



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

City Council Special & Regular Meeting

ON-SITE

MONDAY, SEPTEMBER 18, 2023 - 6:15 PM

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

ZOOM LINK: <https://kenmorewa-gov.zoom.us/j/81714637207>

Or One tap Mobile: US: +12532158782,,81714637207#

Or Telephone Dial US: +1 253 215 8782

Callers please dial *9 to raise and lower hand

Webinar ID: 817 1463 7207

If you are having difficulty accessing the meeting virtually, please contact mkang@kenmorewa.gov.

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.

Land Acknowledgement to Honor First Peoples

We acknowledge that the City of Kenmore is situated upon the ancestral lands of the Snohomish, Snoqualmie, Sauk-Suiattle, Duwamish, Stillaguamish, Tulalip, Suquamish, Muckleshoot, and other tribes who are part of the Coast Salish Peoples. We recognize and express our deepest respect for their enduring stewardship and profound relationship with this land, which they have cherished and protected since time immemorial. We honor the First Peoples, acknowledge their vibrant cultures, and commit ourselves to learning from their wisdom in our journey to promote justice, equity, and mutual understanding. We pledge to stand alongside these communities in acknowledging past injustices and working towards a future that respects and celebrates the diverse heritage of this land.

I. CALL SPECIAL MEETING TO ORDER - 6:15 PM

II. EXECUTIVE SESSION

- A. Pursuant to RCW 42.30.110(1)(i), the City Council will now enter an executive session to discuss pending litigation. No action is expected.

EXECUTIVE SESSION HELD. NO ACTION.

III. ADJOURN SPECIAL MEETING

IV. CALL REGULAR MEETING TO ORDER - 7:00 PM

V. ROLL CALL

VI. FLAG SALUTE

VII. AGENDA APPROVAL

VIII. PROCLAMATION

- A. Falls Prevention Week (09/18/23 - 09/24/23)

[Falls Prevention Week Proclamation](#)

IX. WHERE'S THE FUN?

X. LAND ACKNOWLEDGEMENT

XI. PRESENTATION

- A. Kenmore Passenger Only Ferry, presented by King County Marine Division Director Terry Federer and King County Marine Government Relations Manager Chris Arkills

PRESENTED

[Presentation - Kenmore Passenger Only Ferry](#)

XII. 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.

XIII. CONSENT AGENDA

APPROVED BY UNANIMOUS CONSENT

- A. Adopt Ordinance No. 23-05892 to amend KMC 10.20.015 to clarify the restriction of parking which blocks the traveled way.
[Agenda Bill - Proposed Ordinance No. 23-0592](#)
[Attachment A - Proposed Ordinance 23-0592](#)
[Attachment B - Parking Restriction Example Cases](#)
- B. Approve Amendment No. 2 to the Interlocal Cooperation Agreement regarding the Community Development Block Grant (CDBG) between the City of Kenmore and King County, and authorize the City Manager

to execute said Amendment regarding the CDBG between the City of Kenmore and King County.

[Agenda Bill - Community Development Block Grant](#)

[Attachment 1 - Amendment 2 to ILA \(Contract No. 14-C1310\)](#)

[Attachment 2 - Amendment 1 to ILA \(Contract No. 14-C1310\)](#)

[Attachment 3 - June 16, 2014 Agenda Bill and Attachments](#)

- C. Approve Total Check #s 52837 through 52898 totaling \$447,193.98 and Total Payroll/Taxes/Flexible Spending/Retirement & Health Savings Account Electronic Deposits Dated 08/25/2023 in the amount totaling \$249,181.83 and Payroll Check #10246 in the amount of \$714.38, and ACH Payment to KBA Inc. in the amount of \$4,980.79, and ACH Payment to PRR Inc. in the amount of \$44,062.16, and ACH Payments to US Bank Purchase Cards in the amount of \$23,265.33.

[Voucher Certification and Approval 08/19/2023 - 09/01/2023](#)

XIV. BUSINESS AGENDA

- A. Planning Commission Recommendation on the Transportation Element update of the Comprehensive Plan, presented by Community Development Director Debbie Bent, Engineering Director John Vicente, and Planning Commissioners, *for discussion*

DISCUSSED

[Agenda Bill - Transportation Element Update](#)

[Attachment 1 - Transportation Element Update, clean version](#)

[Attachment 2 - Transportation Element Update, red-lined version](#)

[Attachment 3 - Capital Facilities Plan](#)

[Attachment 4 - Appendix D1: Traffic Modeling and Assumption/LOS Reports](#)

[Attachment 5 - Land Use Maps](#)

[Attachment 6 - Roadway Fact Sheets](#)

[Attachment 7 - Conceptual Design and Cost Estimates](#)

[Attachment 8 - Potential Transportation Funding Sources](#)

[Attachment 9 - Proposed Changes to Roadway Classifications \(Figure T-17\)](#)

[Attachment 10 - Response to Public Comments](#)

[Presentation - Transportation Element](#)

- B. 2023 Surface Water Management (SWM) Rate Analysis and Proposed Rates for 2024-2030, presented by City Manager Rob Karlinsey, Environmental Services Director Richard Sawyer, and Consultant Ashley Emery, *for discussion*

DISCUSSED

[Agenda Bill - 2023- SWM Rate Analysis and Proposed Rates for 2024-2030 \(updated 9/14\)](#)

[Attachment 1 - 2023 SWM Rate Analysis Report \(updated 9/14\)](#)

[Attachment 2 - SWM Fee Rates to Remove Fish Blocking Culverts \(added 9/15\)](#)

[Presentation - 2023 Stormwater Rate & CFC Study](#)

XV. STAFF REPORTS

- A. American Rescue Plan Act (ARPA) Update - Human Services, Homelessness, Business Assistance, and Catch-Up Learning, presented by Assistant to the City Manager Garrett Oppenheim and Management Analyst Janet Quinn
PRESENTED
[Presentation - ARPA Update](#)
- B. Kenmore Cares Mental Health Kits, presented by Assistant to the City Manager Garrett Oppenheim
PRESENTED
- C. Civics 101 Online Course Update, presented by Assistant to the City Manager Garrett Oppenheim and Communications Specialist Lauren Chomiak
PRESENTED
[Presentation - Civics 101 Online Course Update](#)
- D. Town Hall Meeting on Thursday, September 28th: Schedule and Table Assignments, presented by City Manager Rob Karlinsey
PRESENTED
- E. Other - City Manager Rob Karlinsey

XVI. COUNCILMEMBER REPORTS & COMMENTS

XVII. ADJOURNMENT

UPCOMING MEETINGS

City Council Regular Meeting of September 25, 2023 at 7:00 PM
General Town Hall of Thursday, September 28, 2023 from 6:00 PM to 8:00 PM
City Council Joint Special Meeting with Shoreline and Lake Forest Park of October 9, 2023 at 5:45 PM, at Shoreline City Hall
City Council Special Meeting of October 9, 2023 at 7:30 PM (earliest start time)
City Council Regular Meeting of October 16, 2023 at 7:00 PM

NOTICE OF POTENTIAL QUORUMS

[Click here for information about Potential Quorums of the City Council.](#) Now found on the City website under City Council Meetings.

