	\$ -	\$ -	\$ 32,800
P 32 Moorlands Field Lighting	\$ 5,000	\$ 10,000	\$ 70,000	\$ 734,000	\$ 1,773,000	\$ -	\$ 2,592,000
Total Project Costs	\$479,500	\$133,200	\$183,200	\$847,200	\$1,883,000	\$110,000	\$3,636,100
Funding As Proposed:	2023 Proposed	2024 Proposed	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2023-2028 Totals
Park Impact Fees	\$ 5,000	\$ 10,000	\$ 60,000	\$290,000	\$ 23,000	\$ -	\$ 388,000
Real Estate Excise Taxes	\$256,428	\$ 20,000	\$ 20,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 386,428
City Public Art Fund	\$ 3,572	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,572
City Swamp Creek Basin Funds	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 240,000
King County Park Levy	\$ 63,200	\$ 63,200	\$ 53,200	\$ 43,200	\$ 40,000	\$ 40,000	\$ 302,800
WA State Appropriation	\$111,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 111,300
Other Grants	\$ -	\$ -	\$ 10,000	\$444,000	\$1,750,000	\$ -	\$ 2,204,000
Total Project Funding	\$479,500	\$133,200	\$183,200	\$847,200	\$1,883,000	\$110,000	\$3,636,100

## TRANSPORTATION CAPITAL IMPROVEMENT PROJECTS

T 8	• SR 522 West B 57th to 61st	\$2,000,000
27	• Sidewalk Program	\$515,000
T35	• Pavement Preservation	\$4,950,000
37	• West Samm. Bridge	\$1,673,179
38	• Lower Swamp Creek Bridge Replacement	\$3,075,000
41	• Juanita Pedestrian & Bicycle Safety	\$687,925
42	• 68 <sup>th</sup> Ave Pedestrian & Bicycle Safety	\$305,745
44	• 61st Ave Sidewalk Replacement Project	\$4,969,265
T 207	• SR 522 Mid-block Crossing	\$42,500
T 244	• Burk-Gilman Trail	\$255,213
T 252	• ADA transition Program	\$3,000,000

**CITY OF KENMORE, WASHINGTON**  
**TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM**  
**PROPOSED FOR THE YEARS 2023-2028**

<b>Project Description</b>	<b>2023 Proposed</b>	<b>2024 Proposed</b>	<b>2025 Proposed</b>	<b>2026 Proposed</b>	<b>2027 Proposed</b>	<b>2028 Proposed</b>	<b>2023-2028 Totals</b>
T 8 SR 522 West B 57th to 61st	\$ 250,000	\$ 250,000	\$ 1,485,000	\$ 15,000	\$ -	\$ -	\$ 2,000,000
T 27 Sidewalk Program /ADA	\$ -	\$ -	\$ -	\$ 315,000	\$ 100,000	\$ 100,000	\$ 515,000
T 35 Pavement Preservation	\$ 1,110,000	\$ 850,000	\$ 1,070,000	\$ 200,000	\$ 1,520,000	\$ 200,000	\$ 4,950,000
T 38 Lower Swamp Creek Bridge Replacement	\$ 35,000	\$ 15,000	\$ 225,000	\$ 250,000	\$ 2,525,000	\$ 25,000	\$ 3,075,000
T 41 Juanita Dr Pedestrian & Bicycle Safety Improvements	\$ 687,925	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 687,925
T 42 68th Ave Pedestrian & Bicycle Safety Improvements	\$ 180,745	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 305,745
T 44 61st Ave Sidewalk Replacement Project	\$ 250,000	\$ 275,000	\$ 4,154,265	\$ 240,000	\$ 25,000	\$ 25,000	\$ 4,969,265
T-207 - SR 522 Mid-block crossing	\$ 42,500						\$ 42,500
T-244 Burk-Gilman Trail/NE 175th St. Wayfinding & Connectivity	\$ 255,213	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 255,213
T252 ADA Transition Program	\$ 500,000	\$ -	\$ 250,000	\$ 1,000,000	\$ 250,000	\$ 1,000,000	\$ 3,000,000
T 37 West Sammamish River Bridge Replacement	\$ 1,345,285	\$ 36,500	\$ 36,500	\$ 36,500	\$ 36,500	\$ 181,894	\$ 1,673,179
<b>Total Project Costs</b>	<b>\$4,656,668</b>	<b>\$1,451,500</b>	<b>\$7,245,765</b>	<b>\$2,081,500</b>	<b>\$4,481,500</b>	<b>\$1,556,894</b>	<b>\$21,473,827</b>
<b>Funding as Proposed:</b>	<b>2023 Proposed</b>	<b>2024 Proposed</b>	<b>2025 Proposed</b>	<b>2026 Proposed</b>	<b>2027 Proposed</b>	<b>2028 Proposed</b>	<b>2023-2028 Totals</b>
Transportation Impact Fees	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000
Real Estate Excise Taxes	\$ 2,576,379	\$ 610,000	\$ 515,000	\$ 1,405,000	\$ 950,000	\$ 1,200,000	\$ 7,256,379
Real Estate Excise Taxes-Sammamish Bridge	\$ 798,970	\$ 36,500	\$ 36,500	\$ 36,500	\$ 36,500	\$ 181,894	\$ 1,126,864
Surface Water Fund - other	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ 30,000
KAPE	\$ -	\$ 280,000	\$ 870,000	\$ 150,000	\$ 970,000	\$ 150,000	\$ 2,420,000
Connecting WA	\$ 296,315	\$ 250,000	\$ 1,485,000	\$ 15,000	\$ -	\$ -	\$ 2,046,315
Move Ahead WA	\$ 50,000	\$ 137,500	\$ 3,087,500	\$ 225,000			\$ 3,500,000
WSDOT ped/bike	\$ 435,004	\$ 137,500	\$ 996,765	\$ -	\$ -	\$ -	\$ 1,569,269
W&W Bonds							
Other grants or funding	\$ -	\$ -	\$ 225,000	\$ 250,000	\$ 2,525,000	\$ 25,000	\$ 3,025,000
<b>Total Project Funding</b>	<b>\$4,656,668</b>	<b>\$1,451,500</b>	<b>\$7,245,765</b>	<b>\$2,081,500</b>	<b>\$4,481,500</b>	<b>\$1,556,894</b>	<b>\$21,473,827</b>

# SURFACE WATER IMPROVEMENT PROJECTS

SW8	• 190 <sup>th</sup> St. Fish Passable Culvert	\$2,816,250
SW8	• Public Works Trust Fund Loan Repayment	\$489,900
SW17	• Little Swamp Creek Relocation Phase I	\$1,614,300
SW17	• Little Swamp Creek Relocation Phase II	\$4,765,840
SW20	• Small Works Projects	\$450,000
SW29	• Infiltration Tank Retrofit 61st/196 <sup>th</sup>	\$650,000
SW34	• Blueberry Creek Culverts	\$250,000
SW35	• Muck Creek Restoration	\$500,000
T44	• 61 <sup>st</sup> Ave Sidewalk Replacement Project	\$30,000



CITY OF KENMORE, WASHINGTON							
SURFACE WATER CAPITAL IMPROVEMENT PROGRAM							
PROPOSED FOR THE YEARS 2023-2028							
Project Description	2023 Proposed	2024 Proposed	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2023-2028 Totals
SW 8 190th St. Fish Passable Culvert	\$ 2,816,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,816,250
SW 8 Public Works Trust Fund Loan 20 year Repayment	\$ 81,650	\$ 81,650	\$ 81,650	\$ 81,650	\$ 81,650	\$ 81,650	\$ 489,900
SW 17 Little Swamp Creek Relocation (Phase 1)	\$ -	\$ -	\$ 800,000	\$ 814,300	\$ -	\$ -	\$ 1,614,300
SW 17 Little Swamp Creek Relocation (Phase 2)	\$ -	\$ -	\$ -	\$ -	\$ 165,840	\$ 4,600,000	\$ 4,765,840
SW 20 Small Works Projects	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 450,000
SW 29 Infiltration Tank Retrofit at 61st Ave NE/NE 196th St	\$ -	\$ -	\$ 650,000	\$ -	\$ -	\$ -	\$ 650,000
SW 34 Blueberry Creek Culverts	\$ 50,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
SW 35 Muck Creek Restoration Project	\$ 100,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000
T 44 61st Ave Sidewalk Replacement Project	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ 30,000
Total Project Costs	\$ 3,122,900	\$ 756,650	\$ 1,636,650	\$ 970,950	\$ 322,490	\$ 4,756,650	\$ 11,566,290
Funding As Proposed:	2023 Proposed	2024 Proposed	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2023-2028 Totals
Public Works Trust Fund 20 Year 1.66% Loan (SW8)	\$890,000	\$0	\$0	\$0			\$890,000
General Facility Charge - fund 402	100,000	100,000	100,000	100,000	100,000	100,000	\$600,000
Reimbursement from Utilities	\$296,000	\$0	\$0	\$0	\$0	\$0	\$296,000
Surface Water Utility Funds - (401 to 402)	1,471,900	\$656,650	456,650	320,950	\$222,490	\$4,656,650	\$7,785,290
King County Flood Control District Resources	\$0	\$0	380,000	50,000	\$0	\$0	\$430,000
Conservation Grant (Property Acquisition)	\$365,000		390,070				\$755,070
Other Grants	\$0	\$0	309,930	500,000	\$0	\$0	\$809,930
Total Project Funding	\$3,122,900	\$756,650	\$1,636,650	\$970,950	\$322,490	\$4,756,650	\$11,566,290

CITY OF KENMORE, WASHINGTON							
CITY FACILITY CAPITAL IMPROVEMENT PROGRAM							
PROPOSED FOR THE YEARS 2023-2028							
Project Description - Expenditures	2023	2024	2025	2026	2027	2028	2023-2028
	Proposed	Proposed	Proposed	Proposed	Proposed	Proposed	Totals
F 1 Public Works Shop Land Acquisition & Development	\$4,000,000	\$32,000,000	\$0	\$0	\$0	\$0	\$36,000,000
Consultant and Acquisition Costs.	\$0	\$0	\$0	\$0	\$0	\$0	\$0
F 2 Debt Repayment	575,604	2,588,817	2,589,568	2,590,067	2,590,318	2,590,317	\$13,524,691
Total Project Costs	\$4,575,604	\$34,588,817	\$2,589,568	\$2,590,067	\$2,590,318	\$2,590,317	\$49,524,691
Funding As Proposed:	2023	2024	2025	2026	2027	2028	2023-2028
	Proposed	Proposed	Proposed	Proposed	Proposed	Proposed	Totals
Bank Note, 20 Years, 4.5% Interest	4,000,000	32,000,000	0	0	0	0	36,000,000
Transfer from SWM Fund	218,730	1,118,913	1,119,318	1,119,588	1,119,724	1,119,723	5,815,996
Transfer from REET	230,242	1,190,856	1,191,201	1,191,431	1,191,546	1,191,546	6,186,822
Transfer from Transportation Benefit District Fund	28,780	63,420	63,420	63,420	63,420	63,420	345,880
Transfer from Street Fund	69,072	152,208	152,208	152,208	152,208	152,208	830,112
Transfer from General Fund	28,780	63,420	63,420	63,420	63,420	63,420	345,880
Total Project Funding	\$4,575,604	\$34,588,817	\$2,589,568	\$2,590,067	\$2,590,318	\$2,590,317	\$49,524,690

# 2023-2024 BUDGET IMPACTS - \$49.8 million

## CIP: Total Capital Fund Expenditures

Parks \$612,700

Transportation \$6,108,168

Surface Water \$3,879,550

City Facilities \$39,164,421

## CIP: Total Capital Fund Resources

Impact Fees (Park, Transportation)
Real Estate Excise Tax
Park Grants
King County Levies
General & Street Fund
Public Art Fund
City Swamp Creek Basin Fund
Surface Water Utility Fees
Transportation Benefit District Fund
KAPE Funds
Federal Grants
State Grants
King County Flood Control District Grants
Reimbursements from Other Agencies
Public Works Trust Fund Loan
20 Year Note/bonds

**Next Steps:  
October 3, 2022:**

```
graph TD; A[Next Steps:  
October 3, 2022:] --> B[Public Hearing on the  
2023-2028 Capital  
Improvement Program]; A --> C[Adopt the 2023-2028  
Capital Improvement  
Program Ordinance];
```

**Public Hearing on the  
2023-2028 Capital  
Improvement Program**

**Adopt the 2023-2028  
Capital Improvement  
Program Ordinance**



This concludes the presentation portion  
of the  
2023-2028 Capital Improvement Program.

Thank You!  
Comments or Questions?



City Council Business Agenda Item  
City of Kenmore, WA

Subject/Topic:

Proposed 2023-2028 Capital Improvement Program for Parks, Transportation, Surface Water, and City Facilities

For Council Meeting Agenda of: September 26, 2022

Departments:

City Manager, Finance and Administration,  
Community Development, Public Works,

Prepared by:

Rob Karlinsey, City Manager  
Leticia Salcido - Finance and Administration Director  
Debbie Bent, Community Development Director  
John Vicente, City Engineer  
Richard Sawyer, Environmental Services Manager

Initial & Date

Approved by Department Head: \_\_\_\_\_

Approved by City Attorney: \_\_\_\_\_

Approved by Finance Director: \_\_\_\_\_

Approved by City Manager: \_\_\_\_\_

Proposed Council Action/Motion:

- 1) Review and Discussion of proposed 2023-2028 Capital Improvement Program for Parks, Transportation, Surface Water, and City Facilities.

Attachments/Exhibits:

Exhibit A: Proposed Capital Improvement Program

Exhibit B: Proposed Transportation CIP

Exhibit C: Proposed Park CIP

Exhibit D: Proposed Surface Water CIP

Exhibit E: Proposed City Facilities CIP

Exhibit F: Transportation Impact Fee Fund Projection

Exhibit G: REET Fund Projection

Exhibit H: Park Impact Fee Fund Projection

Exhibit I: Strategic Opportunity Fund

Exhibit J: King County Trail and Park Levy projection

CIP Project Description Sheets for Parks,  
Transportation, and Surface Water

INFORMATION/BACKGROUND:

The current 2021-2026 Six -Year Capital Improvement Program (CIP) was adopted by Ordinance 20-0512 on October 12, 2020. There were two amendments to the program in 2021.

The program has now been updated to include the period 2023-2028 and the related capital projects. This proposed 2023-2028 Capital Improvement Program is being presented for the City Council's review and

XII. C. PUBLIC HEARING HELD Capital Improvement Program for Parks, Trans...

discussion. A public hearing will be held on October 3, 2022, followed by possible approval of an ordinance to adopt the 2023-2028 Capital Improvement Plan.

The complete proposed Park, Transportation, Surface Water, and Facilities Capital Improvement Program is illustrated with cash flow projections for Park Impact Fees, Transportation Impact Fees, Real Estate Excise Tax, Strategic Opportunities Fund and the King County Trail and Park Levy. The following projects are included.

## TRANSPORTATION

- T8 SR 522 West B 57<sup>th</sup> to 61<sup>st</sup>
- T27 Sidewalk Program
- T35 Pavement preservation program
- T 38 Lower Swamp Creek Bridge Replacement
- T41 Juanita Dr. Pedestrian & Bicycle Safety Improvements
- T42 68<sup>th</sup> Ave. Pedestrian & Bicycle Safety Improvements
- T44 61<sup>st</sup> Ave. Sidewalk Replacement Project
- T207 SR 522 Mid-block crossing
- T244 Burk-Gilman Trail/NE 175<sup>th</sup> St. Wayfinding & Connectivity
- T252 ADA transition Program
- T37 West Sammamish River Bridge Replacement
- 

## PARKS

- P1 Twin Springs Park Phase I
- P18 Rhododendron Park Waterfront
- P27 Al'a x'w a d i s Park Waterfront & Natural Open Space
- P28 Log Boom Park Waterfront & mitigation
- P30 Rhododendron Park Boathouse Pavilion
- P32 Moorlands Park Improvements – lighting

## SURFACE WATER

- SW8 190<sup>th</sup> St. Fish Passable Culvert
- SW17 Little Swamp Creek Relocation (Phase I & II)
- SW20 Small Works Projects
- SW29 Infiltration Tank Retrofit at 61<sup>st</sup> Ave. NE/NE 196<sup>th</sup> St.
- SW34 Blueberry Creek Culverts
- SW35 Much Creek Restoration project

## CITY FACILITY –

- F1 Public Works Shop Land Acquisition & Development
- Allocation for estimated debt service payment for note (2023-2028)



**FISCAL CONSIDERATION:**

The City's goal is to adopt and maintain a fiscally balanced Capital Improvement Program that can be used by staff to prioritize and pursue projects. The CIP balances City resources including Park and Transportation Impact Fees, Real Estate Excise Tax, General Fund revenues, Surface Water Utility fees, Strategic Opportunities Fund, and grant funds. While a project may show need in future years for grant funds to complete, the project and budget is considered "balanced" and provides a tool to pursue outside funding. The CIP should be considered a programming document with the City of Kenmore adopted budget being the document that appropriates funds for project expenditures.

The updated Capital Improvement Program includes 26 individual projects which total \$86,198,408 over the six-year planning horizon. The project costs and funding sources are displayed in Exhibits B through E. Also attached are projections of Transportation Impact Fees, Real Estate Excise Taxes, Park Impact Fees, and Strategic Opportunity Fund which are Exhibits F, G, H and I.

**COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:**

The proposed Capital Improvement Program is consistent with Council Goals, specifically:

To focus and emphasize multimodal transportation safety in the City of Kenmore with a specific focus on pedestrian, bicycle, and other means of travel.

Implement the Sidewalk Plan

To implement the Walkways and Waterways projects.

To update and continue to implement the Economic Development Plan, with an emphasis on the following key points:

Advance public access to water

Create a vibrant, walkable downtown

To continue to implement a Parks Improvement Plan.

To protect and enhance the climate, water, air and forest environment.