City of Kenmore, Washington Proclamation

WHEREAS, every person, regardless of their stage in life, deserves wellness and stability; and

WHEREAS, in Washington State, more than a quarter of Washington residents over the ages of 65 experience a fall; and

WHEREAS, falls are the leading cause of injury death and the most common cause of nonfatal injuries and hospital admissions for trauma among those 65 years old or older; and

WHEREAS, the total number of unintentional fall-related death among Washington residents over age 65 has increased over the years; and

WHEREAS, the City of Kenmore wishes to increase public awareness and educate older adults, caregivers, and healthcare providers about risk factors and how to prevent falls; and

WHEREAS, the City supports the National Council on Aging (NCOA) and their Senior Safety recommendations to prevent falls; and

WHEREAS, NCOA's five steps to prevent falls include: 1) practice a balance or exercise program; 2) talk to your doctor if you've had a fall or are afraid of falling; 3) get your vision and hearing checked annually; 4) keep your home safe; and 5) talk with your family and ask for support.

NOW THEREFORE, I, Nigel Herbig, Mayor of the City of Kenmore, on behalf of the City Council, do hereby proclaim the week of September 18 - 24, 2023, to be **Falls Prevention Awareness Week** throughout the City of Kenmore.

IN WITNESS WHEREOF, signed this 18th day of September 2023.



Signed: _____
Nigel Herbig, Mayor

Attested: _____
Anastasiya Warhol, City Clerk

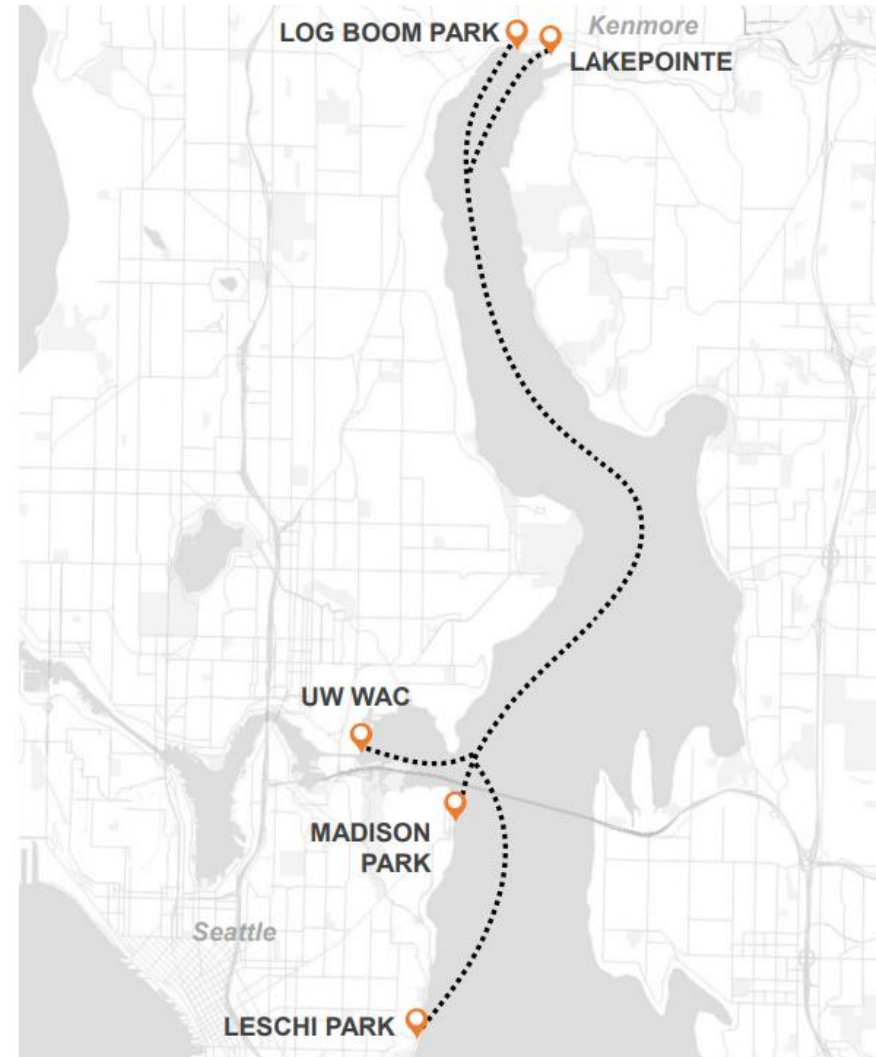
Kenmore Passenger Only Ferry

Chris Arkills-KCM Government Relations
Manager

Terry Federer-KCM Marine Division Director

Studies and Planning

- PSRC POF Study
- King County's Marine Strategic Plan
- These rankings were dependent on POF service landing at UW and accessing light rail for time competitiveness
- UW stated that they are not interest and would not support a POF facility near Husky Stadium
- Immediate access to public transit is not available at other landing sites identified