Signature: Rob Karlinsey  
Rob Karlinsey (Sep 13, 2022 17:07 PDT)

Email: rkarlinsey@kenmorewa.gov









# 20220913\_City Council Business Agenda Item City of Kenmore, WA

Final Audit Report

2022-09-14

Created:	2022-09-13
By:	Leticia Salcido (lsalcido@kenmorewa.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAJV-Nj5Vwihz-FRDmKl_dr2Enq9dHo2O0

## "20220913\_City Council Business Agenda Item City of Kenmore, WA" History

-  Document created by Leticia Salcido (lsalcido@kenmorewa.gov)  
2022-09-13 - 11:21:35 PM GMT- IP address: 50.235.209.34
-  Document emailed to rkarlinsey@kenmorewa.gov for signature  
2022-09-13 - 11:21:52 PM GMT
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**CITY OF KENMORE, WASHINGTON  
CAPITAL IMPROVEMENT PROGRAM  
AS ADOPTED FOR THE YEARS 2023-2028**

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EXPENDITURES	2023 Proposed	2024 Proposed	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2023-2028 Totals
<b>PARKS</b>							
P 1 Twin Springs Park Phase I	\$111,300	\$0	\$0	\$0	\$0	\$0	\$111,300
P 18 Rhododendron Park Waterfront (mitigation/monitoring)	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
P 27 'a d i s Park Waterfront & Natural Open Space	\$230,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$530,000
P 28 Log Boom Park Waterfront Access & Mitigation	\$60,000	\$60,000	\$50,000	\$50,000	\$50,000	\$50,000	\$320,000
P 30 Rhododendron Park Boathouse Pavilion	\$23,200	\$3,200	\$3,200	\$3,200	\$0	\$0	\$32,800
P 32 Moorlands Field Lighting	\$5,000	\$10,000	\$70,000	\$734,000	\$1,773,000	\$0	\$2,592,000
<b>Total Parks</b>	<b>\$479,500</b>	<b>\$133,200</b>	<b>\$183,200</b>	<b>\$847,200</b>	<b>\$1,883,000</b>	<b>\$110,000</b>	<b>\$3,636,100</b>

<b>TRANSPORTATION</b>							
T 8 SR 522 West B 57th to 61st	\$250,000	\$250,000	\$1,485,000	\$15,000	\$0	\$0	\$2,000,000
T 27 Sidewalk Program:	\$0	\$0	\$0	\$315,000	\$100,000	\$100,000	\$515,000
T 35 Pavement Preservation	\$1,110,000	\$850,000	\$1,070,000	\$200,000	\$1,520,000	\$200,000	\$4,950,000
T 38 Lower Swamp Creek Bridge Replacement	\$35,000	\$15,000	\$225,000	\$250,000	\$2,525,000	\$25,000	\$3,075,000
T 41 Juanita Dr Pedestrian & Bicycle Safety Improvements	\$687,925	\$0	\$0	\$0	\$0	\$0	\$687,925
T 42 68th Ave Pedestrian & Bicycle Safety Improvements	\$180,745	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$305,745
T 44 61st Ave Sidewalk Replacement Project	\$250,000	\$275,000	\$4,154,265	\$240,000	\$25,000	\$25,000	\$4,969,265
T-207 - SR 522 Mid-block crossing	\$42,500	\$0	\$0	\$0	\$0	\$0	\$42,500
T-244 Burk-Gilman Trail/NE 175th St. Wayfinding & Connectivity	\$255,213	\$0	\$0	\$0	\$0	\$0	\$255,213
T252 ADA Transition Program	\$500,000	\$0	\$250,000	\$1,000,000	\$250,000	\$1,000,000	\$3,000,000
T 37 West Sammamish River Bridge Replacement	\$1,345,285	\$36,500	\$36,500	\$36,500	\$36,500	\$181,894	\$1,673,179
<b>Total Transportation</b>	<b>\$4,656,668</b>	<b>\$1,451,500</b>	<b>\$7,245,765</b>	<b>\$2,081,500</b>	<b>\$4,481,500</b>	<b>\$1,556,894</b>	<b>\$21,473,827</b>

<b>SURFACE WATER</b>							
SW 8 190th St. Fish Passable Culvert	\$2,816,250	\$0	\$0	\$0	\$0	\$0	\$2,816,250
SW 8 Trust Fund Loan Repayment	\$81,650	\$81,650	\$81,650	\$81,650	\$81,650	\$81,650	\$489,900
SW 17 Little Swamp Creek Relocation (Phase 1)	\$0	\$0	\$800,000	\$814,300	\$0	\$0	\$1,614,300
SW 17 Little Swamp Creek Relocation (Phase 2)	\$0	\$0	\$0	\$0	\$165,840	\$4,600,000	\$4,765,840
SW 20 Small Works Projects	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$450,000
SW 29 Infiltration Tank Retrofit at 61st Ave NE/NE 196th St	\$0	\$0	\$650,000	\$0	\$0	\$0	\$650,000
SW 34 Blueberry Creek Culverts	\$50,000	\$200,000	\$0	\$0	\$0	\$0	\$250,000
SW 35 Muck Creek Restoration Project	\$100,000	\$400,000	\$0	\$0	\$0	\$0	\$500,000
T 44 61st Ave Sidewalk Replacement Project	\$0	\$0	\$30,000	\$0	\$0	\$0	\$30,000
<b>Total Surface Water</b>	<b>\$3,122,900</b>	<b>\$756,650</b>	<b>\$1,636,650</b>	<b>\$970,950</b>	<b>\$322,490</b>	<b>\$4,756,650</b>	<b>\$11,566,290</b>

<b>CITY FACILITIES</b>							
F 1 Public Works Shop Land Acquisition & Development	\$4,000,000	\$32,000,000	\$0	\$0	\$0	\$0	\$36,000,000
Consultant and Acquisition Costs.	\$0	\$0	\$0	\$0	\$0	\$0	\$0
F 2 Debt Repayment	\$575,604	\$2,588,817	\$2,589,568	\$2,590,067	\$2,590,318	\$2,590,317	\$13,524,691
<b>Total City Facilities</b>	<b>\$4,575,604</b>	<b>\$34,588,817</b>	<b>\$2,589,568</b>	<b>\$2,590,067</b>	<b>\$2,590,318</b>	<b>\$2,590,317</b>	<b>\$49,524,691</b>

<b>TOTAL EXPENDITURES</b>	<b>\$12,834,672</b>	<b>\$36,930,167</b>	<b>\$11,655,183</b>	<b>\$6,489,717</b>	<b>\$9,277,308</b>	<b>\$9,013,861</b>	<b>\$86,200,908</b>
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**CITY OF KENMORE, WASHINGTON  
CAPITAL IMPROVEMENT PROGRAM  
AS ADOPTED FOR THE YEARS 2023-2028**

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REVENUES	2023 Proposed	2024 Proposed	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2023-2028 Totals
<b>PARKS</b>							
Park Impact Fee Revenue	\$ 5,000	\$ 10,000	\$ 60,000	\$ 290,000	\$ 23,000	\$ -	\$ 388,000
Real Estate Excise Tax (Parks)	\$ 256,428	\$ 20,000	\$ 20,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 386,428
Strategic Opportunities Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Public Art Fund	\$ 3,572	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,572
City Swamp Creek Basin Funds	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 240,000
King County Park Levy	\$ 63,200	\$ 63,200	\$ 53,200	\$ 43,200	\$ 40,000	\$ 40,000	\$ 302,800
WA State Appropriation	\$ 111,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 111,300
Other Grants	\$ -	\$ -	\$ 10,000	\$ 444,000	\$ 1,750,000	\$ -	\$ 2,204,000
<b>TRANSPORTATION</b>							
Transportation Impact Fee Revenue	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000
Real Estate Excise Tax (Transportation)	\$ 2,576,379	\$ 610,000	\$ 515,000	\$ 1,405,000	\$ 950,000	\$ 1,200,000	\$ 7,256,379
Real Estate Excise Tax (Sammamish Bridge Replacement)	\$ 798,970	\$ 36,500	\$ 36,500	\$ 36,500	\$ 36,500	\$ 181,894	\$ 1,126,864
Surface Water Utility Funds	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ 30,000
KAPE Funds	\$ -	\$ 280,000	\$ 870,000	\$ 150,000	\$ 970,000	\$ 150,000	\$ 2,420,000
Connecting WA Funds	\$ 296,315	\$ 250,000	\$ 1,485,000	\$ 15,000	\$ -	\$ -	\$ 2,046,315
Move Ahead WA	\$ 50,000	\$ 137,500	\$ 3,087,500	\$ 225,000	\$ -	\$ -	\$ 3,500,000
WSDOT pedestrian/bike grant	\$ 435,004	\$ 137,500	\$ 996,765	\$ -	\$ -	\$ -	\$ 1,569,269
Walkways & Waterways Bonds: Juanita and 68th Ave	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other grant or funding	\$ -	\$ -	\$ 225,000	\$ 250,000	\$ 2,525,000	\$ 25,000	\$ 3,025,000
<b>SURFACE WATER</b>							
Surface Water Utility Funds	\$ 1,471,900	\$ 656,650	\$ 456,650	\$ 320,950	\$ 222,490	\$ 4,656,650	\$ 7,785,290
Surface Water General Utility Charges	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000
Reimbursement from Utilities	\$ 296,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 296,000
Public Works Trust Fund Loan: 190th Culvert	\$ 890,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 890,000
King County Flood Control District Resources	\$ -	\$ -	\$ 380,000	\$ 50,000	\$ -	\$ -	\$ 430,000
Conservation Grant	\$ 365,000	\$ -	\$ 390,070	\$ -	\$ -	\$ -	\$ 755,070
Other grants	\$ -	\$ -	\$ 309,930	\$ 500,000	\$ -	\$ -	\$ 809,930
<b>CITY FACILITIES</b>							
20 year Note Public Works Shop	\$ 4,000,000	\$ 32,000,000	\$ -	\$ -	\$ -	\$ -	\$ 36,000,000
Surface Water Utility Funds	\$ 218,730	\$ 1,118,913	\$ 1,119,318	\$ 1,119,588	\$ 1,119,724	\$ 1,119,723	\$ 5,815,996
REET	\$ 230,242	\$ 1,190,856	\$ 1,191,201	\$ 1,191,431	\$ 1,191,546	\$ 1,191,546	\$ 6,186,822
Transportation Benefit District	\$ 28,780	\$ 63,420	\$ 63,420	\$ 63,420	\$ 63,420	\$ 63,420	\$ 345,880
Street Fund	\$ 69,072	\$ 152,208	\$ 152,208	\$ 152,208	\$ 152,208	\$ 152,208	\$ 830,112
General Fund	\$ 28,780	\$ 63,420	\$ 63,420	\$ 63,420	\$ 63,420	\$ 63,420	\$ 345,880
<b>TOTAL REVENUES</b>	<b>\$12,834,672</b>	<b>\$36,930,167</b>	<b>\$11,655,183</b>	<b>\$6,489,717</b>	<b>\$9,277,308</b>	<b>\$9,013,861</b>	<b>\$86,200,907</b>

# **PARK CAPITAL PROJECTS**

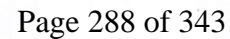


**PARK CAPITAL IMPROVEMENT PROGRAM  
PROPOSED FOR THE YEARS 2023-2028**

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Project Description	Prior Years	2023 Proposed	2024 Proposed	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2023-2028 Totals	Future Years	Project Totals
P 1 Twin Springs Park Phase I	\$ 156,712	\$ 111,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 111,300		\$ 268,012
P 18 Rhododendron Park Waterfront (mitigation/monitoring)	\$ 961,263	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000		\$ 1,011,263
P 27 'a' a d i s Park Waterfront & Natural Open Space	\$ 9,952,794	\$ 230,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 530,000	\$ 200,000	\$ 10,682,794
P 28 Log Boom Park Waterfront Access & Mitigation	\$ 5,125,942	\$ 60,000	\$ 60,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 320,000	\$ 200,000	\$ 5,645,942
P 30 Rhododendron Park Boathouse Pavilion	\$ 1,813,597	\$ 23,200	\$ 3,200	\$ 3,200	\$ 3,200	\$ -	\$ -	\$ 32,800		\$ 1,846,397
P 32 Moorlands Field Lighting	\$ -	\$ 5,000	\$ 10,000	\$ 70,000	\$ 734,000	\$ 1,773,000	\$ -	\$ 2,592,000		\$ 2,592,000
<b>Total Project Costs</b>	<b>\$18,010,308</b>	<b>\$479,500</b>	<b>\$133,200</b>	<b>\$183,200</b>	<b>\$847,200</b>	<b>\$1,883,000</b>	<b>\$110,000</b>	<b>\$3,636,100</b>	<b>\$400,000</b>	<b>\$22,046,408</b>

Funding As Proposed:	Prior Years	2023 Proposed	2024 Proposed	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2023-2028 Totals		Project Totals
Park Impact Fees	\$ 881,954	\$ 5,000	\$ 10,000	\$ 60,000	\$ 290,000	\$ 23,000	\$ -	\$ 388,000		\$ 1,269,954
Real Estate Excise Taxes	\$ 1,921,161	\$ 256,428	\$ 20,000	\$ 20,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 386,428	\$ 80,000	\$ 2,387,589
Strategic Opportunities Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
City Public Art Fund	\$ 73,868	\$ 3,572	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,572		\$ 77,440
City Swamp Creek Basin Funds	\$ 550,486	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 240,000	\$ 160,000	\$ 950,486
Walkways & Waterways Bonds: Log Boom, Squires	\$ 9,904,837	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 9,904,837
RCO Grants	\$ 470,575	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 470,575
King County Park Levy	\$ 450,130	\$ 63,200	\$ 63,200	\$ 53,200	\$ 43,200	\$ 40,000	\$ 40,000	\$ 302,800	\$ 160,000	\$ 912,930
King County CFT Grant: Squires Land Acquisition	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
King County Youth Activities Grant	\$ 611,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 611,100
WA State Appropriation	\$ 40,600	\$ 111,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 111,300		\$ 151,900
State Department of Commerce	\$ 242,499	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 242,499
Northshore School District: Rhododendron Park Boathouse	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 250,000
Private donation - Pending	\$ 673,098	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 673,098
Other Grants	\$ 1,940,000	\$ -	\$ -	\$ 10,000	\$ 444,000	\$ 1,750,000	\$ -	\$ 2,204,000		\$ 4,144,000
<b>Total Project Funding</b>	<b>\$18,010,308</b>	<b>\$479,500</b>	<b>\$133,200</b>	<b>\$183,200</b>	<b>\$847,200</b>	<b>\$1,883,000</b>	<b>\$110,000</b>	<b>\$3,636,100</b>	<b>\$400,000</b>	<b>\$22,046,408</b>



## XII. C. PUBLIC HEARING HELD Capital Improvement Program for Parks, Trans...





# City of Kenmore Capital Improvement Program Twin Springs Park – Phase 1 Project P-1

## CURRENT DOLLARS

CURRENT DOLLARS									
Year	Prior Years	2023	2024	2025	2026	2027	2028	Total 2023-2028	Total Project
<b>Expenses</b>									
Design	\$ 97,707							\$ -	\$ 97,707
Staff Admin	\$ 54,005	\$ 12,000						\$ 12,000	\$ 66,005
Construction		\$ 80,000						\$ 80,000	\$ 80,000
Permitting	\$ 5,000							\$ -	\$ 5,000
Signage & Amenities		\$ 19,300						\$ 19,300	\$ 19,300
<b>Total</b>	<b>\$ 156,712</b>	<b>\$ 111,300</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>			<b>\$ 111,300</b>	<b>\$ 268,012</b>
<b>Revenue</b>									
REET								\$ -	\$ -
Bond								\$ -	\$ -
Grants								\$ -	\$ -
WA State Appropriation	\$ 40,600	\$ 111,300						\$ 111,300	\$ 151,900
Park Impact Fund	\$ 75,582	\$ -						\$ -	\$ 75,582
Park Levy	\$ 40,530							\$ -	\$ 40,530
<b>Total</b>	<b>\$ 156,712</b>	<b>\$ 111,300</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>			<b>\$ 111,300</b>	<b>\$ 268,012</b>

## SCHEDULE

Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Feasibility																								
Permitting																								
Final Design																								
Construction																								
Signage & Amenities																								
Closeout																								



## City of Kenmore Capital Improvement Program

### Rhododendron Park Waterfront

(On-going mitigation/ monitoring plus public art)

#### Project P-18

**Project Location:** Rhododendron Park, located at the northeast intersection of NE 170<sup>th</sup> St (Simonds Rd) and 68<sup>th</sup> Ave NE (Juanita Drive). 6910 NE 170<sup>th</sup> Street, Kenmore WA.

**Project Manager:** Parks Project Manager

**Project Description:** Replace the two aging park entry signs.

**Background:** The boardwalk/trail project was one of the projects approved on the November 2016 Walkways & Waterways ballot measure. The new boardwalk/trail completed in 2017 connects the existing park improvements through the wetland to the Sammamish River. The access driveway was also improved to provide additional parking.

KMC Chapter 3.50 sets out the procedures for using the One Percent for the Arts funds on public projects. These funds may be used for selection, acquisition, and installation or display of visual art. City Council reviewed and approved the art selection criteria and process, and the draft Ad-Hoc Public Art Committee charter on November 18, 2019. A design/fabrication contract was approved with Jennifer Dixon. The design process was completed in 2019 and in June 2020 Council approved the final design and fabrication contract. Public art will be installed in 2021.

A park master plan was adopted 3/27/06 and other improvements at the park completed to date include: 2008 Phase 1 improvements of parking lot and access improvements, new picnic shelter, great lawn renovation, relocation and new playground equipment, and landscaping; 2009 new restroom; 2010 new basketball court; 2017 new dock. Public art was installed spring 2022. Mitigation Monitoring completed (2018-22).

**Environmental Review Status:**

Exempt	DNS	EIS
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SEPA not required for public art installation.

**Potential Project Issues:** Non anticipated.

**Operations:** Signage and addition of public art in 2022 will slightly increase the park operations budget for long-term maintenance. Once the mitigation/monitoring is complete in 2022, then maintenance will become part of on-going park maintenance and operations.







**Rhododendron Park Waterfront**  
**(On-going mitigation/ monitoring plus public art)**  
**Project P-18**

Year	Prior Years	2023	2024	2025	2026	2027	2028	Total 2023-2028	Total Project
<b>Expenses</b>									
Design	\$ 50,000							\$ -	50,000
Permit	\$ 15,000							\$ -	15,000
Construction	\$ 820,929	\$ 35,000						\$ 35,000	855,929
Art fabrication & installation	\$ 19,473							\$ -	19,473
Monitoring	\$9,467							\$ -	9,467
Staff Admin	\$ 46,394	\$ 15,000						\$ 15,000	61,394
<b>Total</b>	<b>\$ 961,263</b>	<b>\$ 50,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 50,000</b>	<b>\$ 1,011,263</b>
REET		\$ 46,428						\$ 46,428	46,428
BOND	\$ 954,837							\$ -	954,837
In-lieu fees	\$ -							\$ -	-
Art Fund	\$ 6,426	\$ 3,572						\$ 3,572	9,998
Park Impact Fund								\$ -	-
KC Park Levy	\$ -							\$ -	-
<b>Total</b>	<b>\$ 961,263</b>	<b>\$ 50,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 50,000</b>	<b>\$ 1,011,263</b>

**SCHEDULE**

	2023				2024				2025				2026				2027				2028			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Pre-Design																								
Permitting																								
Final Design																								
Sign Intallation																								



## City of Kenmore Capital Improvement Program Waterfront & Natural Open Space Access Project at Ł'a ẏw a d i s Park (pronounced TI' awh-ah-dees)

### Project P-27

**Project Location:** 7515 and 7353 NE 175<sup>th</sup> Street, Kenmore WA at Ł'a ẏw a d i s Park (pronounced TI' awh-ah-dees) formerly named Squire's Landing.

**Project Manager:** Parks Project Manager

**Project Description:** Enhance water access to the Sammamish River. Improvements will include new elevated walkways, trails, viewpoints as well as natural open space and other environmental enhancements. The project will also add new boating facilities including docks, ramps, and staging areas for hand-powered watercraft; parking; a restroom and public art.

**Background:** In 2015 a conceptual plan was developed for approximately 7 acres of Squires Landing Park to enhance public access to the Sammamish River. This project was included on the November 2016 ballot measure for Walkways & Waterways. Permits were received August 2021. The project was advertised October 5, 2021 and bids opened November 9, 2021. Strider Construction Company was Awarded Contract 21-C2670. Construction began December 21, 2021. Construction and project closeout will continue in 2023.

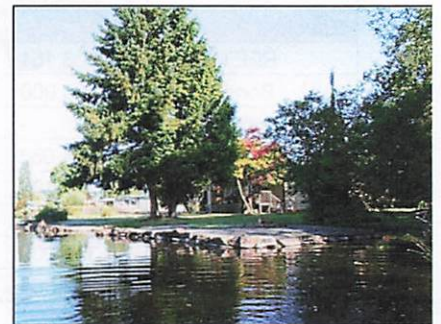
MDNS  
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EIS  
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Environmental review due to critical area and shoreline issues. SEPA issued.

**Potential Project Issues:** N/A

**Operations:** Maintenance costs related to upkeep of new facilities begin 2023. Mitigation Monitoring and maintenance begins 2023-28 through 2032 and beyond.