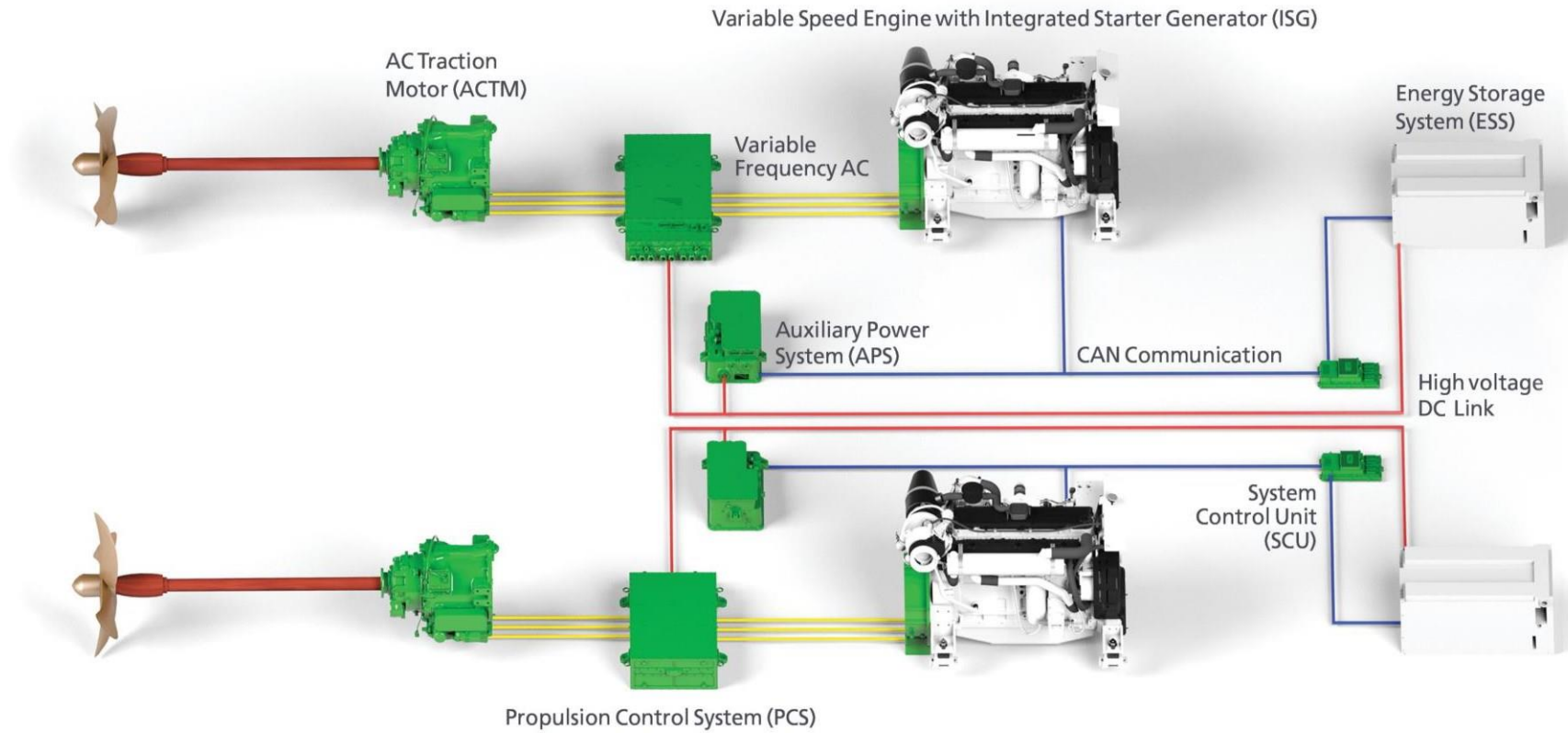


	Infrastructure Needs	ROM Capital Cost	Challenges	Opportunities
Lakepointe POF Service Terminal	<ul style="list-style-type: none"> » New float for POF service » Uplands improvements 	~\$10 M	<ul style="list-style-type: none"> » Site development timeframe unknown » Soil stability 	<ul style="list-style-type: none"> » Onsite moorage/maintenance facility » Land use compatibility » Accessibility » Flexibility
Log Boom Park POF Service Terminal	<ul style="list-style-type: none"> » Pier improvements » Uplands improvements 	~\$9 M	<ul style="list-style-type: none"> » Accessibility » Offsite moorage/maintenance at <u>Lakepointe</u> 	<ul style="list-style-type: none"> » Existing infrastructure » Adjacent to Burke Gilman Trail
Lakepointe POF Moorage/Maintenance Facility	<ul style="list-style-type: none"> » New moorage float » Maintenance facility » Uplands improvements 	~\$8 M	<ul style="list-style-type: none"> » Site development timeframe unknown » Required to support POF service at either landing site » Soil stability 	<ul style="list-style-type: none"> » Only location on north end of Lake Washington for overnight moorage » Accessibility » Potential for onsite POF service landing

Determining a Vessel

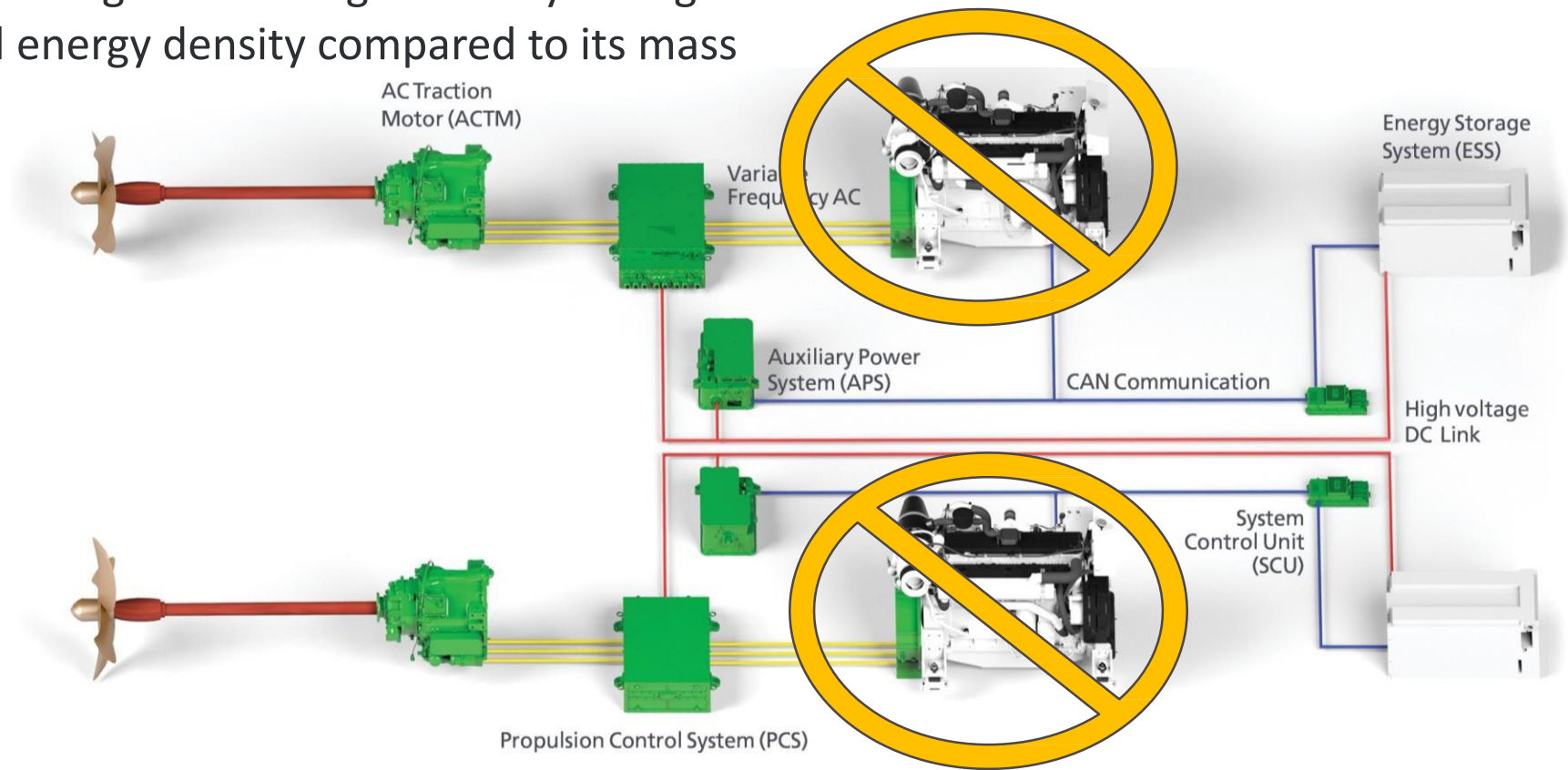
- Vessel operational profile
- Four types of propulsion and fuel that may be suitable based on operational profile
- Shoreside infrastructure and power/fuel availability

Electric Hybrid Propulsion System

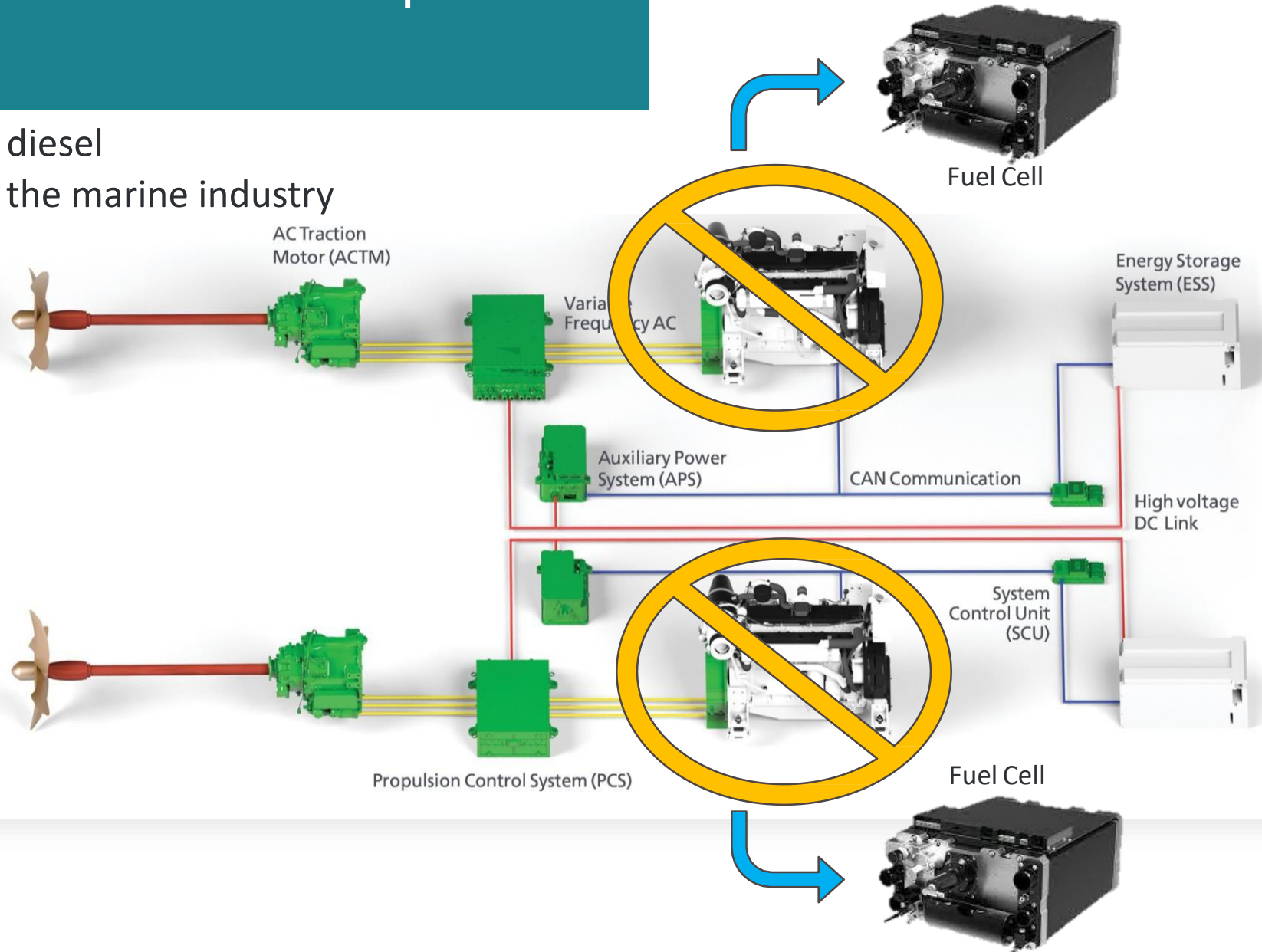


Battery Electric Propulsion System

Replace the combustion engine with larger battery storage
 Batteries versus diesel energy density compared to its mass



Similar energy density to diesel
Still novel technology for the marine industry
Regulatory hurdles



Thank You

Questions?



City Council Agenda Bill City of Kenmore, WA

<p>Subject/Topic: Restriction on parking which blocks the traveled way</p> <p>Proposed Council Action/Motion: Adopt Ordinance 23-0592 to amend Kenmore Municipal Code 10.20.015 to clarify the restriction of parking which blocks the traveled way</p>	<p>For Council Meeting Agenda of: September 18, 2023</p> <p>Department: Public Works / Engineering</p> <p>Prepared by: Tobin Bennett-Gold, P.E. Traffic Engineer</p> <table border="0"><thead><tr><th></th><th>Initial & Date</th></tr></thead><tbody><tr><td>Approved by Department Head:</td><td><u>JFV</u></td></tr><tr><td>Approved by City Attorney:</td><td><u>3/30/23</u></td></tr><tr><td>Approved by Finance Director:</td><td><u></u></td></tr><tr><td>Approved by City Manager:</td><td><u>RK</u></td></tr></tbody></table> <p>Exhibits/Attachments: Attachment A: Ordinance 23-0592 Attachment B: Parking Restriction Example Cases</p>		Initial & Date	Approved by Department Head:	<u>JFV</u>	Approved by City Attorney:	<u>3/30/23</u>	Approved by Finance Director:	<u></u>	Approved by City Manager:	<u>RK</u>
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Approved by City Attorney:	<u>3/30/23</u>										
Approved by Finance Director:	<u></u>										
Approved by City Manager:	<u>RK</u>										
<p>Summary: In 2019, ordinance 19-0494 was adopted to amend KMC 10.20.015 to restrict parking which blocks the traveled way. The code amendment resulting from the adoption of this ordinance has proven difficult to interpret and enforce consistently and does not adequately serve the purpose intended in KMC section 10.20.015. This new amendment is the result of collaboration between the City of Kenmore Traffic Engineer, Chief of Police, and City Attorney to ensure that the amended code serves the purpose intended – empowering traffic design which is intuitive and traffic enforcement which is consistent to keep the traveled way sufficiently clear for the passage of emergency vehicles which might otherwise be obstructed by legally parked vehicles.</p>											
<p>Information/Background: Prior to the code amendments to KMC 10.20.015 included in ordinance 19-0494, an issue was identified by Kenmore Police Department wherein vehicles which were legally parked in the public right-of-way could be positioned such that the traveled way was not passable by emergency vehicles, even though no parked vehicle was in violation of the City of Kenmore’s parking code. The intention of the code amendment included in ordinance 19-0494 was to prohibit parking in areas which must be kept unobstructed for travel, as follows:</p> <p>“No person shall stop, stand, or park any portion of a vehicle in, on, or straddling any marked bicycle lane, marked shared bicycle lane and pedestrian lane, or marked bicycle lane buffer zone, or the marked travel portion of any street except when necessary to avoid conflict with other moving traffic, or at the direction of a police officer or traffic control device. The travel portion of a street, for the purposes of this section, shall be defined as follows:</p>											

1. Any street median or pavement-marking delineated travel lane, include but not limited to center lanes, merge lanes, and turn lanes.
2. In cases where the street has no pavement-marked delineated travel lane the area between the edges of the street will constitute the travel portion of the street. Parking on said streets shall conform to RCW 46.61.575"

The restriction on parking is thereby dependent on whether a street has markings or has no markings:

- On streets with no markings, parking is restricted only by RCW 46.61.575 (essentially "park on the side and not in the middle")
- On streets which do have markings, parking is prohibited in any sort of "travel lane". (For legal parking, RCW 46.61.575 would also still apply, though this is not stated explicitly.)

The issue with this portion of the code is that it is not always the case that all travel lanes are completely delineated (e.g. if the street has white edge lines but no yellow centerline); in this case, enforcement of parking violations based on KMC 10.20.015 is unclear and difficult to apply consistently.

Ordinance 23-0592 has the effect of amending KMC 10.20.015 to incorporate the following changes:

- The list of lane types where parking is explicitly called out as prohibit is amended to include transit lanes; this is consistent with naming other lane types where travel may be prohibited for most vehicles but parking is also de facto prohibited
- Rather than defining only the term "the travel portion of a street", the term "the traveled way" is also defined relative to the direction of travel; this provides a more flexible definition for when the pavement markings for one direction of travel are different than for the opposite direction of travel
- Reference to unmarked streets is removed from section 10.20.015 in order to clarify that this restriction applies to marked streets only

In the case where a street is unmarked, but legal parking is possible which obstructs the traveled way sufficient to block access of emergency vehicles, it is the burden of the City to implement a parking restriction such that legal parking cannot thusly obstruct the traveled way. This restriction can take the form of one or more no-parking signs, or, in accordance with the amendments adopted in ordinance 23-0592, the addition of a white edge line to indicate the edge of the traveled way would also be sufficient to delineate legal shoulder parking (or as an indication that no parking is available if an adequate shoulder width is not available). A parking restriction of this nature is intuitive to drivers, allows for clear and consistent enforcement, and is consistent with current enforcement practices.

Similarly, in the case where a street does have markings which would otherwise prohibit parking but the City desires to make legal street parking available, it is the burden of the City to install pavement markings which make it clear that parking is permissible and the extents of that parking (e.g. if the distance between the edge of the street and a yellow centerline is 18 ft, and the City desires for there to be legal street parking, an edgeline must be installed indicating the division between a parking lane / paved shoulder and the travel lane).