# **Waterfront & Natural Open Space Access Project** **at T' a x w a d i s Park (pronounced TI' awh-ah-dees)**

## **Project P-27**

### **CURRENT DOLLARS**

Year	Prior Years	2023	2024	2025	2026	2027	2028	Total 2023-2028	Future Years	Total Project
<b>Expenses</b>										
Staff Admin	\$ 333,811	\$ 40,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 140,000	\$ 40,000	\$ 513,811
Permitting	\$ 147,573							\$ -		\$ 147,573
Design & Bid	\$1,481,285							\$ -		\$ 1,481,285
Construction	\$7,990,125	\$ 150,000						\$ 150,000		\$ 8,140,125
Monitor-Maintain		\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 240,000	\$ 160,000	\$ 400,000
<b>Total</b>	<b>\$ 9,952,794</b>	<b>\$ 230,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 530,000</b>	<b>\$ 200,000</b>	<b>\$ 10,682,794</b>
<b>Revenue</b>										
REET	\$1,006,161	\$ 190,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 290,000	\$ 40,000	\$ 1,336,161
Bond	\$5,750,000							\$ -		\$ 5,750,000
Bond 1%	\$ -									\$ -
Public Art Fund	\$ 24,083									\$ 24,083
SC Basin Funds	\$ 550,486	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 240,000	\$ 160,000	\$ 950,486
Grants	\$1,940,000							\$ -		\$ 1,940,000
KC Trail Levy	\$ 300,000							\$ -		\$ 300,000
Park Impact Fund	\$ 382,064							\$ -		\$ 382,064
<b>Total</b>	<b>\$ 9,952,794</b>	<b>\$ 230,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 60,000</b>	<b>\$ 530,000</b>	<b>\$ 200,000</b>	<b>\$ 10,682,794</b>

### **SCHEDULE**

	2023				2024				2025				2026				2027				2028			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Permitting																								
Final Design																								
Construction																								
Closeout																								
Monitoring																								



## Log Boom Park Waterfront Access Project Project P-28

**Project Location:** Log Boom Park (NE 175<sup>th</sup> St west of 61<sup>st</sup> Ave NE) 17415 61<sup>st</sup> Ave NE, Kenmore.

**Project Manager:** Parks Project Manager

**Project Description:** The project construction completed June 2022. This project will improve public access to Lake Washington including beach expansion, new trails and viewpoints, picnic areas, waterfront pavilion, environmental and ecological enhancements, kayak concession building, and access for hand-powered watercraft. A ribbon cutting ceremony was held August 9, 2022. With construction complete at the end of June 2022, the project moves into mitigation maintenance, monitoring and reporting.

**Background:** In 2015 a conceptual plan was developed for improvements at Log Boom park to enhance public access to Lake Washington. This project was included on the November 2016 ballot measure for Walkways & Waterways. Permits were received in March 2021. Project was advertised May 4, 2021 and bids opened June 9, 2021. Road Construction Northwest was Awarded Contract 21-C2669. Construction began July 26, 2021 and ended June 28, 2022.



**Environmental Review Status:**  
SEPA issued.

Exempt  
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DNS  
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EIS  
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**Potential Project Issues:** N/A

**Operations:** Maintenance costs related to upkeep of a new facilities began July 2022. Mitigation Monitoring and maintenance begins 2023-28 and beyond.





# City of Kenmore Capital Improvement Program Log Boom Park Waterfront Access & Viewing Project Project P-28

## CURRENT DOLLARS

Year	Prior Years	2023	2024	2025	2026	2027	2028	Total 2023-2028	Future Years	Total Project
Expenses										
Admin	\$ 324,365	\$ 20,000	\$ 20,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 80,000	\$ 40,000	\$ 444,365
Permitting	\$ 945,256							\$ -		\$ 945,256
Design & Bid	\$ 904,010							\$ -		\$ 904,010
Construction	\$ 2,942,311							\$ -		\$ 2,942,311
Monitor	\$ 10,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 240,000	\$ 160,000	\$ 410,000
Total	\$ 5,125,942	\$ 60,000	\$ 60,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 320,000	\$ 200,000	\$ 5,645,942
Revenue										
REET	\$ 902,200				\$ 10,000	\$ 10,000	\$ 10,000	\$ 30,000	\$ 40,000	\$ 972,200
Bond	\$ 3,200,000							\$ -		\$ 3,200,000
Bond 1% Arts	\$ -							\$ -		\$ -
Public Art Fund	\$ 43,359							\$ -		\$ 43,359
Grants	\$ 470,575							\$ -		\$ 470,575
KC Park Levy	\$ 100,000	\$ 60,000	\$ 60,000	\$ 50,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 290,000	\$ 160,000	\$ 550,000
Public Art Fund	\$ -							\$ -		\$ -
Park Impact Fund	\$ 409,808							\$ -		\$ 409,808
Total	\$ 5,125,942	\$ 60,000	\$ 60,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 320,000	\$ 200,000	\$ 5,645,942

## SCHEDULE

Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Permitting																								
Final Design																								
Landscape Maintenance																								
Monitoring																								
Closeout																								





## City of Kenmore Capital Improvement Program

### Rhododendron Park Boatshed

#### Project P-30

**Project Location:** Rhododendron Park, located at the northeast intersection of NE 170<sup>th</sup> St (Simonds Rd) and 68<sup>th</sup> Ave NE (Juanita Drive). 6910 NE 170<sup>th</sup> Street, Kenmore WA.

**Project Manager:** Parks Project Manager

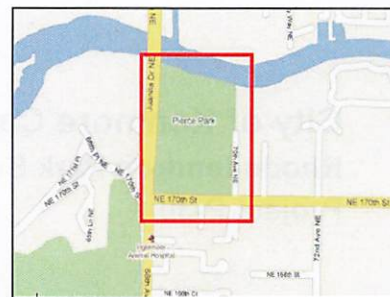
**Project Description:** Monitoring and maintenance (2021-2025) of required mitigation plantings installed related to the Rhododendron Boathouse project. The City is contracting with EarthCorps for the five-year mitigation monitoring period. The City is still awaiting \$503,000 in funds to be raised by the fundraising committee. In the meantime, the City advanced the project this to complete boathouse project construction in 2021 from the Strategic Opportunity Fund. In the event that this fundraising does not take place, rent may be charged in lieu of fundraising to boathouse tenants. The Strategic Opportunity Fund will be reimbursed upon receipt of funds or collection of rent. Complete receipt of funds is estimated between 2023-2028.

January 27<sup>th</sup>, 2020 Council authorized the City Manager to execute Contract 20-C2133, a lease agreement between the City and the Northshore School District (NSD) for use of the Rhododendron Park boathouse. NSD contributed \$250,000 upon lease execution. Concurrently with execution of the Lease, NSD entered into a separate Management Agreement with the George Pocock Rowing Foundation (GPRF) for the management and operation of the boathouse facility. The Kenmore Community Rowing Club is also operating out of the boathouse. Negotiations are in progress as to the whether the GPRF will remain as the boathouse manager or be replaced by another entity in 2023. In 2019 Council direction was that any budget shortfall would be filled by a private/non-profit fundraising committee. Covid-19 has significantly slowed down fundraising efforts.

The City is looking to install permanent building signage by the end of 2022 or early 2023 at a projected cost of \$15,000.

**Background:** A 40' x 70' steel boathouse was constructed in 2021. The boathouse serves the school district rowing program and community rowing. The boathouse provides enclosed storage for 24-36 rowing shells. Small second story area for exercise machines, meeting and coaching space.

A park master plan was adopted 3/27/06 and other improvements at the park completed to date include: 2008 Phase 1 improvements of parking lot and access improvements, new picnic shelter, great lawn renovation, relocation and new playground equipment, and landscaping; 2009 new restroom; 2010 new basketball court; 2017 new boardwalk and parking improvements; 2020, boathouse; and 2022 public art.







## City of Kenmore Capital Improvement Program

### Rhododendron Park Boatshed

#### Project P-30

#### CURRENT DOLLARS

Year	Prior Years	2023	2024	2025	2026	2027	2028	Total 2023-2028	Future Years	Total Project
<b>Expenses</b>										
Design/Consultant	\$ 245,146							\$ -		\$ 245,146
Construction	\$ 1,352,692							\$ -		\$ 1,352,692
Building Sign		\$ 15,000						\$ 15,000		\$ 15,000
Staff Admin	\$ 212,559	\$ 5,000						\$ 5,000		\$ 217,559
Monitoring	\$ 3,200	\$ 3,200	\$ 3,200	\$ 3,200	\$ 3,200			\$ 12,800		\$ 16,000
	\$ -									
<b>Total</b>	<b>\$ 1,813,597</b>	<b>\$ 23,200</b>	<b>\$ 3,200</b>	<b>\$ 3,200</b>	<b>\$ 3,200</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 32,800</b>	<b>\$ -</b>	<b>\$ 1,846,397</b>
<b>Revenue</b>										
KC Park Levy	\$ 9,600	\$ 3,200	\$ 3,200	\$ 3,200	\$ 3,200			\$ 12,800		\$ 22,400
SOF	\$ 673,098	\$ 15,000						\$ 15,000		\$ 688,098
NSD	\$ 250,000							\$ -		\$ 250,000
DoC Grant	\$ 242,499							\$ -		\$ 242,499
KC Grant	\$ 611,100							\$ -		\$ 611,100
Park Impact Fund	\$ 14,500							\$ -		\$ 14,500
REET	\$ 12,800	\$ 5,000						\$ 5,000		\$ 17,800
<b>Total</b>	<b>\$ 1,813,597</b>	<b>\$ 23,200</b>	<b>\$ 3,200</b>	<b>\$ 3,200</b>	<b>\$ 3,200</b>			<b>\$ 32,800</b>	<b>\$ -</b>	<b>\$ 1,846,397</b>

#### SCHEDULE

	2021				2022				2023				2024				2025				2026			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Pre-Design																								
Permitting																								
Final Design																								
Construction																								
Monitoring																								





## City of Kenmore Capital Improvement Program

### Moorlands Park Improvements -Lighting

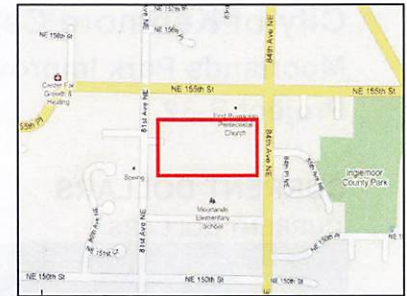
#### Project P-32

**Project Location:** Moorlands Park located to the south of the intersection of NE 155<sup>th</sup> St and 84<sup>th</sup> Ave NE. 15221 84th Ave NE, Kenmore, WA.

**Project Manager:** Parks Project Manager

**Project Description:** Addition of field lighting.

**Background:** In July of 2018 park improvements (project P 6) were completed including renovated athletic field, new picnic shelter, restrooms, playground, landscaping and pathways. A new interlocal agreement with the Northshore School District regarding park use was authorized in December 2017. The 2020 adopted PROS Plan identifies develop and expand recreational opportunities at existing parks to add capacity, increase diversity in the types of amenities offered in the system, improve accessibility, and/or enhance the overall park experience. Adding field lighting would potentially increase capacity for field scheduling for youth sports. Existing park capacity improvements (expansion or new features) is included in the Capital Facilities plan as mid-term (7-12 years) and long-term goals (13+ years) with \$9.75 million estimated.



#### Environmental Review Status:

Environmental review likely required.

Exempt  
☐

DNS  
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EIS  
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**Potential Project Issues:** Addressing neighborhood concerns about adding field lighting. Potential environmental concerns related to overhead lighting. Cost concerns about partial- or full-field turf conversion

**Operations:** The City took over all park maintenance following execution of the 2017 interlocal agreement with the Northshore School District. The proposed lighting improvements may result in an additional increase in the park operations budget. Proposed turf field will likely result in a reduced park operations budget but will require significant capital reinvestment in 10-15 years for repair/replacement.





# City of Kenmore Capital Improvement Program Moorlands Park Improvements - Lighting Project P-32

## CURRENT DOLLARS

CURRENT DOLLARS										
Year	Prior Years	2023	2024	2025	2026	2027	2028	Total 2023-2028	Future Years	Total Project
<b>Expenses</b>										
Staff Admin		\$ 5,000	\$ 10,000	\$ 10,000	\$ 20,000	\$ 20,000		\$ 65,000		\$ 65,000
Design				\$ 50,000	\$ 30,000	\$ 3,000		\$ 83,000		\$ 83,000
Permitting				\$ 10,000	\$ 10,000			\$ 20,000		\$ 20,000
Construction					\$ 674,000	\$ 1,750,000		\$ 2,424,000		\$ 2,424,000
										\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ 5,000</b>	<b>\$ 10,000</b>	<b>\$ 70,000</b>	<b>\$ 734,000</b>	<b>\$ 1,773,000</b>	<b>\$ -</b>	<b>\$ 2,592,000</b>	<b>\$ -</b>	<b>\$ 2,592,000</b>
<b>Revenue</b>										
REET										\$ -
Bond								\$ -		\$ -
SC Basin Fund								\$ -		\$ -
Grant				\$ 10,000	\$ 444,000	\$ 1,750,000		\$ 2,204,000		\$ 2,204,000
Park Impact Fees		\$ 5,000	\$ 10,000	\$ 60,000	\$ 290,000	\$ 23,000		\$ 388,000		\$ 388,000
<b>Total</b>	<b>\$ -</b>	<b>\$ 5,000</b>	<b>\$ 10,000</b>	<b>\$ 70,000</b>	<b>\$ 734,000</b>	<b>\$ 1,773,000</b>	<b>\$ -</b>	<b>\$ 2,592,000</b>	<b>\$ -</b>	<b>\$ 2,592,000</b>

## SCHEDULE

	2021				2022				2023				2024				2025				2026			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Grant materials/application																								
Permitting																								
Final Design																								
Construction																								
Closeout																								

# **TRANSPORTATION CAPITAL PROJECTS**



CITY OF KENMORE, WASHINGTON  
TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM  
PROPOSED FOR THE YEARS 2023-2028

EXHIBIT C

Page 301 of 343

Project Description	Prior Years Expenditures	2023 Proposed	2024 Proposed	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2023-2028 Totals	Project Total
T 8 SR 522 West B 57th to 61st	\$ -	\$ 250,000	\$ 250,000	\$ 1,485,000	\$ 15,000	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000
T 27 Sidewalk Program /ADA	\$ 386,584	\$ -	\$ -	\$ -	\$ 315,000	\$ 100,000	\$ 100,000	\$ 515,000	\$ 901,584
T 35 Pavement Preservation	\$ 7,408,674	\$ 1,110,000	\$ 850,000	\$ 1,070,000	\$ 200,000	\$ 1,520,000	\$ 200,000	\$ 4,950,000	\$ 12,358,674
T 38 Lower Swamp Creek Bridge Replacement	\$ 23,218	\$ 35,000	\$ 15,000	\$ 225,000	\$ 250,000	\$ 2,525,000	\$ 25,000	\$ 3,075,000	\$ 3,098,218
T 41 Juanita Dr Pedestrian & Bicycle Safety Improvements	\$ 17,454,125	\$ 687,925	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 687,925	\$ 18,142,050
T 42 68th Ave Pedestrian & Bicycle Safety Improvements	\$ 13,296,731	\$ 180,745	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 305,745	\$ 13,602,476
T 44 61st Ave Sidewalk Replacement Project	\$ 141,988	\$ 250,000	\$ 275,000	\$ 4,154,265	\$ 240,000	\$ 25,000	\$ 25,000	\$ 4,969,265	\$ 5,111,253
T-207 - SR 522 Mid-block crossing	\$ 7,500	\$ 42,500						\$ 42,500	\$ 50,000
T-244 Burk-Gilman Trail/NE 175th St. Wayfinding & Connectivity	\$ 75,044	\$ 255,213	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 255,213	\$ 330,257
T252 ADA Transition Program	\$ -	\$ 500,000	\$ -	\$ 250,000	\$ 1,000,000	\$ 250,000	\$ 1,000,000	\$ 3,000,000	\$ 3,000,000
T 37 West Sammamish River Bridge Replacement	\$ 41,140,749	\$ 1,345,285	\$ 36,500	\$ 36,500	\$ 36,500	\$ 36,500	\$ 181,894	\$ 1,673,179	\$ 42,813,928
<b>Total Project Costs</b>	<b>\$79,934,613</b>	<b>\$4,656,668</b>	<b>\$1,451,500</b>	<b>\$7,245,765</b>	<b>\$2,081,500</b>	<b>\$4,481,500</b>	<b>\$1,556,894</b>	<b>\$21,473,827</b>	<b>\$101,408,440</b>

Funding as Proposed:	Prior Years Revenues	2023 Proposed	2024 Proposed	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2023-2028 Totals	Project Total
Transportation Impact Fees	\$ 4,087,714	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 4,587,714
Real Estate Excise Taxes	\$ 11,639,164	\$ 2,576,379	\$ 610,000	\$ 515,000	\$ 1,405,000	\$ 950,000	\$ 1,200,000	\$ 7,256,379	\$ 18,895,543
Real Estate Excise Taxes-Sammamish Bridge		\$ 798,970	\$ 36,500	\$ 36,500	\$ 36,500	\$ 36,500	\$ 181,894	\$ 1,126,864	\$ 1,126,864
Surface Water Fund - other	\$ 1,100,000	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ 30,000	\$ 1,130,000
KAPE		\$ -	\$ 280,000	\$ 870,000	\$ 150,000	\$ 970,000	\$ 150,000	\$ 2,420,000	\$ 2,420,000
Connecting WA	\$ 17,953,685	\$ 296,315	\$ 250,000	\$ 1,485,000	\$ 15,000	\$ -	\$ -	\$ 2,046,315	\$ 20,000,000
Move Ahead WA		\$ 50,000	\$ 137,500	\$ 3,087,500	\$ 225,000			\$ 3,500,000	\$ 3,500,000
WSDOT ped/bike	\$ 7,653,143	\$ 435,004	\$ 137,500	\$ 996,765	\$ -	\$ -	\$ -	\$ 1,569,269	\$ 9,222,412
W&W Bonds	\$ 6,054,950								\$ 6,054,950
Other grants or funding	\$ 31,445,957	\$ -	\$ -	\$ 225,000	\$ 250,000	\$ 2,525,000	\$ 25,000	\$ 3,025,000	\$ 34,470,957
									0
<b>Total Project Funding</b>	<b>\$79,934,613</b>	<b>\$4,656,668</b>	<b>\$1,451,500</b>	<b>\$7,245,765</b>	<b>\$2,081,500</b>	<b>\$4,481,500</b>	<b>\$1,556,894</b>	<b>\$21,473,827</b>	<b>\$101,408,440</b>





## City of Kenmore Capital Improvement Program

**Project Name:** SR 522 West B (57th Avenue NE to 61st Avenue NE)

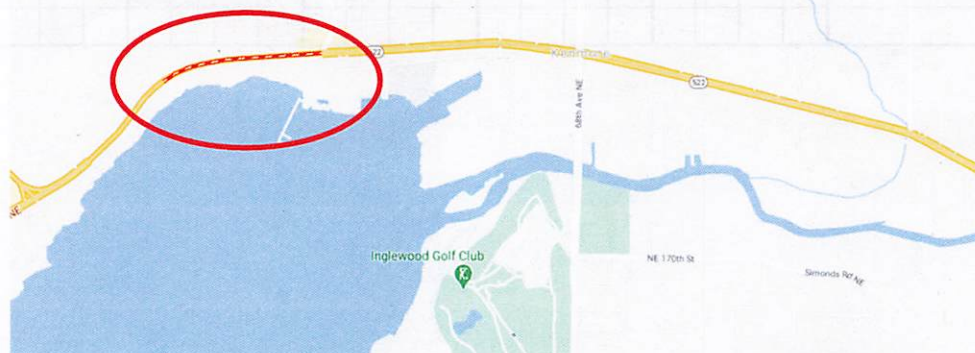
**Project No.** T-8

**Project Location:** SR 522 from 57th Avenue NE to 61st Avenue NE

**Project Description:** This project will provide an American's with Disabilities Act (ADA) connection to the Burke Gilman Trail, ADA improvements to the sidewalk along SR 522, provide access management along this section of SR522 and a study of the south leg of 61<sup>st</sup> Avenue for conversion to one-way. Should additional funding become available, additional scope may consist of additional access points to the Burke Gilman Trail, undergrounding of utilities, new street lighting, and additional corridor landscaping.