Please see Attachment B for example cases of parking which would be restricted or permitted under the amendments included in Ordinance 23-0592

Fiscal Consideration:

There is no fiscal consideration associated with this ordinance.

City Council Priority or Budget Objective Being Addressed:

Priority #3: Focus on and emphasize multimodal transportation in the City of Kenmore with a specific focus on pedestrian, bicycle, and other means of travel.

Priority #6: Enhance public safety

**CITY OF KENMORE
WASHINGTON**

ORDINANCE NO. 23-0592

**AN ORDINANCE OF THE CITY OF KENMORE, WASHINGTON,
AMENDING SECTION 10.20.015 OF THE KENMORE
MUNICIPAL CODE RELATING TO PARKING RESTRICTIONS
IN TRANSIT LANES AND THE MARKED TRAVEL PORTION
AND EDGES OF THE TRAVEL WAY; AND ESTABLISHING AN
EFFECTIVE DATE.**

WHEREAS, the City Council adopted Chapter 10.20.015 of the Kenmore Municipal Code (KMC) to protect the citizens of Kenmore by deterring hazardous parking; and

WHEREAS, the Kenmore Police Department has determined that the current parking fines and restrictions are not comprehensive nor specific enough to sufficiently deter hazardous parking; and

WHEREAS, the City Council desires to amend KMC 10.20.015 so that parking restrictions are clear to motorists and enforceable by police; and

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

Section 1. Amendment. The City Council amends Section 10.20.015 of the Kenmore Municipal Code to read as follows:

A. No person shall stop, stand, or park any portion of a vehicle in, on, or straddling any marked bicycle lane, marked shared bicycle and pedestrian lane, or marked bicycle lane buffer zone, or transit lane, or the marked travel portion of any street, except when necessary to avoid conflict with other moving traffic, or at the direction of a police officer or traffic control device. For the purposes of this section, the marked travel portion of a street, for the purposes of this section, shall be defined as the area between the left and right edges of the traveled way when any longitudinal pavement markings are present, and the edges of the traveled way shall be defined as follows:

~~1. Any street median or pavement marking delineated travel lane, including but not limited to center lanes, merge lanes, and turn lanes.~~

~~2. In cases where the street has no pavement-marking delineated travel lane, the area between the edges of the street will constitute the travel portion of the street. Parking on said streets shall conform to RCW 46.61.575.~~

1. In an area where a marked yellow centerline, median, or center lane is present, relative to the direction of travel the left edge of the traveled way is the centerline, median, or left edge of the center lane, and the right edge of the traveled way is the right edge of the rightmost travel lane or turn lane;

2. In an area with two travel directions and where no marked yellow centerline, median, or center lane is present, relative to the direction of travel the left edge of the traveled way is the center of the road and the right edge of the traveled way is the rightmost marked solid white line; or

3. In an area with only one travel direction, relative to direction of travel the left edge of the traveled way is the left edge of the leftmost travel lane and the right edge of the traveled way is the right edge of the rightmost travel lane.

B. Regulations in subsection A of this section do not apply to:

1. The driver of any vehicle which is disabled in such a manner and to such extent that it is impossible to avoid stopping and temporarily leaving the vehicle in such a position. The driver shall nonetheless arrange for the prompt removal of the vehicle.

2. The driver of any vehicle that is following the direction of a police officer, traffic control flagger, traffic control sign, traffic control signal, or other official traffic control device.

3. The driver of a public transit vehicle who temporarily stops the vehicle upon the street for the purpose of and while actually engaged in receiving or discharging passengers at a marked transit vehicle stop zone, or to the driver of a vehicle when actually engaged in the collection of solid waste, recyclables, or yard waste under authority of the City, so long as the vehicle is not parked or left for a longer time than reasonably necessary.

4. The driver of a City-owned or approved vehicle or public utility vehicle that is being used to provide a service for the public.

5. The driver of an emergency vehicle.

C. Any vehicle in violation of these restrictions is subject to impoundment.
[Ord. 19-0494 § 2; Ord. 17-0444 § 1.]

Section 2. Effective Date. This ordinance shall be published in the official newspaper of the City and shall take effect and be in full force five (5) days after the date of publication.

PASSED BY THE CITY COUNCIL OF THE CITY OF KENMORE, WASHINGTON, AT A REGULAR MEETING THEREOF THIS ___ DAY OF _____ 2023.

CITY OF KENMORE

Nigel Herbig, Mayor

ATTEST/AUTHENTICATED:

Anastasiya Warhol, City Clerk

APPROVED AS TO FORM:

Dawn Reitan, City Attorney

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
ORDINANCE NO.:
DATE OF PUBLICATION:
EFFECTIVE DATE:

EXAMPLE 1

No marking, no restriction on parking because parking is only restricted in “the marked travel portion of the street”.

(Note: In this and in following examples where parking is permissible, RCW 46.61.575 may still indicate a parking violation if the vehicle is parked too far from the curb or edge of pavement.)



EXAMPLE 2

Centerline only, the marked travel portion of the street is from the center line to the edge of the rightmost travel lane or turn lane; since the paved width of the street is entirely comprised of one travel lane for each direction no parking is permissible here.



EXAMPLE 3

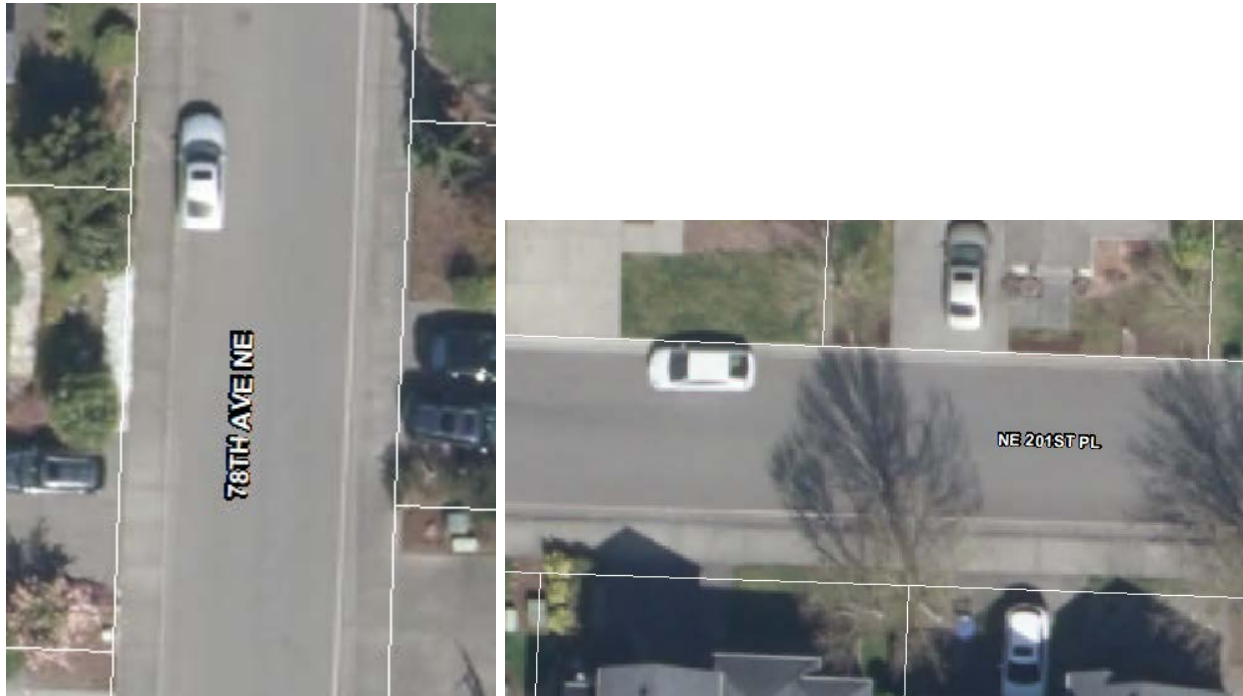
Centerline, but marked shoulder / parking lane; the marked travel portion of the street is from the centerline to the edge of the rightmost travel lane or turn lane. The shoulder is not a travel lane, so shoulder parking is ok so long as it does not encroach on the travel lane.