**Background:** Since its incorporation, the City of Kenmore has completed improvements to SR 522 (Bothell Way) between 61st Avenue NE and the east city limits to increase safety, improve transit reliability, and ease congestion. Improvements included adding new traffic signals, street lighting and sidewalks, widening SR 522 for Business Access and Transit lanes, enhancing the corridor with new landscaping and medians to improve access management, replacing the Swamp Creek Bridge, undergrounding utilities, and more. The final segment, SR 522 West B (57th Avenue NE to 61st Avenue NE) will complete corridor improvements to the west City limits.

**Funding Sources:** This project is funded with \$2M from the State's Connecting WA program. Staff will apply for additional grant funds as they become available.







## City of Kenmore Capital Improvement Program

Project Name: SR 522 West B (57 Avenue NE to 61 Avenue NE)

Project No. T-8

### CURRENT DOLLARS

Year	Prior Years	2023	2024	2025	2026	2027	2028	Total
<b>Expenses</b>								
Design		\$ 250,000	\$ 250,000					\$ 500,000
ROW/ Acquisition								\$ -
Construction				\$ 1,485,000	\$ 15,000			\$ 1,500,000
<b>Total</b>	<b>\$ -</b>	<b>\$ 250,000</b>	<b>\$ 250,000</b>	<b>\$ 1,485,000</b>	<b>\$ 15,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,000,000</b>
<b>Revenue</b>								
Connecting WA		\$ 250,000	\$ 250,000	\$ 1,485,000	\$ 15,000			\$ 2,000,000
								\$ -
								\$ -
								\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ 250,000</b>	<b>\$ 250,000</b>	<b>\$ 1,485,000</b>	<b>\$ 15,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,000,000</b>

## City of Kenmore Capital Improvement Program

Project Name: SR 522 West B (57 Avenue NE to 61 Avenue NE)

Project No. T-8

### SCHEDULE

	2023				2024				2025				2026				2027				2028			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Grant Applications																								
Design																								
Right-of-way																								
Construction																								
Closeout																								





## City of Kenmore Capital Improvement Program

**Project Name:** Sidewalk Program

**Project No.:** T-27

**Project Location(s):** Citywide

**Project Description:** This program is intended to provide matching funds for pedestrian improvements identified in the Pedestrian Facilities Plan. Projects would consist of extending existing sidewalks, filling gaps, or adding new facilities to connect to existing networks. Typical projects include new 6-foot-wide sidewalk with amenity strip but each site will be evaluated independently for the most appropriate pedestrian facility improvement. If no projects require matching funds, these funds would be used to build small sections of sidewalk identified in the Pedestrian Facilities Plan.

**Background:** In 2022, the City completed an update to its Pedestrian Facilities Plan (previously known as the Sidewalk Priority Plan). This Plan includes a priority list for completing sidewalk projects within the City. Staff will utilize this plan to determine where to fund projects and where to focus resources on grant applications.



Figure A





## City of Kenmore Capital Improvement Program

Project Name: Sidewalk Program

Project No.: T-27

### CURRENT DOLLARS

Year	Prior	2023	2024	2025	2026	2027	2028	2023-2028 Total	Total
<b>Expenses</b>									
Design	\$ 83,571		\$ -	\$ -	\$ 15,000	\$ 15,000	\$ 15,000	\$ 45,000	\$ 128,571
ROW/ Acquisition		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ 303,013	\$ -	\$ -	\$ -	\$ 300,000	\$ 85,000	\$ 85,000	\$ 470,000	\$ 773,013
Art								\$ -	\$ -
<b>Total</b>	<b>\$ 386,584</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 315,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 515,000</b>	<b>\$ 901,584</b>
<b>Revenue</b>									
REET	\$ 386,584				\$ 315,000	\$ 100,000	\$ 100,000	\$ 515,000	\$ 901,584
								\$ -	\$ -
								\$ -	\$ -
<b>Total</b>	<b>\$ 386,584</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 315,000</b>	<b>\$ 100,000</b>	<b>\$ 100,000</b>	<b>\$ 515,000</b>	<b>\$ 901,584</b>

### SCHEDULE

	2023				2024				2025				2026				2027				2028			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Construction																								
Closeout																								





## City of Kenmore Capital Improvement Program

**Project Name:** Pavement Preservation Program

**Project No.:** T-35

**Project Location:** Citywide.

**Project Description:** This program includes grind and overlay of selected streets within the City. Typically grind and overlay projects are completed on roadways with pavement ratings between 60 and 70 while pavement seal operations are completed on roadways with ratings above 70. As part of any pavement overlay, curb ramps within the project limits are upgraded to comply with the American's with Disabilities Act (ADA). In addition, pavement overlay may also include major pavement repairs, utility adjustments and pavement markings. The project also includes regular updates and analysis of existing pavement condition to assist in assessing future overlay locations.

**Background:** The City of Kenmore Comprehensive Plan promotes a fiscally constrained Transportation Element that prioritizes operation and maintenance of existing facilities within the City. There are 3 goals listed in the Comprehensive Plan that support this program:

1. Provide a complete transportation network serving local and regional circulation needs, safely accommodating all users;
2. Promote a transportation system that contributes to fiscal and environmental sustainability;
3. Facilitate freight mobility and economic prosperity.

**Funding:** The Pavement preservation program is partially funded through the Kenmore Automated Photo Enforcement Program.







# City of Kenmore Capital Improvement Program

Project Name: Pavement Preservation Program

Project No.: T-35

Current Dollars:

Year	Prior Years	2023	2024	2025	2026	2027	2028	2023-2028 Total	Total
<b>Expenses</b>									
Design	\$ 1,182,134	\$ 120,000	\$ -	\$ 20,000	\$ 200,000	\$ 20,000	\$ 200,000	\$ 560,000	\$ 1,742,134
ROW								\$ -	\$ -
Construction	\$ 6,226,540	\$ 990,000	\$ 850,000	\$ 1,050,000		\$ 1,500,000		\$ 4,390,000	\$ 10,616,540
<b>Total</b>	<b>\$ 7,408,674</b>	<b>\$ 1,110,000</b>	<b>\$ 850,000</b>	<b>\$ 1,070,000</b>	<b>\$ 200,000</b>	<b>\$ 1,520,000</b>	<b>\$ 200,000</b>	<b>\$ 4,950,000</b>	<b>\$ 12,358,674</b>
<b>Revenue</b>									
REET	\$ 7,053,323	\$ 1,110,000	\$ 570,000	\$ 200,000	\$ 50,000	\$ 550,000	\$ 50,000	\$ 2,530,000	\$ 9,583,323
STP Grant	\$ 355,351							\$ -	\$ 355,351
KAPE			\$ 280,000	\$ 870,000	\$ 150,000	\$ 970,000	\$ 150,000	\$ 2,420,000	\$ 2,420,000
<b>Total</b>	<b>\$ 7,408,674</b>	<b>\$ 1,110,000</b>	<b>\$ 850,000</b>	<b>\$ 1,070,000</b>	<b>\$ 200,000</b>	<b>\$ 1,520,000</b>	<b>\$ 200,000</b>	<b>\$ 4,950,000</b>	<b>\$ 12,358,674</b>

## SCHEDULE

	2023				2024				2025				2026				2027				2028			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Construction																								
Closeout																								



## City of Kenmore Capital Improvement Program

**Project Name:** Lower Swamp Creek Bridge Replacement

**Project No.:** T-38

**Project Location:** NE 175<sup>th</sup> Street/Swamp Creek Crossing

**Project Description:** An update of the alternatives analysis, cost estimates, funding alternatives will be conducted prior to design/construction of recommendations.

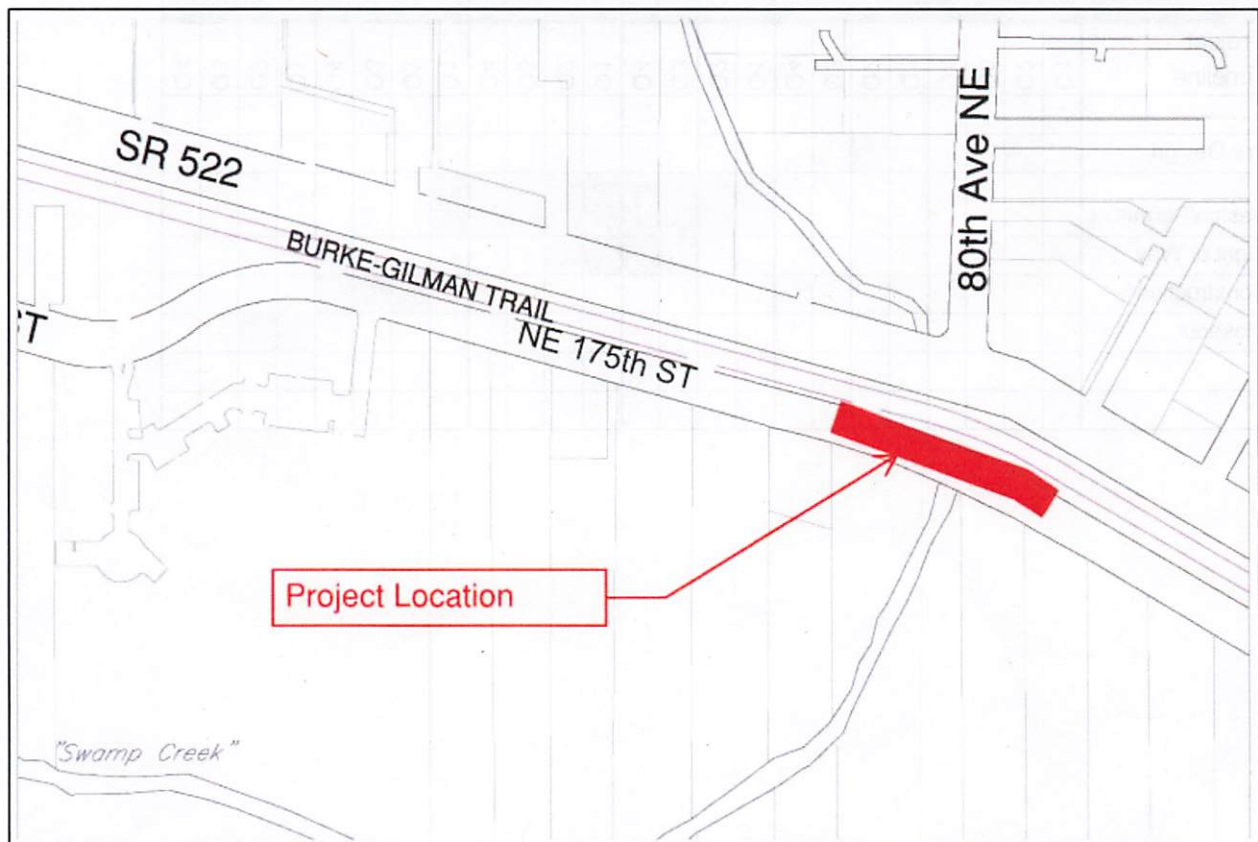
**Background:** The bridge over Swamp Creek at NE 175<sup>th</sup> Street is aging and is in need of rehabilitation/replacement. This structure is on NE 175<sup>th</sup> Street, adjacent to the Burke Gilman Trail and crosses Swamp Creek. This structure currently is wide enough for two way vehicle traffic. The existing structure is routinely evaluated by the King County Bridge Engineering group. Maintenance is provided to the structure as needed. King County recommended evaluation of the structure for rehabilitation vs. replacement. A study and alternatives analysis was performed in 2016 that recommended replacement of the bridge within the next 10 years.

**Funding Status:**

There is no funding set aside for design or construction for a new bridge. Local dollars are included to research and evaluate funding alternatives for the bridge.



Figure A: Existing Bridge







## City of Kenmore Capital Improvement Program

Project Name: Lower Swamp Creek Bridge Replacement

Project No.: T-38

### CURRENT DOLLARS

Year	Prior Years	2023	2024	2025	2026	2027	2028	2023-2028 Total	Total
<b>Expenses</b>									
Pre-Design	\$ 23,218	\$ 35,000	\$ 15,000					\$ 50,000	\$ 73,218
Design				\$ 225,000	\$ 250,000	\$ 25,000		\$ 500,000	\$ 500,000
ROW/ Acquisition								\$ -	\$ -
Construction						\$ 2,500,000	\$ 25,000	\$ 2,525,000	\$ 2,525,000
<b>Total</b>	<b>\$ 23,218</b>	<b>\$ 35,000</b>	<b>\$ 15,000</b>	<b>\$ 225,000</b>	<b>\$ 250,000</b>	<b>\$ 2,525,000</b>	<b>\$ 25,000</b>	<b>\$ 3,075,000</b>	<b>\$ 3,098,218</b>
<b>Revenue</b>									
Impact Fees								\$ -	\$ -
REET	\$ 23,218	\$ 35,000	\$ 15,000					\$ 50,000	\$ 73,218
Other grant Funded				\$ 225,000	\$ 250,000	\$ 2,525,000	\$ 25,000	\$ 3,025,000	\$ 3,025,000
<b>Total</b>	<b>\$ 23,218</b>	<b>\$ 35,000</b>	<b>\$ 15,000</b>	<b>\$ 225,000</b>	<b>\$ 250,000</b>	<b>\$ 2,525,000</b>	<b>\$ 25,000</b>	<b>\$ 3,075,000</b>	<b>\$ 3,098,218</b>

### SCHEDULE

	2023				2024				2025				2026				2027				2028			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Pre-Design																								
Design/Permitting																								
Right of Way																								
Construction																								
Closeout																								



## City of Kenmore Capital Improvement Program

### Project Name: Juanita Drive NE Pedestrian and Bicycle Improvements

#### Project No. T-41

**Project Location:** Juanita Drive NE (NE 143 Street to NE 170 Street)

**Project Description:** This project provides continuous ADA accessible sidewalk and buffered bike lanes on Juanita Drive NE between NE 143 Street and NE 170 Street. Specific project components include:

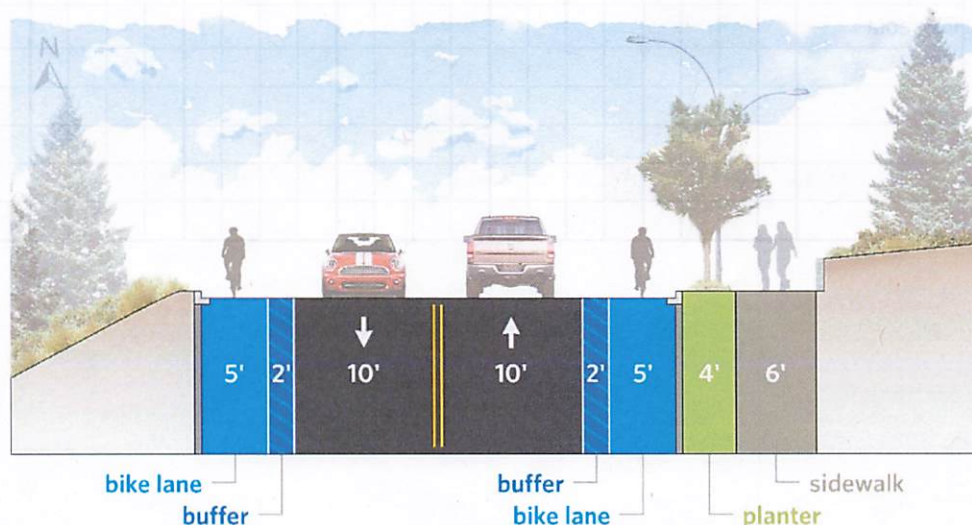
- Sidewalk along the east side of Juanita Drive NE where residential neighborhoods are located. Sidewalk improvements and pedestrian crossings on west side of street will be limited to bus stops only.
- Bike lanes with buffer on the east and west side of Juanita Drive NE;
- Additional or extensions of left turn lanes where warranted;
- Pedestrian crossing treatments to improve nonmotorized safety, connectivity, and comfort;
- Improved storm drainage, LED street lighting, landscaping and aesthetics and;
- Utility relocation and/or retaining structures, where necessary.
- Speed reduction to 30 MPH.

**Background:** Juanita Drive NE serves as a north-south critical link to the City's Downtown, SR 522 Corridor, Burke-Gilman Trail, Bastyr University, Kenmore Senior Center, Parks, and Arrowhead Elementary School for thousands of local residents and is part of the Lake Washington Loop, one of the region's most popular recreational cycling routes. Juanita Drive NE is an existing minor arterial roadway with mostly one travel lane in each direction and asphalt shoulders. The posted speed is 35 mph. This roadway experiences a high number of accidents per year and contains several geometric deficiencies including lack of continuous sidewalks and bicycle lanes. Up to 250 bicycles and 15,000 vehicles use this corridor daily.

**Funding Status:** This project is funded through the Walkways and Waterways bond measure, WSDOT Pedestrian and Bicycle Safety Program, Sound Transit System Access Fund, WA State Department of Ecology, WA State Department of Commerce, Northshore Utility District, and local City dollars.

**Project Delivery Status:** Construction began in July 2020 and is expected to continue through 2022. Final paving and paint striping of Juanita Drive between NE 155<sup>th</sup> ST to NE 143<sup>rd</sup> PL may push to the Spring of 2023, weather depending.

### Typical Section – two lanes *(Looking North)*





**City of Kenmore Capital Improvement Program**

Project Name: Juanita Drive NE Pedestrian and Bicycle Improvements  
Project No. T-41

**CURRENT DOLLARS**

Year	Previous Years	2023	2024	2025	2026	2027	2028	2023-2028 Total	Total
<b>Expenses</b>									
Design	\$ 1,871,364							\$ -	\$ 1,871,364
ROW/ Acquisition	\$ 666,808							\$ -	\$ 666,808
Construction	\$ 14,915,953	\$ 687,925						\$ 687,925	\$ 15,603,878
<b>Total</b>	<b>\$ 17,454,125</b>	<b>\$ 687,925</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 687,925</b>	<b>\$ 18,142,050</b>
<b>Revenue</b>									
REET	\$ 1,200,000	\$ 687,925						\$ 687,925	\$ 1,887,925
Traffic Impact Fees	\$ 3,791,547							\$ -	\$ 3,791,547
Other Local	\$ 579,578							\$ -	\$ 579,578
Walkways & Waterways Bond Measure	\$ 5,000,000							\$ -	\$ 5,000,000
Northshore Utility Dist	\$ 1,206,650							\$ -	\$ 1,206,650
WSDOT Ped/Bike Grant	\$ 2,525,100							\$ -	\$ 2,525,100
Dept of Ecology (SFAP)	\$ 1,457,250							\$ -	\$ 1,457,250
Sound Transit	\$ 1,500,000							\$ -	\$ 1,500,000
WA St Dept. Commerce	\$ 194,000							\$ -	\$ 194,000
<b>Total</b>	<b>\$ 17,454,125</b>	<b>\$ 687,925</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 687,925</b>	<b>\$ 18,142,050</b>

**SCHEDULE**

	2023				2024				2025				2026				2027				2028			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Right-of-way																								
Construction																								
Closeout																								



## City of Kenmore Capital Improvement Program

### Project Name: 68 Avenue NE Pedestrian and Bicycle Improvements

### Project Number: T-42

**Project Location:** 68 Avenue NE / NE 202 Street

**Segment a:** West side of 68 Avenue NE from NE 182 Street to NE 185 Street

**Segment b:** East side of 68 Avenue NE from NE 185 Street to existing sidewalk

**Segment c:** West side of 68 Avenue NE from NE 185 Street to NE 201 Street

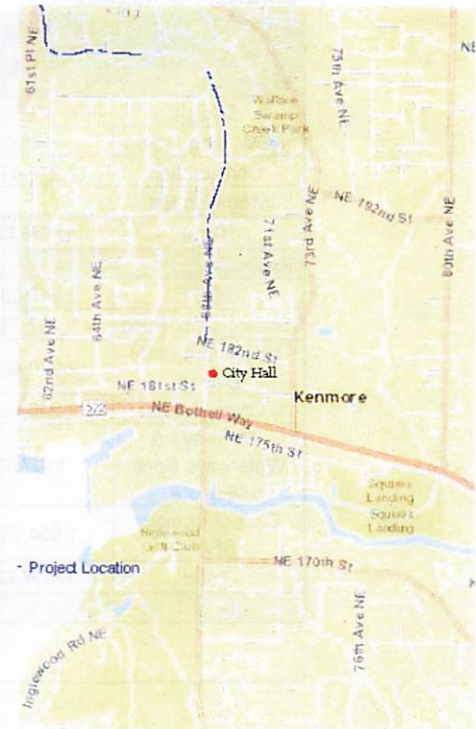
**Segment d:** North side of NE 202 Street from 66 Avenue NE to 61 Avenue NE

**Project Description:** This project provides continuous ADA accessible sidewalk and bike lanes on 68 Avenue NE and NE 202 Streets respectively between NE 182 Street and 61 Avenue NE. Other project components include new storm drainage, LED street lighting, landscaping in downtown area, RRFB ped crossing at NE185th Street, retaining walls and utility relocation where necessary. The speed limit will also be reduced to 25 MPH.

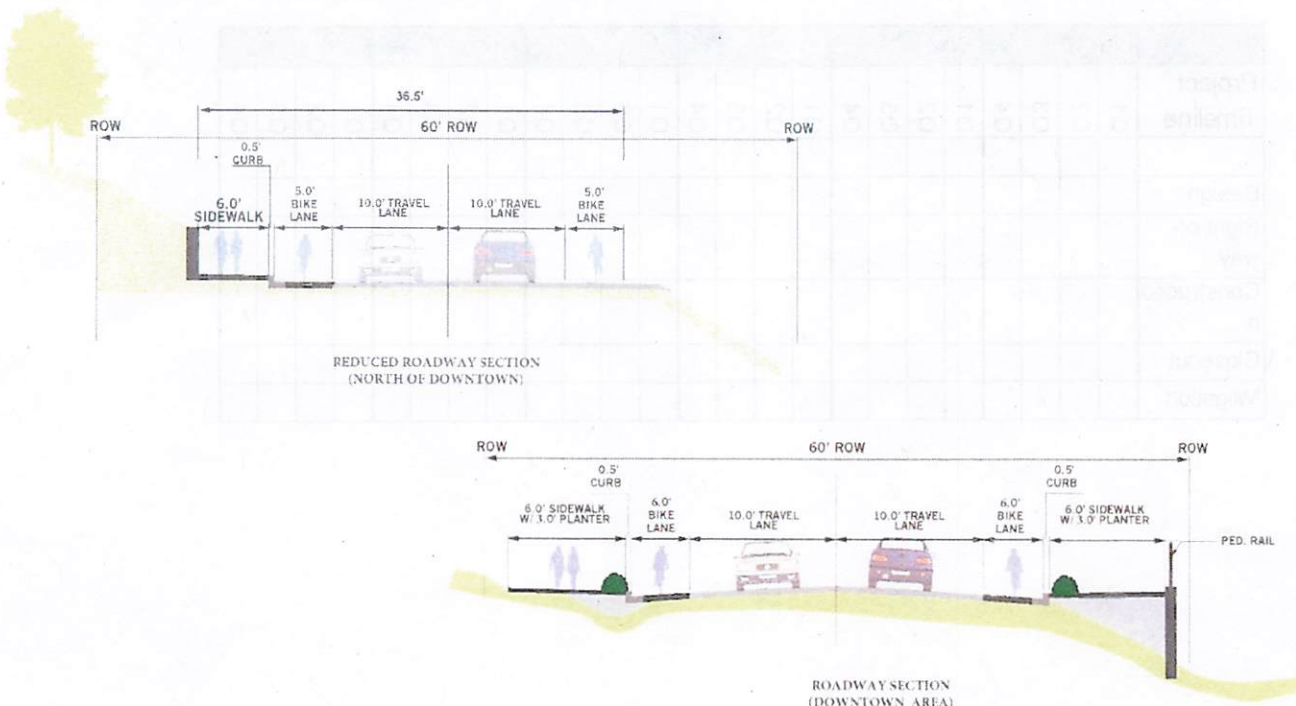
**Background:** 68 Avenue NE / NE 202 Street is a collector arterial roadway that runs north/south through the City of Kenmore. This roadway serves as a primary connector to Downtown Kenmore and City Hall for residences and Kenmore Middle School. The current street configuration allows for only one travel lane in each direction and intermittent asphalt shoulders. The posted speed is 35 mph.

**Funding Sources:** This project is funded through the Walkways and Waterways bond measure, Department of Ecology grant, Northshore Utility District, and local dollars.

**Project Delivery Status:** Construction began in late March 2021 and will be



### Proposed Improvements:





### City of Kenmore Capital Improvement Program

Project Name: 68 Avenue NE Pedestrian and Bicycle Improvements  
Project No. T 42

#### CURRENT DOLLARS

Year	Previous Years	2023	2024	2025	2026	2027	2028	2023-2028 Total	Total
<b>Expenses</b>									
Design	994,839							-	994,839
ROW/ Acquisition	28,418							-	28,418
Construction	12,273,474	180,745						180,745	12,454,219
Mitigation Est.			25,000	25,000	25,000	25,000	25,000	125,000	125,000
<b>Total</b>	<b>13,296,731</b>	<b>180,745</b>	<b>25,000</b>	<b>25,000</b>	<b>25,000</b>	<b>25,000</b>	<b>25,000</b>	<b>305,745</b>	<b>13,602,476</b>
<b>Revenue*</b>									
REET	2,845,050	180,745	25,000	25,000	25,000	25,000	25,000	305,745	3,150,795
Strategic Op. Fund	1,152,758							-	1,152,758
Northshore Utility District	2,970,884							-	2,970,884
Other Utilities	246,089							-	246,089
Walkways & Waterways Bond Measure	5,027,000							-	5,027,000
Dept of Ecology (SFAP)	1,054,950							-	1,054,950
<b>Total</b>	<b>13,296,731</b>	<b>180,745</b>	<b>25,000</b>	<b>25,000</b>	<b>25,000</b>	<b>25,000</b>	<b>25,000</b>	<b>305,745</b>	<b>13,602,476</b>

#### SCHEDULE

	2023				2024				2025				2026				2027				2028			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Right-of-way																								
Construction																								
Closeout																								
Mitigation																								





## City of Kenmore Capital Improvement Program

### Project Name: 61<sup>st</sup> Avenue Sidewalk Replacement Project Project No. T-44

**Project Location:** 61<sup>st</sup> Avenue NE (NE 181<sup>st</sup> Street north to 62<sup>nd</sup> Ave NE)

**Project Description:**

This project will update the alternatives analysis and include other possible scenarios for sidewalk replacement. Non-ADA Sidewalk panels will be replaced on both sides of 61<sup>st</sup> Avenue north of NE 190<sup>th</sup> St. Sidewalk between NE 190<sup>th</sup> St. Sidewalk along the east side of 61<sup>st</sup> Ave approximately 500 feet north NE 181<sup>st</sup> St to approximately 400 feet south of NE 190<sup>th</sup> St. will be relocated west to provide additional buffer to the adjacent creek. The corridor will receive a 2 inch grind and HMA overlay and will be striped with bike lanes.

**Background:** 61<sup>st</sup> Avenue NE is an arterial that runs north to south (north of SR 522). The intersection with NE 193<sup>rd</sup> Street is a major intersection that could utilize additional control. The sidewalks north of NE 190<sup>th</sup> Street do not meet American with Disability Act (ADA) compliance with many location having gaps or uplift issues. Over 70 locations along this corridor are experiencing sidewalk uplift due to nearby trees and several other panels have shifted and pedestrians with accessibility issues are sometimes forced into the existing shoulder/travel lane.





### City of Kenmore Capital Improvement Program

Project Name: 61<sup>st</sup> Avenue Sidewalk Replacement Project  
Project No. T-44

#### CURRENT DOLLARS

Year	Prior Years	2023	2024	2025	2026	2027	2028	2023-2028 Total	Total
<b>Expenses</b>									
Design	\$ 141,988	\$ 250,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ 641,988
ROW/ Acquisition			\$ 25,000					\$ 25,000	\$ 25,000
Construction			\$ -	\$ 4,154,265	\$ 240,000	\$ -	\$ -	\$ 4,394,265	\$ 4,394,265
Mitigation Est.						\$ 25,000	\$ 25,000	\$ 50,000	\$ 50,000
<b>Total</b>	<b>\$ 141,988</b>	<b>\$ 250,000</b>	<b>\$ 275,000</b>	<b>\$ 4,154,265</b>	<b>\$ 240,000</b>	<b>\$ 25,000</b>	<b>\$ 25,000</b>	<b>\$ 4,969,265</b>	<b>\$ 5,111,253</b>
<b>Revenue</b>									
REET	\$ 96,988	\$ 15,000		\$ 40,000	\$ 15,000	\$ 25,000	\$ 25,000	\$ 120,000	\$ 216,988
WSDOT Ped Bike	\$ 45,000	\$ 185,000	\$ 137,500	\$ 996,765				\$ 1,319,265	\$ 1,364,265
Move Ahead WA		\$ 50,000	\$ 137,500	\$ 3,087,500	\$ 225,000			\$ 3,500,000	\$ 3,500,000
SWM Fund				\$ 30,000	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000
								\$ -	\$ -
								\$ -	\$ -
<b>Total</b>	<b>\$ 141,988</b>	<b>\$ 250,000</b>	<b>\$ 275,000</b>	<b>\$ 4,154,265</b>	<b>\$ 240,000</b>	<b>\$ 25,000</b>	<b>\$ 25,000</b>	<b>\$ 4,969,265</b>	<b>\$ 5,111,253</b>

#### SCHEDULE

	2023				2024				2025				2026				2027				2028			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Right-of-way																								
Construction																								
Closeout																								
Mitigation Est.																								





## City of Kenmore Capital Improvement Program

**Project Name:** State Route 522 Mid-Block Crossing

**Project No.:** T-207

**Project Location:** State Route 522 Between 73<sup>rd</sup> Avenue NE and 77<sup>th</sup> Court NE.

**Project Description:** This project builds a signalized mid-block pedestrian crossing at the existing King County metro Park and Ride. This project will be performed by Sound Transit who will provide a fund toward construction.

**Background:** SR 522 (NE Bothell Way) at this location has a speed limit of 40 mph. It is comprised of two general purpose lanes in each direction, one Business Access and Transit (BAT) lane in each direction, and a 425-foot westbound left-turn pocket leading up to the intersection with 73<sup>rd</sup> Ave NE. Additionally, the westbound BAT lane serves westbound right-turning traffic leading up to the intersection with 73<sup>rd</sup> Ave NE. There is an existing sidewalk on the north side of SR 522 and the multi-use Burke Gilman Trail runs along the south side of SR 522, separated by a 10 to more than 20 foot wide graded and vegetated planter strip. Sound Transit is planning to construction Bus Rapid Transit (BRT) stations at this location. To better facilitate crossing of SR522, a mid-block crossing at the station location was proposed. The mid-block crossing will be designed and construction as part of Sound Transit's BRT work. The city will secure permits and provide a funding contribution towards construction in excess to Sound Transit's \$2.5M contribution.





## City of Kenmore Capital Improvement Program

Project Name: SR522 Mid-Block Crossing

Project No.: T-207

Current Dollars:

Year	Prior Years	2023	2024	2025	2026	2027	2028	2023-2028 Total	Total
<b>Expenses</b>									
Design	\$ 7,500	\$ 10,000						\$ 10,000	\$ 17,500
ROW/ Acquisition								\$ -	\$ -
Construction		\$ 32,500						\$ 32,500	\$ 32,500
<b>Total</b>	<b>\$ 7,500</b>	<b>\$ 42,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 42,500</b>	<b>\$ 50,000</b>
<b>Revenue</b>									
REET	\$ 7,500	\$ 42,500						\$ 42,500	\$ 50,000
								\$ -	\$ -
								\$ -	\$ -
<b>Total</b>	<b>\$ 7,500</b>	<b>\$ 42,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 42,500</b>	<b>\$ 50,000</b>

## SCHEDULE

	2023				2024				2025				2026				2027				2028			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Permitting																								
Construction																								
Closeout																								





## City of Kenmore Transportation Capital Improvement Program

**Project Name:** Burke-Gilman Trail/NE 175<sup>th</sup> St Wayfinding and Connectivity

**Project No.:** T-244

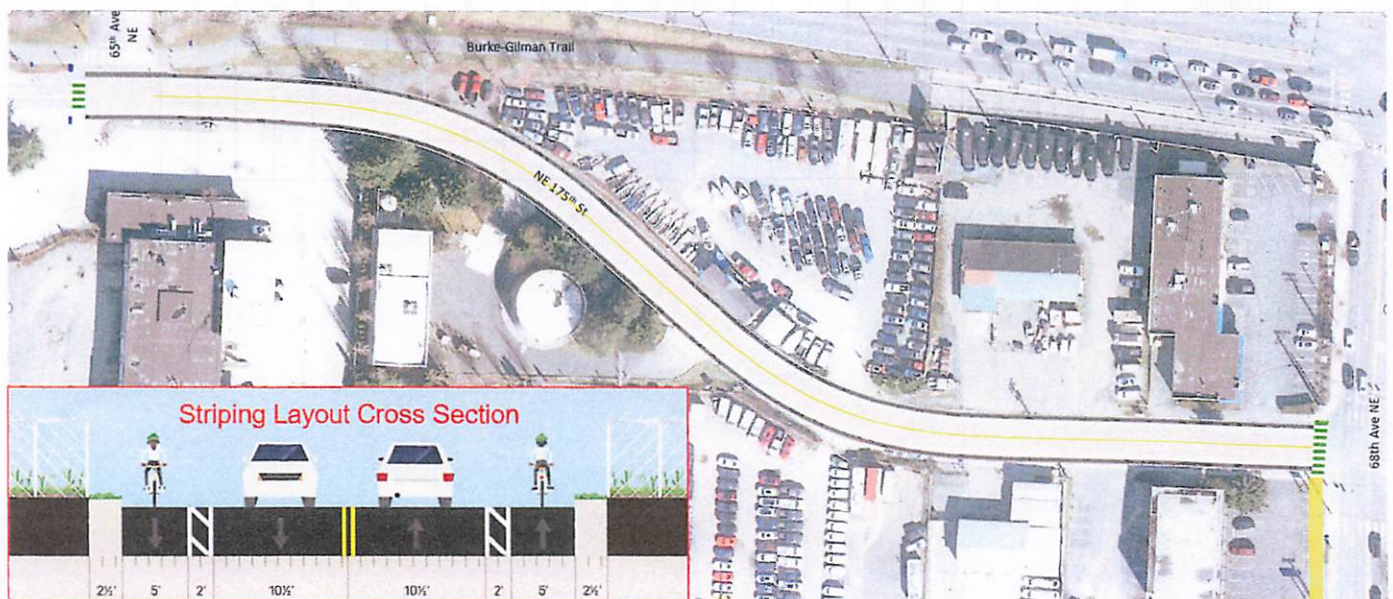
**Project Location:** NE 175<sup>th</sup> St

### Project Description:

1. Install bike lanes between 65<sup>th</sup> Ave NE and 68<sup>th</sup> Ave NE.
2. Install green paint crossing treatments at 65<sup>th</sup> Ave NE and 68<sup>th</sup> Ave NE
3. Install wayfinding signs at the following locations:
  - a) 68<sup>th</sup> Ave NE intersection
  - b) Burke-Gilman Trail at 65<sup>th</sup> Ave NE
  - c) Burke-Gilman Trail just east of 73<sup>rd</sup> Ave NE
4. Install RRFB at 65<sup>th</sup> Ave NE intersection
5. Install pedestrian scale lighting at the 65<sup>th</sup> Ave NE intersection

**Background:** In 2015, the Local Road Safety Plan was created to identify improvements to enhance safety for pedestrians and bicyclists. There is limited connectivity with the Burke-Gilman Trail and other pedestrian/bicycle areas within the City. New bike lanes and sidewalks are under construction along 68<sup>th</sup> Ave NE and Juanita Dr. NE 175<sup>th</sup> St. experiences regular industry related traffic. This project will address the risk factors associated with the mixing of zones between the regionally significant Burke Gilman Trail and 68<sup>th</sup> Ave NE.

**Funding Sources:** This project is funded by the WSDOT Ped/Bike Program grant.





### City of Kenmore Capital Improvement Program

Project Name: Burk-Gilman Trail/NE 175<sup>th</sup> St Wayfinding and Connectivity  
Project No.: T-244

#### Current Dollars:

Year	Prior Years	2023	2024	2025	2026	2027	2028	2023-2028 Total	Total
<b>Expenses</b>									
Design	\$ 75,044							\$ -	\$ 75,044
ROW/ Acquisition								\$ -	\$ -
Construction		\$ 255,213						\$ 255,213	\$ 255,213
<b>Total</b>	<b>\$ 75,044</b>	<b>\$ 255,213</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 255,213</b>	<b>\$ 330,257</b>
<b>Revenue</b>									
WSDOT Ped/Bike	\$ 56,043	\$ 250,004						\$ 250,004	\$ 306,047
Reet	\$ 19,001	\$ 5,209						\$ 5,209	\$ 24,210
<b>Total</b>	<b>\$ 75,044</b>	<b>\$ 255,213</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 255,213</b>	<b>\$ 330,257</b>

### SCHEDULE

	2023				2024				2025				2026				2027				2028			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Permitting																								
Construction																								
Closeout																								



## City of Kenmore Capital Improvement Program

**Project Name:** ADA Transition Program

**Project No.:** T-252

**Project Location(s):** Citywide

**Project Description:** This program is intended to replace curb ramps, sidewalks, crosswalks, pedestrian push buttons and marked on-street parking that are not compliant with ADA guidelines with ADA compliant facilities per the ADA Transition Plan.

**Background:** The City completed an inventory and assessment of its pedestrian facilities within the right of way. Several locations were identified as not being compliant with the American with Disabilities Act (ADA) standards. The ADA Transition Plan was adopted in June 2022 and contains a list of all facilities that are out of compliance and the approximate cost to replace those facilities. The ADA Transition Plan is a living document that will updated regularly when changes are made to the City's infrastructure.