EXAMPLE 4

No centerline, and solid edge line present on only one side. For northbound and eastbound traffic in these examples, the left edge of the traveled way is the center of the road, and the right edge of the traveled way is the rightmost solid white line. Parking is not permitted in the traveled way, and there is no room left to park outside of the traveled way because sidewalk is present.

For southbound and westbound traffic, there is no centerline and no lane lines of any sort, and so there is no “marked travel portion” of the street, and so KMC 10.20.15 does not apply and parking is unrestricted.



EXAMPLE 5

Solid edgeline is present on both sides, no centerline is present, and so for both directions of travel the left edge of the traveled way is the center of the road, and the right edge of the traveled way is the rightmost solid white line, and parking is not permitted in this area. For southbound traffic there is still room to park on the paved shoulder. For northbound traffic there is no room at all because sidewalk is present adjacent to the edge line, and so parking is effectively prohibited.



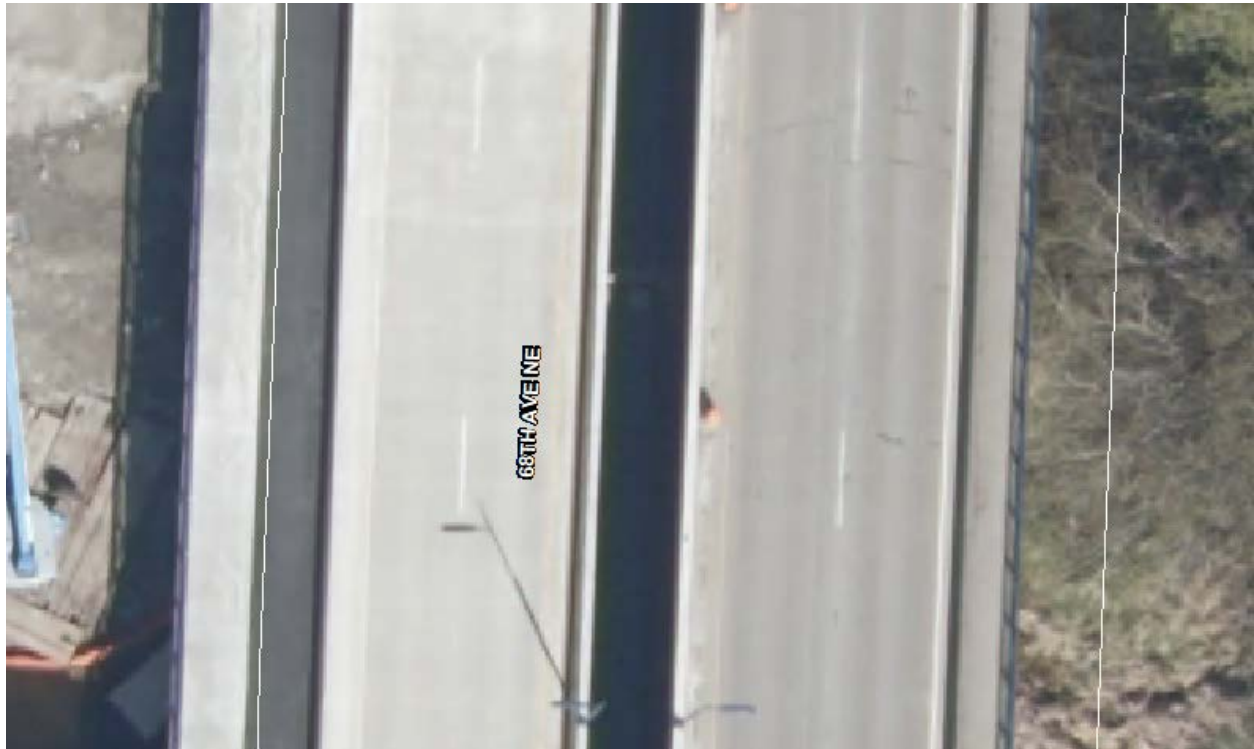
EXAMPLE 6

There is a marked centerline here (and median), so for both travel directions the left edge of the traveled way is the centerline and the right edge of traveled way is the right edge of the rightmost travel lane or turn lane. Because the outermost travel lanes for both directions abut the sidewalk, there is no area in which parking is permissible.