**City of Kenmore Capital Improvement Program**

Project Name: ADA Transition Program

Project No.: T-252

Current Dollars:

Year	Prior Years	2023	2024	2025	2026	2027	2028	2023-2028 Total	Total
<b>Expenses</b>									
Design		\$ -		\$ 250,000		\$ 250,000		\$ 500,000	\$ 500,000
ROW/ Acquisition								\$ -	\$ -
Construction		\$ 500,000			\$ 1,000,000		\$ 1,000,000	\$ 2,500,000	\$ 2,500,000
<b>Total</b>		\$ 500,000	\$ -	\$ 250,000	\$ 1,000,000	\$ 250,000	\$ 1,000,000	\$ 3,000,000	\$ 3,000,000
<b>Revenue</b>									
REET		\$ 500,000		\$ 250,000	\$ 1,000,000	\$ 250,000	\$ 1,000,000	\$ 3,000,000	\$ 3,000,000
								\$ -	
<b>Total</b>		\$ 500,000	\$ -	\$ 250,000	\$ 1,000,000	\$ 250,000	\$ 1,000,000	\$ 3,000,000	\$ 3,000,000

**SCHEDULE**

	2023				2024				2025				2026				2027				2028			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Right of Way																								
Construction																								
Closeout																								





## City of Kenmore Capital Improvement Program

### Project Name: West Sammamish River Bridge Replacement Project

#### Project No: T-37

**Project Location:** 68<sup>th</sup> Avenue NE between NE 170<sup>th</sup> Street and NE 175<sup>th</sup> Street

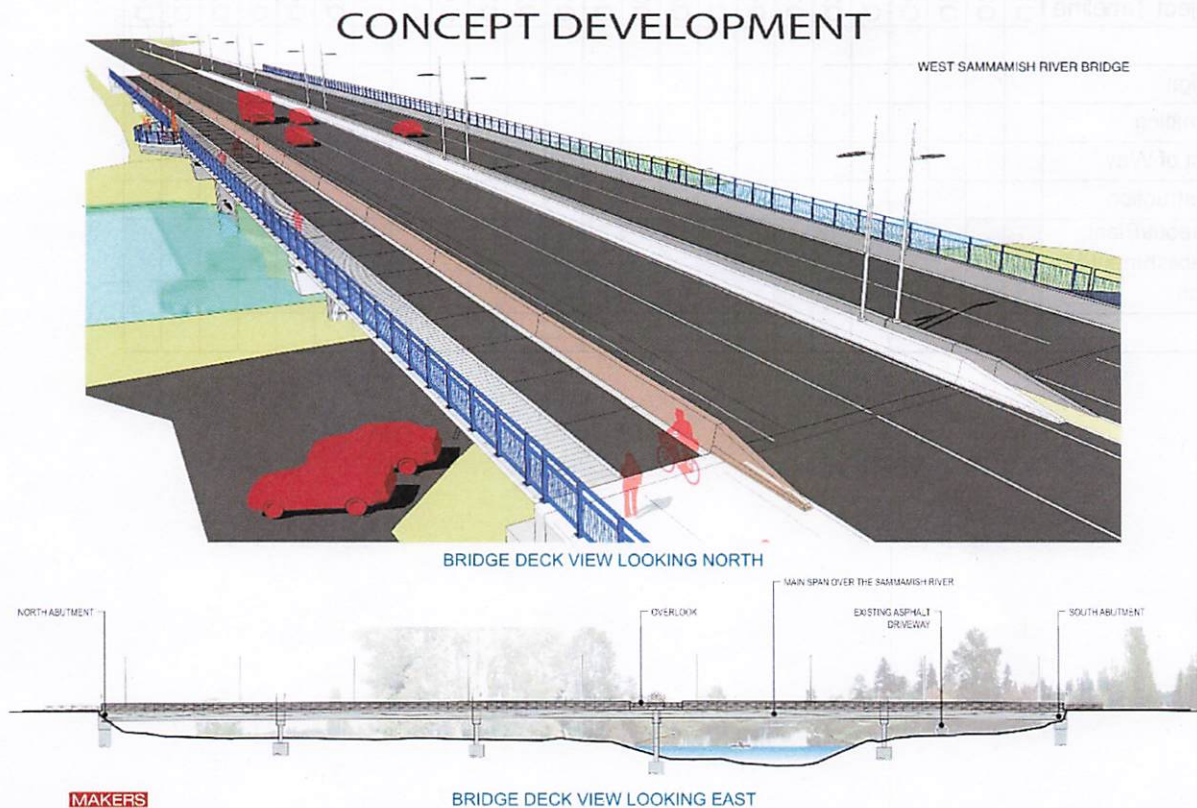
**Project Description:** Replace the West Sammamish River Bridge (southbound traffic) that crosses the Sammamish River on 68<sup>th</sup> Avenue NE. The project will also include new sidewalk and bike path, landscaping, lighting, and utility undergrounding on 68<sup>th</sup> Avenue NE between NE 170<sup>th</sup> Street and NE 175<sup>th</sup> Street.

**Background:** The West Sammamish River Bridge was constructed in the 1930's and is at the end of its life. It is considered to be structurally obsolete. To date, the City has completed an alternatives analysis, a scour analysis, a load rating analysis, and has applied load restrictions on the bridge (weight limits went into effect in 2014). The bridge continues to be monitored during the design of the new bridge.

**Funding Sources:** The City has been awarded several grants for the project. The City was awarded \$12M in Bridge Program funds, \$1.06M in Surface Transportation funds, \$18M in Connecting Washington funds, and \$7M in TIB funds.



Project Location







**City of Kenmore Capital Improvement Program**  
**Project Name: West Sammamish River Bridge Replacement**  
**Project No. T- 37**

**CURRENT DOLLARS**

Year	Prior Years	2023	2024	2025	2026	2027	2028	2023-2028 Total	Total
<b>Expenses</b>									
Pre-Design	\$ 18,828							\$ -	\$ 18,828
Design	\$ 3,229,584							\$ -	\$ 3,229,584
ROW/ Acquisition	\$ 1,293,473							\$ -	\$ 1,293,473
Construction	\$ 36,598,864	\$ 1,345,285						\$ 1,345,285	\$ 37,944,149
Mitigation Est.			\$ 36,500	\$ 36,500	\$ 36,500	\$ 36,500	\$ 181,894	\$ 327,894	\$ 327,894
<b>Total</b>	<b>\$ 41,140,749</b>	<b>\$ 1,345,285</b>	<b>\$ 36,500</b>	<b>\$ 36,500</b>	<b>\$ 36,500</b>	<b>\$ 36,500</b>	<b>\$ 181,894</b>	<b>\$ 1,673,179</b>	<b>\$ 42,813,928</b>
<b>Revenue</b>									
REET	\$ 219,644	\$ 798,970	\$ 36,500	\$ 36,500	\$ 36,500	\$ 36,500	\$ 181,894	\$ 1,126,864	\$ 1,346,508
Impact	\$ 443,329	\$ 500,000						\$ 500,000	\$ 943,329
BRAC*	\$ 11,999,163							\$ -	\$ 11,999,163
STP	\$ 1,063,994							\$ -	\$ 1,063,994
SW Fund	\$ 1,100,000							\$ -	\$ 1,100,000
Connect. WA	\$ 17,953,685	\$ 46,315						\$ 46,315	\$ 18,000,000
TIB	\$ 7,000,000							\$ -	\$ 7,000,000
Utilities	\$ 1,360,934							\$ -	\$ 1,360,934
<b>Total</b>	<b>\$ 41,140,749</b>	<b>\$ 1,345,285</b>	<b>\$ 36,500</b>	<b>\$ 36,500</b>	<b>\$ 36,500</b>	<b>\$ 36,500</b>	<b>\$ 181,894</b>	<b>\$ 1,673,179</b>	<b>\$ 42,813,928</b>

**SCHEDULE**

	2023				2024				2025				2026				2027				2028			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Permitting																								
Right of Way																								
Construction																								
Closeout/Plant Establishment/Miti gation																								

# **SWM CAPITAL PROJECTS**

**CITY OF KENMORE, WASHINGTON  
SURFACE WATER CAPITAL IMPROVEMENT PROGRAM  
PROPOSED FOR THE YEARS 2023-2028**

EXHIBIT D

Page 325 of 343

Project Description	2023 Proposed	2024 Proposed	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2023-2028 Totals
SW 8 190th St. Fish Passable Culvert	\$ 2,816,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,816,250
SW 8 Public Works Trust Fund Loan 20 year Repayment	\$ 81,650	\$ 81,650	\$ 81,650	\$ 81,650	\$ 81,650	\$ 81,650	\$ 489,900
SW 17 Little Swamp Creek Relocation (Phase 1)	\$ -	\$ -	\$ 800,000	\$ 814,300	\$ -	\$ -	\$ 1,614,300
SW 17 Little Swamp Creek Relocation (Phase 2)	\$ -	\$ -	\$ -	\$ -	\$ 165,840	\$ 4,600,000	\$ 4,765,840
SW 20 Small Works Projects	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 450,000
SW 29 Infiltration Tank Retrofit at 61st Ave NE/NE 196th St	\$ -	\$ -	\$ 650,000	\$ -	\$ -	\$ -	\$ 650,000
SW 34 Blueberry Creek Culverts	\$ 50,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000
SW 35 Muck Creek Restoration Project	\$ 100,000	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000
T 44 61st Ave Sidewalk Replacement Project	\$ -	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ 30,000
<b>Total Project Costs</b>	<b>\$ 3,122,900</b>	<b>\$ 756,650</b>	<b>\$ 1,636,650</b>	<b>\$ 970,950</b>	<b>\$ 322,490</b>	<b>\$ 4,756,650</b>	<b>\$ 11,566,290</b>

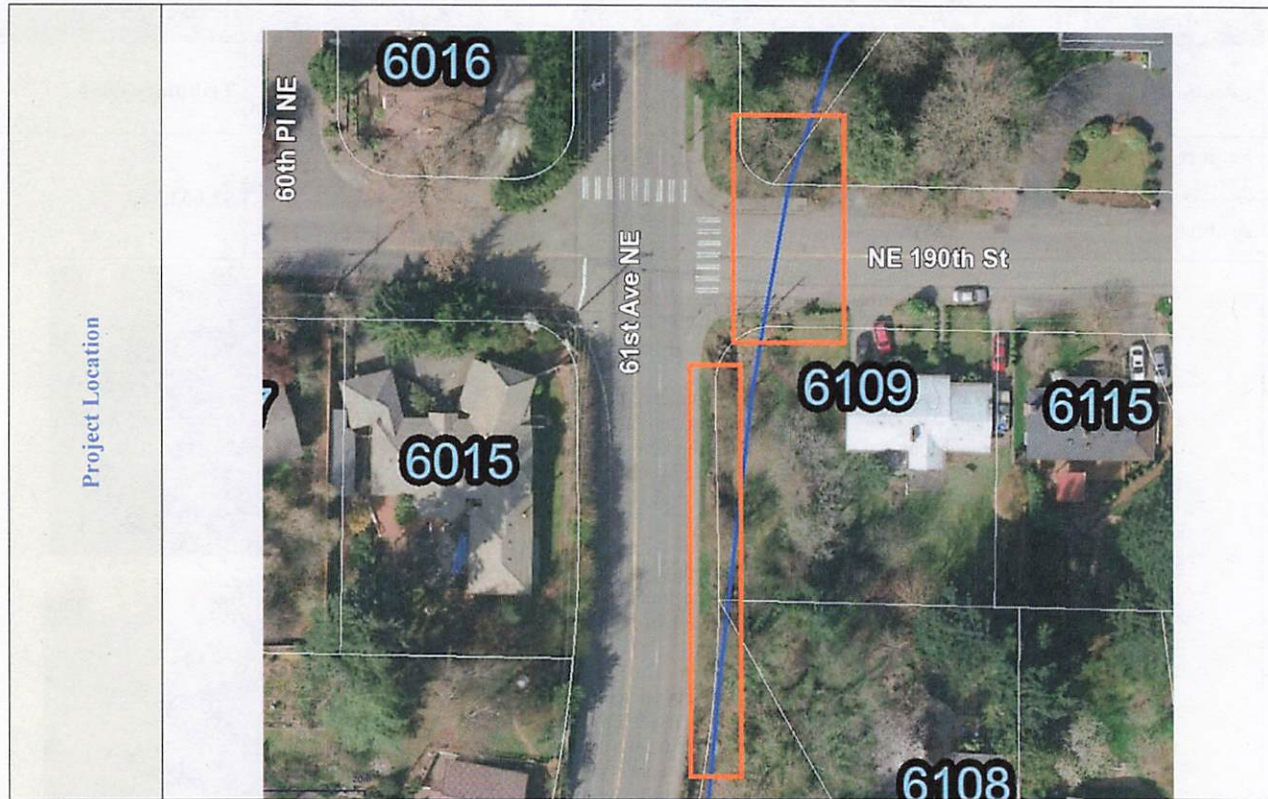
Funding As Proposed:	2023 Proposed	2024 Proposed	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2023-2028 Totals
Public Works Trust Fund 20 Year 1.66% Loan (SW8)	\$890,000	\$0	\$0	\$0			\$890,000
General Facility Charge - fund 402	100,000	100,000	100,000	100,000	100,000	100,000	\$600,000
Reimbursement from Utilities	\$296,000	\$0	\$0	\$0	\$0	\$0	\$296,000
Surface Water Utility Funds - (401 to 402)	1,471,900	\$656,650	456,650	320,950	\$222,490	\$4,656,650	\$7,785,290
King County Flood Control District Resources	\$0	\$0	380,000	50,000	\$0	\$0	\$430,000
Conservation Grant (Property Acquisition)	\$365,000		390,070				\$755,070
Other Grants	\$0	\$0	309,930	500,000	\$0	\$0	\$809,930
<b>Total Project Funding</b>	<b>\$3,122,900</b>	<b>\$756,650</b>	<b>\$1,636,650</b>	<b>\$970,950</b>	<b>\$322,490</b>	<b>\$4,756,650</b>	<b>\$11,566,290</b>



<b>Project:</b>	<b>TRIBUTARY 0056 BOX CULVERT AT NE 190<sup>TH</sup> ST</b>		<b>ID:</b> SW-008
<b>Location:</b>	<b>61<sup>ST</sup> AVE NE and NE 190<sup>TH</sup> ST</b>	<b>Basin</b>	<b>Tributary 0056</b>
<b>Project Type:</b>	<input type="checkbox"/> Water Quality <input checked="" type="checkbox"/> Fish Passage <input type="checkbox"/> Flow Control <input checked="" type="checkbox"/> Erosion <input type="checkbox"/> Drainage <input type="checkbox"/> Flooding	<b>Project Cost:</b>	<b>\$2,662,580</b>
<b>Problem:</b>	<b>Failing culvert, headwall and rockery causing erosion and safety concerns</b>		
<b>Narrative</b>	<p>Tributary 0056 flows from north to south along the east side 61st Ave NE. There are three primary problems beginning where Tributary 0056 crosses NE 190th St continuing approximately 155 feet south, including:</p> <ul style="list-style-type: none"> <li>• Rock wall headwalls are at the inlet and outlet of the culvert and protect 61st Ave NE from stream flow. Stream flows have eroded the existing slope and rock headwall north of NE 190th St, resulting in an unstable headwall. Stream flows have been observed bypassing the culvert. It is unknown where the bypassing water goes.</li> <li>• Sidewalk on the northeast side of NE 190th St. is being undermined by runoff from NE 190th St. Runoff concentrates where the sidewalk transitions to gravel, causing the sidewalk to be undermined.</li> <li>• Stream channel bank erosion along a 50 foot section on the west side of Tributary 0056 adjacent to 61st AVE NE. Erosion has caused some of the rockery to collapse into the stream and ground penetrating radar (GPR) indicates that the stream is penetrating the rockery and eroding material under the sidewalk and street. The City confirmed some of the void locations during emergency repairs along 61st in 2015.</li> </ul>		
<b>Conceptual Design</b>	<ul style="list-style-type: none"> <li>• Removal of existing 60" diameter asphalt-lined pipe culvert (approximately 70 feet) and installation of new box culvert</li> <li>• Construction of new headwall at box culvert inlet</li> <li>• Re-grading of stream bed to match new culvert</li> <li>• Removal, repair and stabilization of adjacent rockeries along west side of Tributary 0056 south of the culvert for approximately 50 feet</li> <li>• Roadway and sidewalk repair/restoration</li> </ul>		
<b>Considerations for Implementation</b>	<ul style="list-style-type: none"> <li>• SEPA required</li> <li>• HPA (Fish and Wildlife) required</li> <li>• Army Corp of Engineer permit likely required</li> <li>• Stream bypass and fish exclusion required</li> <li>• Significant traffic control required</li> <li>• Significant erosion and sediment control required</li> <li>• Stream mitigation likely required</li> </ul>		








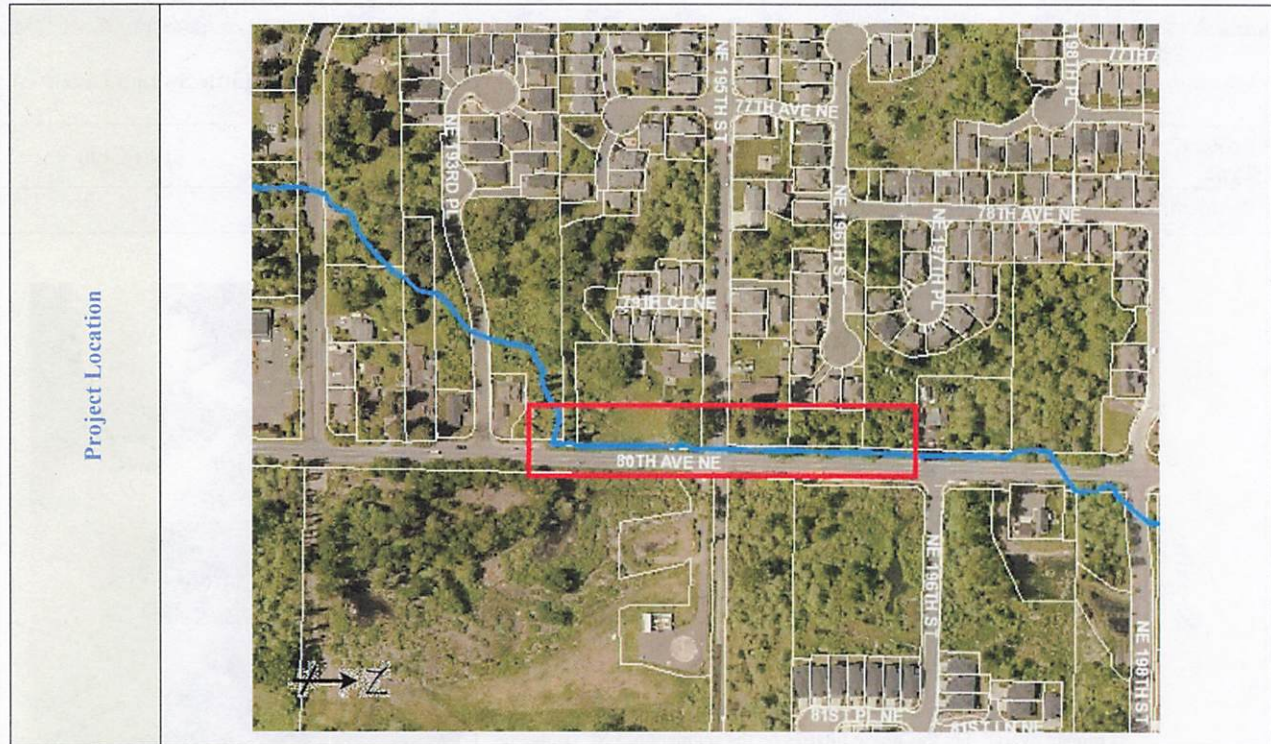
Item	Unit	Unit Cost	Quantity	Cost
<b>Designs/Permits/Acquisition</b>				
Engineering Design and Permit Coordination				\$474,380
Permitting Fees				\$20,000
City Staff Time and Overhead Costs				\$80,000
Easement Acquisition				\$5,000
Property Acquisition				\$160,000
<b>Construction</b>				
Construction Management and Engineering Support				\$154,000
Site preparation, Stream Bypass, TESC and Misc. Costs				\$466,500
Precast Culvert (includes culvert, wingwall, headwall, footer)				\$200,000
Culvert Install				\$264,000
Retaining Walls				\$82,500
Stream Improvements				\$233,000
ROW Improvements				\$169,300
Construction Contingency				\$353,900
<b>Total Cost</b>				<b>\$2,662,580</b>

Schedule		2022												2023											
		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	Preliminary Design																								
	Permitting																								
	Final Design and PS&E																								
	Advertise and Contractor Procurement																								
	Construction																								



Project:	Little Swamp Creek Relocation Phase 1		ID:	SW-17
Location:	80 <sup>th</sup> Ave NE, between NE 196 <sup>TH</sup> ST and NE 193 <sup>RD</sup> PL	Basin:	Little Swamp Creek	
Project Type:	<input checked="" type="checkbox"/> Water Quality <input checked="" type="checkbox"/> Fish Passage <input type="checkbox"/> Flow Control <input checked="" type="checkbox"/> Erosion <input type="checkbox"/> Drainage <input checked="" type="checkbox"/> Flooding <input checked="" type="checkbox"/> Habitat		Preliminary Project Cost:	\$1,614,300
Problem:	Stream flooding roadway, Degraded stream habitat			
Narrative	<p>Little Swamp Creek (LSC) flows from north to south along 80<sup>th</sup> Ave NE before turning west on NE 192<sup>ND</sup> ST and connecting with Swamp Creek. LSC crosses from the east side of 80<sup>TH</sup> AVE NE to the west side just south of NE 198<sup>TH</sup> ST. LSC is confined to a roadside ditch from this location until just north of NE 193<sup>RD</sup> PL.</p> <p>In addition to the obvious lack of proper stream function and habitat, during rainy months, LSC reaches full capacity in the roadside ditch and overflows the culvert at NE 195<sup>TH</sup> ST and floods the roadway. Culvert inlet capacity issues and debris clogging structures have been observed contributing to the flooding problems.</p> <p>This project was identified by City Council in 2002 and Resolution 02-061 required developers to leave one hundred feet along the west side of 80<sup>TH</sup> AVE NE open and make it available to the City so that a project could eventually separate the stream from the roadside ditch and relocate it in a proper stream corridor.</p> <p>Issues as far north as NE 200<sup>TH</sup> ST have been identified as part of this project overall, but this phase focuses on the segment of LSC contained within the roadside ditch on the west side of 80<sup>TH</sup> AVE NE just south of NE 196<sup>TH</sup> ST and just north of NE 193<sup>RD</sup> PL. The City would have liked to include all of LSC to the upstream culvert where it flows under 80<sup>TH</sup> AVE NE, but the privately owned property at this location has indicated no interest in selling at this time.</p>			
Conceptual Design	<ul style="list-style-type: none"><li>• Restore 800 feet of stream corridor along the west side of 80<sup>TH</sup> AVE NE (additional floodplain, woody debris, meandering channel centered along dedicated 100-foot stream buffer)</li><li>• Eliminate sharp stream bend at NE 193<sup>RD</sup> PL</li><li>• Install fish passable culvert for the LSC at NE 195<sup>TH</sup> ST</li><li>• Upgrade the existing stormwater system along 80<sup>TH</sup> AVE NE to meet current conveyance capacity requirements (potentially requiring new stormwater culvert under NE 195<sup>TH</sup> ST)</li></ul>			
Considerations for Implementation	<ul style="list-style-type: none"><li>• Project will require environmental permitting including SEPA checklist, WDFW HPA, and Army Corps permits.</li><li>• Kenmore Resolution 02-061 includes frontage improvement requirements funded through property owner reimbursement or Local Improvement District.</li><li>• Easement or ROW acquisition.</li><li>• Downstream analyses will need to be conducted to ensure nothing is adversely affected. Adverse affects to that project are not anticipated.</li><li>• Temporary stream bypass and fish exclusion shall be used during construction.</li><li>• Traffic control will be needed.</li><li>• Potential water quality treatment along the west side of 80<sup>TH</sup> AVE NE depending on scope of frontage improvements.</li></ul>			

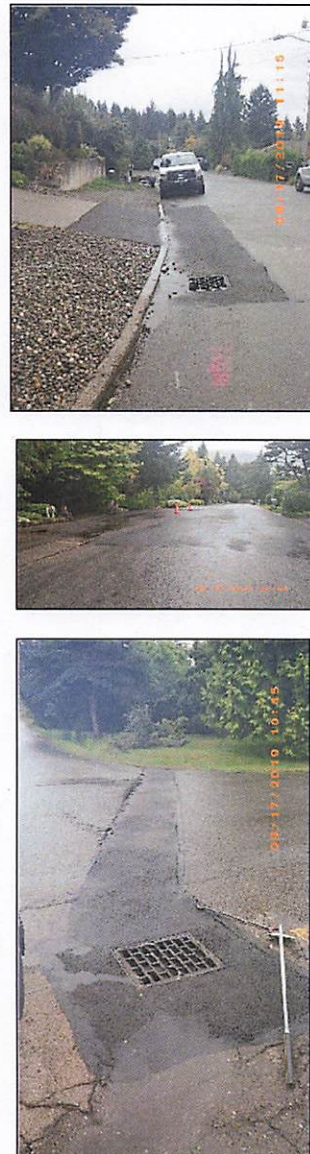






Project Cost Estimate	Project Cost Estimate				
	Item	Unit	Unit Cost	Quantity	Cost
	Project Design/Permits				\$300,000
	ROW/Easement Acquisition				\$14,300
	Construction Management/Engineering				\$100,000
	Construction				\$1,200,000
	<b>Total Cost</b>				<b>\$1,614,300</b>

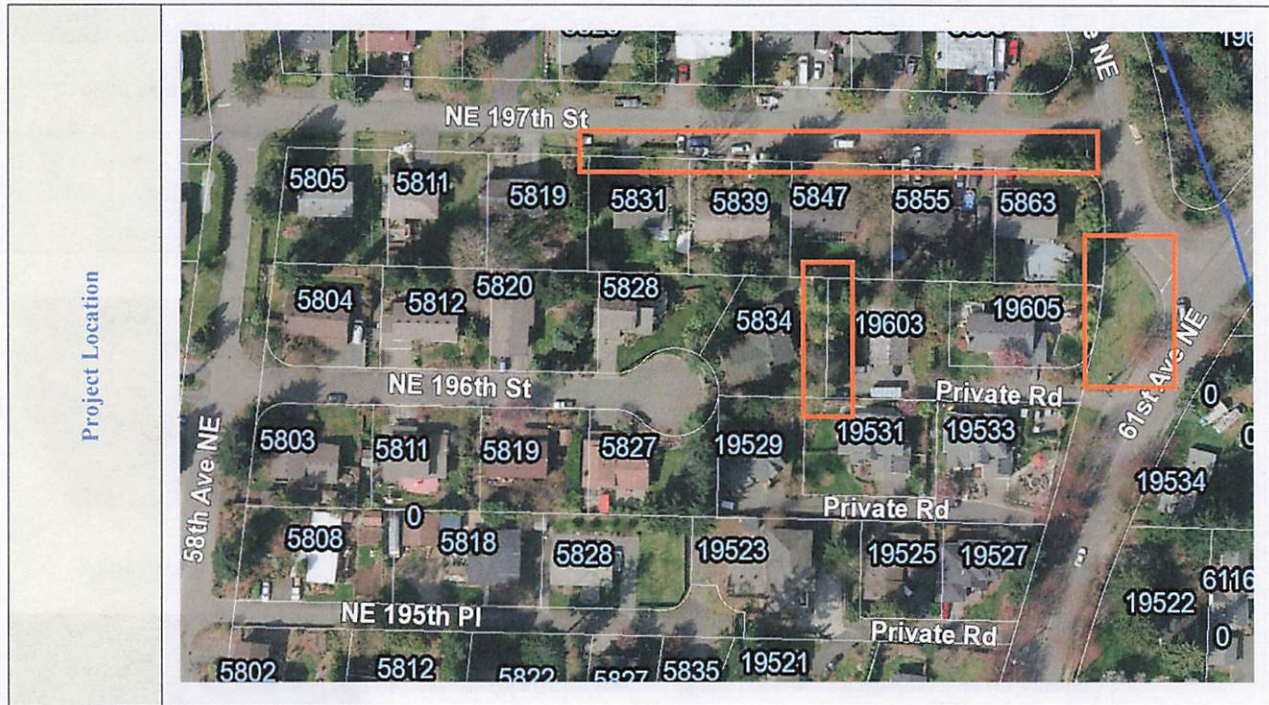
Schedule		2025												2026											
		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	Preliminary Design																								
	Permitting/Acquisition																								
	Final Design and PS&E																								
	Advertise and Contractor Procurement																								
	Construction																								



<b>Project:</b>	Small Works Projects		<b>ID:</b>	SW-020
<b>Location:</b>	VARIOUS	<b>Basin:</b>	VARIOUS	
<b>Project Type:</b>	<input checked="" type="checkbox"/> Water Quality <input type="checkbox"/> Fish Passage <input checked="" type="checkbox"/> Flow Control <input checked="" type="checkbox"/> Erosion <input checked="" type="checkbox"/> Drainage <input checked="" type="checkbox"/> Flooding	<b>Preliminary Project Cost:</b>	\$75,000 per year	
<b>Problem:</b>	Erosion and drainage problems at various locations			
Narrative	<p>The annual small works projects will consist of an evolving list of projects. New problem areas will be identified each year and evaluated accordingly. Typical small works projects exceed the scope of basic maintenance, but don't meet the scope of a capital improvement project.</p> <p>City crews may be able to perform components of the work, but a contractor is required to complete these projects due. Small Works projects may also require design or technical evaluation by the City's on-call engineering consultant.</p> <p>The annual budget for these types of projects is \$75,000 per year.</p>		<p><b>Small Works Project Examples</b></p> 	

Project:	Drainage Facility Retrofit – Kenmore Lane		ID:	SW-029
Location:	61 <sup>st</sup> Ave NE and NE 196 <sup>th</sup> St.		Basin	Tributary 0056
Project Type:	<input checked="" type="checkbox"/> Water Quality <input type="checkbox"/> Fish Passage <input checked="" type="checkbox"/> Flow Control <input checked="" type="checkbox"/> Erosion <input checked="" type="checkbox"/> Drainage <input type="checkbox"/> Flooding		Preliminary Project Cost:	\$500,000
Problem:	Failing infiltration tank, failed control structure, difficult location, erosion issues with adjacent conveyance system			
Narrative	<p>Kenmore Lane was developed in the late 1970s and this is the City’s oldest public drainage facility. The infiltration tank is in poor condition and needs a complete reconstruction. Adjacent conveyance systems carry runoff from NE 197<sup>th</sup> ST and NE 196<sup>th</sup> ST and erosion has been observed in the open portions of those systems.</p> <p>The existing drainage facility is located within an easement on private property and access from 61<sup>st</sup> AVE NE is through a private road. Access for inspection and maintenance is difficult.</p> <p>The City has designed an option to replace the system at its current location, which would make access for inspection and maintenance easier as well as enhance the performance of the existing facility to near current standards. The design includes moving this facility into the right-of-way and altering adjacent conveyance systems to minimize private property impacts and reduce erosion.</p> <p>Currently, the project design is at 90% and will be finalized when budget allows construction in 2025.</p>		 <p>Existing control structure</p>  <p>Facility located in private backyard</p>	
	Conceptual Design	<ul style="list-style-type: none"><li>• Remove existing infiltration drainage facility located within easement on private property</li><li>• Install new facility in adjacent right-of-way location</li><li>• Modify adjacent conveyance systems to reduce private property impacts and erosion issues</li><li>• Utilize low impact development to retrofit this facility</li></ul>		
Considerations for Implementation	<ul style="list-style-type: none"><li>• Temporary construction easements</li><li>• Utilities</li><li>• Traffic control</li><li>• Erosion and sediment control</li></ul>			




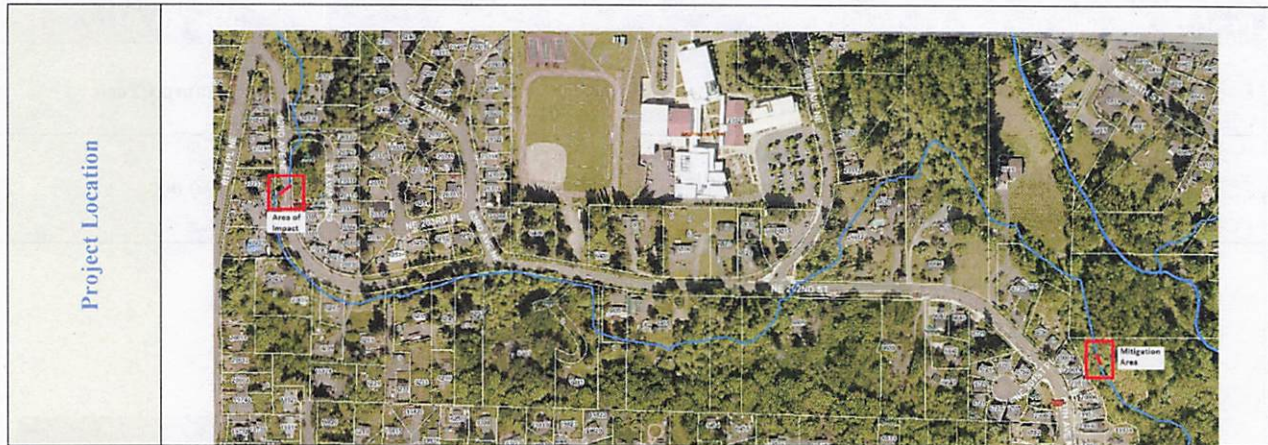


Project Cost Estimate	Item	Unit	Unit Cost	Quantity	Cost
	Design				\$10,000
	City Staff Time				\$0
	Permitting				\$0
	ROW/Easement Acquisition				\$0
	Construction				\$490,000
	<b>Total Cost</b>				<b>\$500,000</b>

Schedule		2025												2026											
		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	Preliminary Design																								
	Permitting																								
	Final Design and PS&E																								
	Advertise and Contractor Procurement																								
	Construction																								




<b>Project:</b>	Blueberry Creek Culvert Replacements		<b>ID:</b>	SW-034
<b>Location:</b>	NE 202 <sup>ND</sup> ST & 62 <sup>ND</sup> AVE NE	<b>Basin</b>	Swamp Creek	
<b>Project Type:</b>	<input type="checkbox"/> Water Quality <input checked="" type="checkbox"/> Fish Passage <input type="checkbox"/> Flow Control <input type="checkbox"/> Erosion <input type="checkbox"/> Drainage <input type="checkbox"/> Flooding <input checked="" type="checkbox"/> Habitat		<b>Preliminary Project Cost:</b>	\$250,000
<b>Problem:</b>	Flooding at low point in road			
<b>Narrative</b>	<p>To mitigate stream impacts that occurred during construction of the City's 68<sup>th</sup> AVE NE Pedestrian and Bicycle Improvement Project (68<sup>th</sup> Project), the City is removing a fish barrier culvert located on Blueberry Creek. During the project, a failing culvert crossing 62<sup>ND</sup> AVE NE was identified when it started backing up and caused flooding. The City obtained emergency HPA 2021-4-815+02 to replace the existing culvert with a new culvert of the same size and position, which was identified as WDFW Site ID 102 S072 and a fish barrier. This mitigation will remove a fish barrier further downstream on Blueberry Creek, which is the first barrier encountered by fish as they come upstream from Swamp Creek.</p> <p>Blueberry Creek is a tributary to Swamp Creek and flows into the City from Snohomish County along 61<sup>ST</sup> PL NE. The creek heads south on 62<sup>ND</sup> AVE NE and east along NE 202<sup>ND</sup> ST before meeting with Swamp Creek just north of Wallace Swamp Creek Park. Blueberry Creek is identified as a Type F stream and represents accessible habitat for coho salmon and cutthroat trout, but not for Endangered Species Act (ESA) listed species.</p> <p>The project is required to be completed by June 2025. The City plans to begin design in late 2022 and complete construction no later than 2024 during the fish window.</p>			
<b>Conceptual Design</b>	The project expects to utilize typical precast fish passable driveway culverts designed to convey the 100-year event without flooding or overtopping.			
<b>Considerations for Implementation</b>	<ul style="list-style-type: none"> <li>• Environmental permitting including SEPA checklist, WDFW HPA, and Army Corps permits may be required.</li> <li>• Fish window limitations for construction will apply.</li> <li>• Temporary stream bypass and fish exclusion will be required during construction.</li> <li>• Traffic control will be needed.</li> <li>• These cost estimates have been derived during the conceptual phase of this project and are highly speculative. More precise estimates will be updated as design progresses in 2023.</li> </ul>			



Project Cost Estimate	Item	Unit	Unit Cost	Quantity	Cost
	Project Design/Permits				\$50,000
	Construction				\$200,000
	<b>Total Cost</b>				<b>\$250,000</b>

Schedule		2022						2023						2024					
		JAN	MAR	MAY	JUL	SEP	NOV	JAN	MAR	MAY	JUL	SEP	NOV	JAN	MAR	MAY	JUL	SEP	NOV
	Preliminary Design																		
	Permitting/Acquisition																		
	Final Design and PS&E																		
	Advertise and Contractor Procurement																		
	Construction																		



<b>Project:</b>	Blueberry Creek Culvert Replacements		<b>ID:</b>	SW-035		
<b>Location:</b>	NE 202 <sup>ND</sup> ST & 62 <sup>ND</sup> AVE NE	<b>Basin</b>	Swamp Creek			
<b>Project Type:</b>	<input type="checkbox"/> Water Quality <input type="checkbox"/> Fish Passage <input type="checkbox"/> Flow Control <input type="checkbox"/> Erosion <input type="checkbox"/> Drainage <input type="checkbox"/> Flooding <input checked="" type="checkbox"/> Habitat	<b>Preliminary Project Cost:</b>	\$1,230,000			
<b>Problem:</b>	Flooding at low point in road					
<b>Narrative</b>	<p>To mitigate approximately 1,306 square feet of stream impacts that occurred during construction of the City's 68<sup>TH</sup> AVE NE Pedestrian and Bicycle Improvement Project (68<sup>TH</sup> Project), the City is acquiring a 1.34 acre property on Muck Creek and restoring approximately 22,250 square feet of stream habitat. During the project, the City identified three stream segments previously unmapped by the Washington Department of Fish and Wildlife or the city within the project area. These stream segments connect to Muck Creek (classified as a Type F stream containing habitat suitable for salmonid fish), which is a tributary of Swamp Creek. One stream was determined not to have suitable habitat for Chinook Salmon, steelhead, or bull trout and the other two were considered non-fish bearing. The City's consultant determined that the project resulted in 1,306 SF of unavoidable impacts to the streams based upon the approximate stream bed areas of the existing ditch alongside 68th Ave NE. Functions lost due to impacts included open channel ditch, herbaceous organic litter input and degraded wildlife habitat.</p> <p>This mitigation was approved by WDFW in September 2022 as an alternative to the mitigation originally described in the project's HPA permit. When this property came onto the market, City staff met with WDFW and Muckleshoot Indian Tribe staff to discuss this option and it was mutually agreed that it provided better mitigation.</p> <p>The project will be completed by the original deadline of March 2025. The City plans to begin design in late 2022 and complete construction no later than 2024 during the fish window.</p>					
<b>Conceptual Design</b>	<p>The project will acquire a 1.34 acre property adjacent to Muck Creek located off of 73<sup>RD</sup> AVE NE just before Muck Creek crosses under the road. The project will remove existing structures, pavement and non-riparian vegetation and restore approximately 22,250 square feet of area. The project will include grading, planting, soil remediation, and stream habitat improvements.</p>					
<b>Considerations for Implementation</b>	<ul style="list-style-type: none"> <li>• Environmental permitting including SEPA checklist, WDFW HPA, and Army Corps permits may be required.</li> <li>• Fish window limitations for construction will apply.</li> <li>• Temporary stream bypass and fish exclusion will be required during construction.</li> <li>• Traffic control will be minimal.</li> <li>• These cost estimates have been derived during the conceptual phase of this project and are highly speculative. More precise estimates will be updated as design progresses in 2023.</li> </ul>					