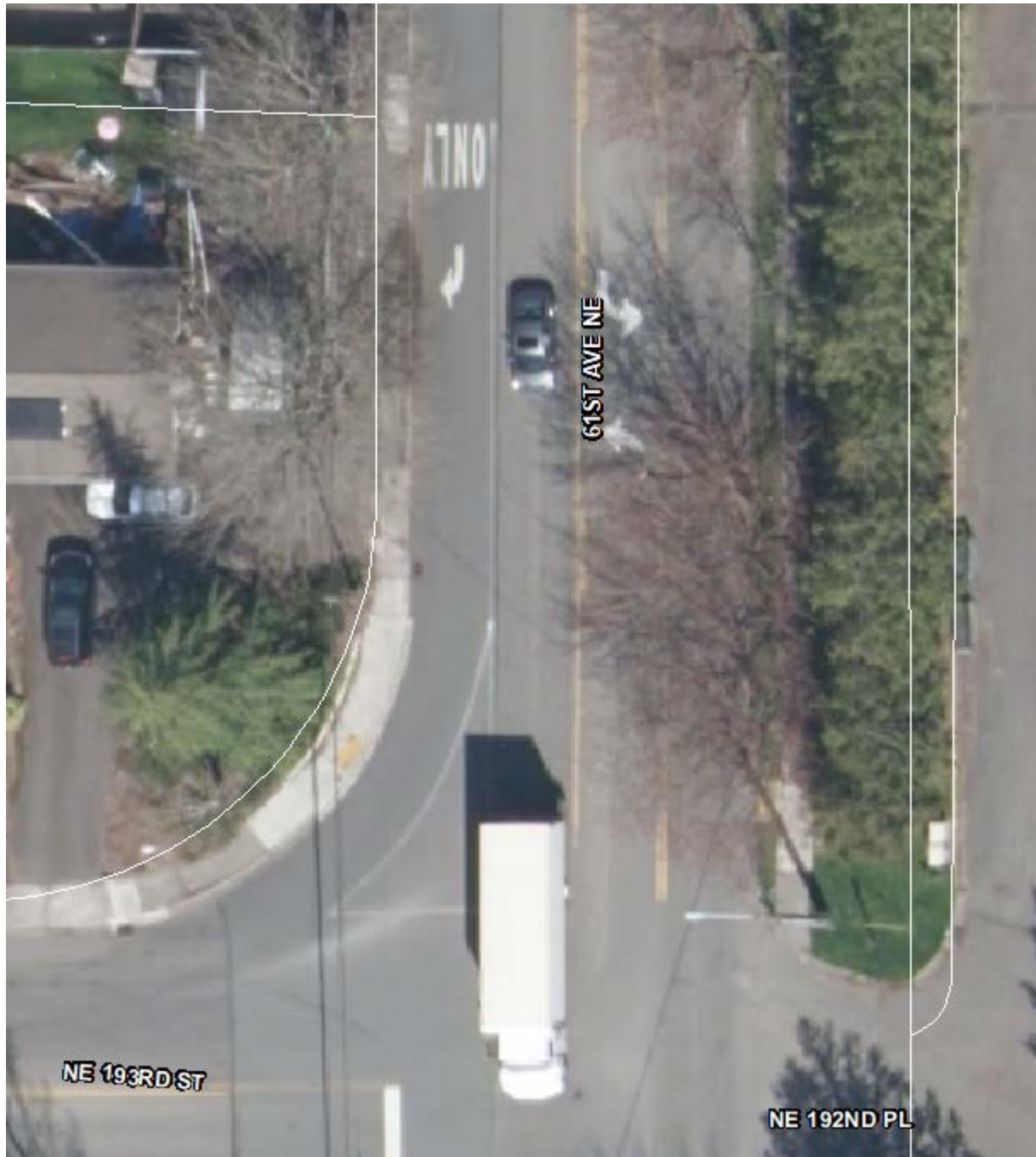
EXAMPLE 7

The Sammamish bridge is ostensibly two one-way roads separated by an airgap. The right edge of the traveled way is the right edge of the rightmost travel lane, and the left edge is the left edge of the leftmost lane. Any parking on a one way street according to these revisions would have to be either a) the street has no delineation whatsoever, or b) there is an explicitly delineated non-travel lane. This is not the case on the bridge, so no parking is permissible.



EXAMPLE 8

There is a center lane here, so for northbound traffic, the left edge of the traveled way is the left edge of the center lane, and the right edge of the traveled way is the right edge of the rightmost travel lane. For southbound traffic the left edge of the traveled way is the left edge of the center lane and the right edge of the traveled way is the right edge of the rightmost turn lane. It doesn't matter that the two traveled ways overlap – the center lane is bi-directional so it makes sense that they would. Because the right edge of the traveled way abuts sidewalk for both travel directions, parking is not permissible here.





City Council Agenda Bill City of Kenmore, WA

Subject/Topic: Amendment 2 to Interlocal Cooperation Agreement Regarding the Community Development Block Grant (CDBG) between the City of Kenmore and King County.

For Council Meeting Agenda of: September 18, 2023

Department: City Manager's Office

Prepared by: Tambi Cork, Housing and Human Services Manager

Initial & Date

Approved by Department Head: SLL 9/8/23

Approved by City Attorney: DR

Approved by Finance Director: MM

Approved by City Manager: SLL 9/8/23

Proposed Council Action/Motion:

Approve Amendment No. 2 to the Interlocal Cooperation Agreement Regarding the Community Development Block Grant Between the City of Kenmore and King County and authorize City Manager to execute said amendment to the Interlocal Cooperation Agreement Regarding the Community Development Block Grant Between the City of Kenmore and King County.

Exhibits/Attachments:

1. Amendment 2
2. Amendment 1
3. June 16, 2014 Agenda Bill

Summary:

The purpose of this agenda bill is to provide the City Council with an opportunity to review Amendment 2 to the Interlocal Cooperation Agreement Regarding the Community Development Block Grant (CDBG) between the City of Kenmore and King County. This amendment includes required language that incorporates fair housing and civil rights obligations into the agreement.

Staff recommend that Council approves a motion authorizing the City Manager to execute Amendment 2 to the Interlocal Agreement Regarding the Community Development Block Grant (CDBG) with King County. The City must sign the amendment by September 28, 2023; failure to attain all necessary signatures on executed amendments will preclude King County Consortium from any Housing and Urban Development (HUD) funding for the next three years and the City would not be eligible to apply for federal CBDG funds through the King County Consortium.

Information/Background:

On October 19, 2014, pursuant to RCW Ch. 39.34, the City entered into an Interlocal Cooperation Agreement Regarding the Community Development Block Grant (CDBG) with King County, as

authorized by Council on June 16, 2014 (Attachment #3 includes agenda packet with all supporting documents). CDBG is federal funding that the US Department of Housing and Urban Development (HUD) sends to the King County Consortium for capital projects and human services programs in King County; this agreement allows King County to distribute and administer those funds.

Urban counties are periodically required to requalify for their entitlement status under CDGB, and King County was notified on April 10, 2023 that continuing qualification for participation in the CDGB program would require incorporation of certain required language regarding fair housing and civil rights obligations into their cooperation agreements.

Amendment 1 (attachment 2) was requested by King County on July 21, 2023, and as it was deemed a technical, non-substantive amendment by legal counsel, this amendment was signed by the City Manager on July 31, 2023. However, subsequent to signature by all involved parties, the Department of Housing and Urban Development (HUD) determined that the language in Amendment 1 was insufficient. Amendment 2 (attachment 1) replaces and nullifies Amendment 1.

Amendment 2 is found to be substantive in nature and require Council approval for City Manager signature. This amendment includes HUD-approved language that incorporates fair housing and civil rights obligations into the agreement. The revised language is highlighted in the attached document.

Fiscal Consideration:

If the amendment is not approved, the City would no longer be eligible to apply for federal CBDG funds through the King County Consortium.

City Council Priority or Budget Objective Being Addressed:

Kenmore City Council Priority #2: Increase and preserve the options for affordable housing stock.

**AMENDMENT NO. 2 TO THE INTERLOCAL COOPERATION AGREEMENT
REGARDING THE COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM
BETWEEN THE CITY OF [REDACTED] AND KING COUNTY**

This Second Amendment to the Interlocal Cooperation Agreement Regarding the Community Development Block Grant Program between the City of [REDACTED] and King County (“Amendment No. 2” or the “Second Amendment”) is made by and between the City of [REDACTED] (“the City”), and King County (“the County”), both of which entities being a unit of general local government in the State of Washington and which may be referred to hereinafter individually as a “Party” and collectively as the “Parties.”

RECITALS

- A. On [REDACTED], pursuant to Ch. 39.34 RCW, the Parties entered that certain Interlocal Cooperation Agreement Regarding the Community Development Block Grant Program (the “Agreement”), subsequently amended by that certain First Amendment to the Interlocal Cooperation Agreement Regarding the Community Development Block Grant Program (the “First Amendment”).
- B. As acknowledged by the Agreement, the area encompassed by unincorporated King County and all participating cities has been designated by the United States Department of Housing and Urban Development (“HUD”) as an urban county for the purpose of receiving Community Development Block Grant (“CDGB”) funds, as administered under the Housing and Community Development Act of 1974 (the “Act”).
- C. Signatory jurisdictions to the Agreement are CDBG Consortium Partners for purposes of the Agreement and the Act.
- D. Under the Agreement and pursuant to the Act, King County is responsible to the federal government for all activities undertaken with CDBG funds and for ensuring that all CDBG assurances and certifications King County is required to submit to HUD under the Annual Action Plan are met.
- E. Urban counties are periodically required to requalify for their entitlement status under CDGB and related federal programs.
- F. Under Notice CPD-23-02, issued by HUD April 10, 2023, and setting forth instructions for continuing qualification for participating urban counties in the CDBG program for Fiscal Years 2024-2026, all existing urban counties are required to have incorporated in their cooperation agreements certain required language regarding fair housing and civil rights obligations.

- G. The Agreement does not contain all the required language regarding fair housing and civil rights obligations and the First Amendment contained certain material omissions in incorporating such required language.
- H. Under Notice CPD-23-02, urban counties have the option of drafting a separate amendment to their existing cooperation agreements with signatory jurisdictions that include the required language rather than drafting a new cooperation agreement that contains the provisions.
- I. The purpose of this Second Amendment is to expressly state the required language regarding fair housing and civil rights obligations and to memorialize the attendant obligations as though set forth in the Agreement.