Project Cost Estimate	Item	Unit	Unit Cost	Quantity	Cost
	Property Acquisition				\$730,000
	Project Design/Permits				\$100,000
	Construction				\$400,000
	<b>Total Cost</b>				<b>\$1,230,000</b>

Schedule		2022						2023						2024					
		JAN	MAR	MAY	JUL	SEP	NOV	JAN	MAR	MAY	JUL	SEP	NOV	JAN	MAR	MAY	JUL	SEP	NOV
	Preliminary Design																		
	Permitting/Acquisition																		
	Final Design and PS&E																		
	Advertise and Contractor Procurement																		
	Construction																		

# **CITY FACILITIES CAPITAL PROJECT**



**CITY OF KENMORE, WASHINGTON  
CITY FACILITY CAPITAL IMPROVEMENT PROGRAM  
PROPOSED FOR THE YEARS 2021-2028**

Project Description - Expenditures	2018 Projected	2021 actual	2022 Approved	2023 Proposed	2024 Proposed	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2023-2028 Totals
F 1 Public Works Shop Land Acquisition & Development		\$5,900,000	\$0	\$4,000,000	\$32,000,000	\$0	\$0	\$0	\$0	\$36,000,000
Consultant and Acquisition Costs.		\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
F 2 Debt Repayment		0	267,454	575,604	2,588,817	2,589,568	2,590,067	2,590,318	2,590,317	\$13,524,691
<b>Total Project Costs</b>		<b>\$6,000,000</b>	<b>\$267,454</b>	<b>\$4,575,604</b>	<b>\$34,588,817</b>	<b>\$2,589,568</b>	<b>\$2,590,067</b>	<b>\$2,590,318</b>	<b>\$2,590,317</b>	<b>\$49,524,691</b>

Funding As Proposed:	2018 Projected	2021 Approved	2022 Approved	2023 Proposed	2024 Proposed	2025 Proposed	2026 Proposed	2027 Proposed	2028 Proposed	2023-2028 Totals
Bank Note, 20 Years, 4.5% Interest		3,300,000	2,600,000	4,000,000	32,000,000	0	0	0	0	36,000,000
Transfer from SWM Fund		50,000	101,634	218,730	1,118,913	1,119,318	1,119,588	1,119,724	1,119,723	5,815,996
Transfer from REET			106,982	230,242	1,190,856	1,191,201	1,191,431	1,191,546	1,191,546	6,186,822
Transfer from Transportation Benefit District Fund		0	13,372	28,780	63,420	63,420	63,420	63,420	63,420	345,880
Transfer from Street Fund		0	32,094	69,072	152,208	152,208	152,208	152,208	152,208	830,112
Transfer from General Fund		50,000	13,373	28,780	63,420	63,420	63,420	63,420	63,420	345,880
<b>Total Project Funding</b>	<b>\$0</b>	<b>\$3,400,000</b>	<b>\$2,867,454</b>	<b>\$4,575,604</b>	<b>\$34,588,817</b>	<b>\$2,589,568</b>	<b>\$2,590,067</b>	<b>\$2,590,318</b>	<b>\$2,590,317</b>	<b>\$49,524,690</b>

CITY OF KENMORE, WASHINGTON  
REET Fund Projection Worksheet  
For The Years 2023-2028

DESCRIPTION	Actual 2018	Actual 2019	Actual 2020	Actual 2021	Projected 2022	-17% Projected 2023	1% Projected 2024	1% Projected 2025	1% Projected 2026	1% Projected 2027	1% Projected 2028
Beginning Cash	\$2,410,269	\$771,264	\$1,433,170	\$1,995,415	\$4,115,528	\$3,181,542	\$1,623,339	\$2,028,336	\$2,546,400	\$2,194,019	\$2,317,850
Revenues:											
REET 1	742,364	761,940	857,275	1,449,131	1,449,131	1,200,000	1,212,000	1,224,120	1,236,361	1,248,725	1,261,212
REET 2	742,364	761,940	857,255	1,449,131	1,449,131	1,200,000	1,212,000	1,224,120	1,236,361	1,248,725	1,261,212
Interest Earnings	62,361	38,026	19,942	21,241	22,000	43,815	28,353	32,525	37,828	34,427	35,791
Transfer from impact fees NS											
Transfer from Park Capital Fund for overtransfer 2020				751,712							
Payback from Sammamish Bridge Fund for 2018 loan				0							
Total Revenues	\$1,547,089	\$1,561,906	\$1,734,472	\$3,671,215	\$2,920,262	\$2,443,815	\$2,452,353	\$2,480,765	\$2,510,550	\$2,531,877	\$2,558,215

Transfers Out for Parks :

P 18 Rhododendron Park Waterfront & Open Space Mitigation						46,428	0	0	0	0	0
P 6 Moorlands Park Imp	0	30,488	0	0	0	0	0	0	0	0	0
P 27 Squires Landing and Mitigation	0	0	0	0	1,006,161	190,000	20,000	20,000	20,000	20,000	20,000
P 28 Log Boom Mitigation		0	0	83,422	548,570	0	0	0	10,000	10,000	10,000
P 30 Rhododendron Boathouse Pavilion		12,800	0	0	0	20,000	0	0	0	0	0
P 31 Squires Landing Waterfront Land Ac	48,747	0	0	0	0	0	0	0	0	0	0
transfer in excess of exp. To be paid back		456,712	295,000	0	0	0	0	0	0	0	0
Subtotal - Transfers for Parks	48,747	500,000	295,000	83,422	1,554,731	256,428	20,000	20,000	30,000	30,000	30,000

Transfers Out for Roads:

T6 SR 522 West A 61st to 65th	212,768	0	0	0	0	0	0				
T6 SR 522 West A 61st to 65th Oct add	327,801			0	0	0	0				
T27 Sidewalk Gaps/ADA replacement	0	29,060	0	0	0	0	0	0	315,000	100,000	100,000
62nd Ave NE	56,388	0	0	0	0	0	0				
T 35 Overlay	438,497	120,940	657,483	134,805	56,232	1,110,000	570,000	200,000	50,000	550,000	50,000
T38 Lower Swamp Creek Bridge Replacement						35,000	15,000	0	0	0	0
T 39 Traffic Calming Improvements	1,821	0	0	0	0	0	0	0	0	0	0
T 41 Juanita Dr Pedestrian & Bicycle Safety		0	59,250	186,235	323,586	687,925	0	0	0	0	0
T 42 68th Ave Ped & Bicycle Safety		0	0	1,046,640	1,798,410	180,745	25,000	25,000	25,000	25,000	25,000
T 43 SR522 Pedestrian Crossing Study	72	0	494	0	0	0					
T44 61st Ave Sidewalk Replacement			0	0	4,873	15,000	0	40,000	15,000	25,000	25,000
T 50 SR522 Gateway Sign East		50,000	0	0	0						
T207 SR 522 Mid-Block Crossing						42,500					
T244 Burk-Gilman Trail/NE 175th St. wayfinding connectivity					9,434	5,209	0	0	0	0	0
T252 ADA Transition Program						500,000	0	250,000	1,000,000	250,000	1,000,000
REET to Street Fund for Road Maintenance				100,000	0						
estimated salary Reimb to GF for project administration						140,000	140,000	150,000	150,000	150,000	150,000
T 37 West Samm Bridge		0	0	0	0	798,970	36,500	36,500	36,500	36,500	181,894
Transfer to GF for Maintenance							50,000	50,000	50,000	50,000	50,000
DS pw shop					106,982	230,242	1,190,856	1,191,201	1,191,431	1,191,546	1,191,546
LOAN to Samm Bridge fund 306	2,000,000				0						
Subtotal - Transfers for Roads	3,037,347	200,000	717,227	1,467,680	2,299,517	3,745,591	2,027,356	1,942,701	2,832,931	2,378,046	2,773,440

Repayment to Strategic Opps Fund 2015/1	(100,000)	(200,000)	(160,000)	0	0	0	0	0	0	0	0
Net Income/(Loss)	(1,639,005)	661,906	562,245	2,120,113	(933,986)	(1,558,203)	404,998	518,063	(352,381)	123,831	(245,225)
Ending Cash	\$771,264	\$1,433,170	\$1,995,415	\$4,115,528	\$3,181,542	\$1,623,339	\$2,028,336	\$2,546,400	\$2,194,019	\$2,317,850	\$2,072,625

Park Impact Fee Fund Projection Worksheet  
For the Years 2023-2028

					-5%	1%	-3%	1%	-3%	1%
DESCRIPTION	Actual 2019	Actual 2020	Actual 2021	Projected 2022	Projected 2023	Projected 2024	Projected 2025	Projected 2026	Projected 2027	Projected 2028
Beginning Cash	\$590,514	\$295,198	\$338,409	\$847,948	\$405,948	\$651,107	\$896,619	\$1,087,115	\$1,051,931	\$1,276,078
Revenues:										
Interest Earnings	12,130	3,737	3,913	5,000	4,059	6,511	8,966	10,871	10,519	12,761
Park Impact Fees	92,554	106,474	257,468	259,000	246,100	249,000	241,530	243,945	236,627	238,993
Total Revenues	104,684	110,211	261,381	264,000	250,159	255,511	250,496	254,816	247,146	251,754
To be Transferred Out for Parks :										
P 1 Twin Springs Interim Use	23,235	0	52,347	24,000	0	0	0	0	0	0
P 2 Tolt Pipeline Trail Phase One	2,776	-2,776	0	0	0	0	0	0	0	0
P 18a Rhododendron Park Float Project Mitigation	17,664	-8,428	0	0	0	0	0	0	0	0
P 26 Twedt/Squires Float Modifications	19,879	-6,551	0	0	0	0	0	0	0	0
P 27 Tlahwadees Landing Park waterfront & mitig.	0	0	0	328,000	0	0	0	0	0	0
P 28 Log Boom Park	0	0	0	354,000	0	0	0	0	0	0
P 29 St Edward Ballfields EIS	88,250	17,946	0	0	0	0	0	0	0	0
P 30 Rhododendron Park Boathouse	14,500	0	0	0	0	0	0	0	0	0
P 32 Moorlands Park Lighting	0	0	0	0	5,000	10,000	60,000	290,000	23,000	0
Transfer to Parks Capital Fund to cover ee time spent on cip project										
transfer in excess of exp. To be paid back	233,696	66,809	0							
Subtotal - Transfers to Park Capital	400,000	67,000	52,347	706,000	5,000	10,000	60,000	290,000	23,000	0
Net Income/(Loss)	(\$295,316)	\$43,211	\$209,034	(\$442,000)	\$245,159	\$245,511	\$190,496	(\$35,184)	\$224,146	\$251,754
nsfer in from parks capital for overtransfer previous year			300,505							
Ending Cash Balance	\$295,198	\$338,409	\$847,948	\$405,948	\$651,107	\$896,619	\$1,087,115	\$1,051,931	\$1,276,078	\$1,527,832



CITY OF KENMORE, WASHINGTON

Exhibit H

Transportation Impact Fee Fund Projection Worksheet  
For The Years 2023-2028

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DESCRIPTION	Actual 2017	Actual 2018	Actual 2019	Actual 2020	Actual 2021	Projected 2022	Projected 2023	Projected 2024	Projected 2025	Projected 2026	Projected 2027	Projected 2028
Beginning Cash	\$1,148,347	\$1,281,170	\$2,711,967	\$3,197,747	\$2,602,600	\$2,070,265	\$525,265	\$544,268	\$1,068,598	\$1,468,449	\$1,876,191	\$2,189,748
Revenues:												
Interest Earnings	16,115	42,148	55,643	25,330	12,907	15,000	5,253	5,443	10,686	14,684	18,762	21,897
Transp. Impact Fees	466,708	1,102,660	430,137	470,969	677,198	685,000	513,750	518,888	389,166	393,057	294,793	297,741
Total Revenues	\$482,823	\$1,144,808	\$485,780	\$496,299	\$690,105	\$700,000	\$519,003	\$524,330	\$399,852	\$407,742	\$313,557	\$319,642
Transfers Out for Transp.												
T 41 Juanita Ped & Bicycle Safety			0	227,918	1,221,440	2,200,000	0	0	0	0	0	0
T 42 68th Ave Ped & Bicycle Safety			0	0	0	0	0	0	0	0	0	0
T45 NE 153rd				93,464	0	0	0	0	0	0	0	0
T 46 NE 181st 65-67 Sidewalk	0	0		312,178	0	0	0	0	0	0	0	0
T48 Local Road Safety-Signing				8,413	0	0	0	0	0	0	0	0
T49 Local Road Safety - Lighting				1,981	1,000	0	0	0	0	0	0	0
NE 202nd Sidewalk*	0	31,750	0	51,716	0	0	0	0	0	0	0	0
NE 153rd Sidewalk	0	29,707	0	0	0	0	0	0	0	0	0	0
T 37 West Samm Bridge	0	2,553	0	395,776	0	45,000	500,000	0	0	0	0	0
Subtotal	\$0	\$64,010	\$0	\$1,091,446	\$1,222,440	\$2,245,000	\$500,000	\$0	\$0	\$0	\$0	\$0
pay back from Samm Bridge Fund	(\$350,000)	\$350,000			\$0							
Pay SOF for T42 (2022 \$1.3m)					\$0	\$0	\$0					
Net Income/(Loss)	\$132,823	\$1,430,798	\$485,780	(\$595,147)	(\$532,335)	(\$1,545,000)	\$19,003	\$524,330	\$399,852	\$407,742	\$313,557	\$319,642
Ending Cash Unreserved	\$1,281,170	\$2,711,968	\$3,197,747	\$2,602,600	\$2,070,265	\$525,265	\$544,268	\$1,068,598	\$1,468,449	\$1,876,191	\$2,189,748	\$2,509,390

**CITY OF KENMORE, WASHINGTON**  
**Strategic Opportunities Fund Projection Worksheet**  
**For The Years 2023 - 2028**

**REVENUES**

DESCRIPTION	2017 Actual	2018 Actual	2019 Actual	2020 Actual	2021 Actual	2022 Projected	2023 Projected	2024 Projected	2025 Projected	2026 Projected	2027 Projected	2028 Projected
Investment Interest	20,743	38,258	42,706	24,155	12,307	13,000	4,730	3,998	3,757	3,795	3,833	3,871
Incubator Leases	36,433	35,062	-	-	-	-	-	-	-	-	-	-
Repayment from REET for Sidewalks	100,000	100,000	200,000	160,000	-	-	-	-	-	-	-	-
Transfer from Trans Impact Fees for T42	-	-	-	-	-	-	-	-	-	-	-	-
Transfer from General Fund	-	-	624,000	-	1,000,000	-	-	-	-	-	-	-
Farmer's Market Revenue	-	-	-	-	-	-	14,000	14,000	-	-	-	-
Repayment of Private Contributions for P-32	-	-	-	-	-	-	50,000	50,000	-	-	-	-
loan repayment fm pw shop fund	-	-	-	-	-	1,200,000	-	-	-	-	-	-
loan repayment fm park capital fund	-	-	-	-	250,000	-	-	-	-	-	-	-
Revenues	157,176	173,320	866,706	184,155	1,262,307	1,213,000	68,730	67,998	3,757	3,795	3,833	3,871

**EXPENDITURES**

Business Incubator Program	107,989	111,263	-	-	-	-	-	-	-	-	-	-
Advance of Private Funds for P-32	-	-	-	660,000	-	-	-	-	-	-	-	-
Air Quality/Emissions Consulting	-	-	-	-	50,805	-	60,000	-	-	-	-	-
Lakepointe Planned Action/Subarea Plan	-	-	-	-	65,365	-	-	-	-	-	-	-
Climate Action Initiative	-	-	-	-	-	34,298	-	-	-	-	-	-
DEI Plan and Implementation	-	-	-	-	-	99,195	-	-	-	-	-	-
Transfer to SWM Fund CAP Staffing	-	-	-	-	29,537	30,800	-	-	-	-	-	-
Transfer to Park Capital Projects	38,630	30,903	-	-	-	66,000	-	-	-	-	-	-
Transfer to Trans Capital Project T42	-	-	-	-	-	1,333,503	-	-	-	-	-	-
Interfund loan to PW shop fund	-	-	-	-	1,200,000	-	-	-	-	-	-	-
Transfer to parks capital-land purch cozy inn	-	-	-	-	-	653,005	-	-	-	-	-	-
Property purchase Holt	-	-	-	-	-	1,000,000	-	-	-	-	-	-
Bastyr Clinic	-	-	-	-	-	-	10,000	-	-	-	-	-
Farmer's Market	-	-	-	-	-	-	82,000	82,000	-	-	-	-
Expenditures	191,649	142,166	0	660,000	1,345,707	3,216,801	142,000	92,000	-	-	-	-

Net revenues (enpenditures)	(34,473)	31,154	866,706	(475,845)	(83,400)	(2,003,801)	(73,270)	(24,002)	3,757	3,795	3,833	3,871
Beginning Fund Balance	\$2,172,681	\$2,138,208	\$2,169,362	\$3,036,068	\$2,560,223	\$2,476,823	\$473,022	\$399,752	\$375,750	\$379,507	\$383,302	\$387,135
Ending Fund Balance	\$2,138,208	\$2,169,362	\$3,036,068	\$2,560,223	\$2,476,823	\$473,022	\$399,752	\$375,750	\$379,507	\$383,302	\$387,135	\$391,007

## CITY OF KENMORE, WASHINGTON

King County Trail and Park Levy Projection Worksheet  
For the Years 2023-2028

DESCRIPTION	Actual 2017	Actual 2018	Actual 2019	Actual 2020	Actual 2021	Projected 2022	Projected 2023	Projected 2024	Projected 2025	Projected 2026	Projected 2027	Projected 2028
<b>Revenues:</b>												
Investment Earnings	1,898	1,432	2,863	1,315	365	2,696	1,698	2,394	3,142	3,992	4,910	5,843
Levy Revenues- Park (fund 303 park levy rev.)	52,105	51,515	57,079	153,920	155,107	155,000	155,000	155,000	155,000	155,000	155,000	155,000
Total Revenues	52,105	51,515	57,079	156,025	156,680	157,463	157,851	157,884	158,067	158,357	158,357	158,357
<b>To be Transferred Out for Parks :</b>												
P 1 Twin Springs Feasibility Study	28,269	12,261	0	0	0	0	0	0	0	0	0	0
P 2 Tolt Pipeline Trail Phase One	117,900	0	0	0	0	0	0	0	0	0	0	0
P 6 Moorlands Park Improvements	40,000	0	0	0	0	0	0	0	0	0	0	0
P 18a Rhododendron Park Float	149,000	0	0	0	0	1,839	0	0	0	0	0	0
P 28 Log Boom Park	0	0	0	0	0	100,000	60,000	60,000	50,000	40,000	40,000	40,000
P18a Mitigation				0	3,622	0	0	0	0	0		0
P26 Mitigation				0	840	0	0	0	0	0		0
P27 Squires park Improvements					0	300,000						
P30 Rhododendron Park				0	6,400	0	3,200	3,200	3,200	3,200	0	0
Transfer to General Fund for Operations (fm 303 to 001)			0	50,000	0	25,000	25,000	25,000	25,000	25,000	25,000	25,000
Subtotal- Expenditures	335,169	12,261	0	50,000	10,862	426,839	88,200	88,200	78,200	68,200	65,000	65,000
Net Income/(Loss)	(\$283,064)	\$39,254	\$57,079	\$106,025	\$145,818	(\$269,376)	\$69,651	\$69,684	\$79,867	\$90,157	\$93,357	\$93,357
Beginning Cash	\$339,211	\$56,147	\$95,401	\$152,480	\$258,505	\$404,323	\$134,947	\$204,598	\$274,282	\$354,149	\$444,306	\$537,663
Ending Cash Balance	\$56,147	\$95,401	\$152,480	\$258,505	\$404,323	\$134,947	\$204,598	\$274,282	\$354,149	\$444,306	\$537,663	\$631,020