AGREEMENT

NOW, THEREFORE, in consideration of the terms, conditions and mutual covenants set forth herein, the Parties agree to amend the Agreement as follows:

1. The foregoing recitals are true and correct in all respects and are incorporated hereby as if fully set forth herein.
2. Section I of the Agreement is hereby amended and restated in its entirety as follows:

“The County and City agree to cooperate to undertake, or assist in undertaking, community renewal and lower-income housing assistance activities, funded from annual CDBG, ESG and HOME Program funds from federal fiscal years 2024, 2025 and 2026 appropriations, from recaptured funds and from any program income generated from the expenditure of such funds. These activities include the provision of decent housing, homeless assistance, and a suitable living environment and economic development opportunities, principally for persons with very low to moderate incomes. The County and City shall take all actions necessary to assure compliance with the urban county's certification under section 104(b) of Title I of the Housing and Community Development Act of 1974, and assure the grant will be conducted and administered in conformity with Title VI of the Civil Rights Act of 1964, and the implementing regulations at 24 CFR part 1, and the Fair Housing Act, and the implementing regulations at 24 CFR part 100, and will affirmatively further fair housing. See 24 CFR § 91.225(a) and Affirmatively Furthering Fair Housing Definitions and Certifications (86 FR 30779, June 10, 2021), at 24 CFR 5.151 and 5.152. The City and County shall comply with section 109 of Title I of the Housing and Community Development Act of 1974, and the implementing regulations at 24 CFR part 6, which incorporates Section 504 of the Rehabilitation Act of 1973, and the implementing regulations at 24 CFR part 8, Title II of the Americans with Disabilities Act, and the implementing regulations at 28 CFR part 35, the Age Discrimination Act of 1975, and the

14 implementing regulation at 24 CFR part 146, and Section 3 of the Housing and Urban Development Act of 1968 and all other applicable laws.”

3. The First Amendment is hereby null and void.
4. Except as specifically provided for in this Second Amendment, all other provisions of the Agreement shall remain unchanged and in full force and effect.
5. Any capitalized terms not defined in this Second Amendment shall have the meanings given them in the Agreement.
6. This Second Amendment shall be effective as of the date it has been executed by both Parties.
7. This Second Amendment may be executed in counterparts, each of which shall be deemed to be an original, but all of which together shall constitute one and the same instrument.

[SIGNATURE BLOCKS ON FOLLOWING PAGE]

IN WITNESS WHEREOF, the Parties hereto have caused their duly authorized representatives to execute this Amendment No. 2 to the Agreement as of the date set forth below their signatures.

City of

King County

Name:

For King County Executive

Date:

Title:

By: Simon Foster
Title: Division Director
Housing and Community Development
Department of Community and Human
Services

Attest: _____

Name:

Title:

Approved as to Form:

Approved as to Form:

[name], City Attorney

Ryan W. Ridings, King County Senior Deputy
Prosecuting Attorney

**AMENDMENT NO. 1 TO THE INTERLOCAL COOPERATION AGREEMENT
REGARDING THE COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM
BETWEEN THE CITY OF KENMORE AND KING COUNTY**

This First Amendment to the Interlocal Cooperation Agreement Regarding the Community Development Block Grant Program between the City of Kenmore and King County (“Amendment No. 1” or the “First Amendment”) is made by and between the City of Kenmore (“the City”), and King County (“the County”), both of which entities being a unit of general local government in the State of Washington and which may be referred to hereinafter individually as a “Party” and collectively as the “Parties.”

RECITALS

- A. On 7/25/2014, pursuant to Ch. 39.34 RCW, the Parties entered that certain Interlocal Cooperation Agreement Regarding the Community Development Block Grant Program (the “Agreement”).
- B. As acknowledged by the Agreement, the area encompassed by unincorporated King County and all participating cities has been designated by the United States Department of Housing and Urban Development (“HUD”) as an urban county for the purpose of receiving Community Development Block Grant (“CDGB”) funds, as administered under the Housing and Community Development Act of 1974 (the “Act”).
- C. Signatory jurisdictions to the Agreement are CDBG Consortium Partners for purposes of the Agreement and the Act.
- D. Under the Agreement and pursuant to the Act, King County is responsible to the federal government for all activities undertaken with CDBG funds and for ensuring that all CDBG assurances and certifications King County is required to submit to HUD under the Annual Action Plan are met.
- E. Urban counties are periodically required to requalify for their entitlement status under CDGB and related federal programs.
- F. Under Notice CPD-23-02, issued by HUD April 10, 2023, and setting forth instructions for continuing qualification for participating urban counties in the CDBG program for Fiscal Years 2024-2026, all existing urban counties are required to have incorporated in their cooperation agreements certain required language regarding fair housing and civil rights obligations.

- G. The Agreement does not contain all the required language regarding fair housing and civil rights obligations.
- H. Under Notice CPD-23-02, urban counties have the option of drafting a separate amendment to their existing cooperation agreements with signatory jurisdictions that include the required language rather than drafting a new cooperation agreement that contains the provisions.
- I. The purpose of this First Amendment is to expressly state the required language regarding fair housing and civil rights obligations and to memorialize the attendant obligations as though set forth in the Agreement.

AGREEMENT

NOW, THEREFORE, in consideration of the terms, conditions and mutual covenants set forth herein, the Parties agree to amend the Agreement as follows:

- 1. The foregoing recitals are true and correct in all respects and are incorporated hereby as if fully set forth herein.
- 2. Section I of the Agreement is hereby amended and restated in its entirety as follows:

“The County and City agree to cooperate to undertake, or assist in undertaking, community renewal and lower-income housing assistance activities, funded from annual CDBG, ESG and HOME Program funds from federal fiscal years 2024, 2025 and 2026 appropriations, from recaptured funds and from any program income generated from the expenditure of such funds. These activities include the provision of decent housing, homeless assistance, and a suitable living environment and economic development opportunities, principally for persons with very low to moderate incomes. The County and City shall (i) take all actions necessary to assure compliance with the County’s certification under Section 104(b) of Title I of the Housing and Community Development Act of 1974, (ii) assure that all CDBG grants will be conducted and administered in conformity with Title VI of the Civil Rights Act of 1964, the implementing regulations at 24 CFR part 1, the Fair Housing Act, and the implementing regulations at 24 CFR part 100, and (iii) affirmatively furthering fair housing as defined and in accordance with 24 CFR 5.151 and 5.152 and the implementing regulations at 24 CFR part 8, 24 CFR part 35 and 24 CFR part 146.”

- 3. Except as specifically provided for in this First Amendment, all other provisions of the Agreement shall remain unchanged and in full force and effect.
- 4. Any capitalized terms not defined in this First Amendment shall have the meanings given them in the Agreement.

5. This First Amendment shall be effective as of the date it has been executed by both Parties.
6. This First Amendment may be executed in counterparts, each of which shall be deemed to be an original, but all of which together shall constitute one and the same instrument.

[SIGNATURE BLOCKS ON FOLLOWING PAGE]

IN WITNESS WHEREOF, the Parties hereto have caused their duly authorized representatives to execute this Amendment No. 1 to the Agreement as of the date set forth below their signatures.

City of Kenmore


DocuSigned by:

CC3C31CC3CA24A6... 7/31/2023

Name: Rob Karlinsey

Date:

Title: City Manager


DocuSigned by:

70B22E3E37A7474... 8/1/2023

Attest:

Name: Anastasiya Warhol

Title: City Clerk

Approved as to Form:

DocuSigned by:

B71BF258C4734D7... 7/28/2023

Dawn Reitan, City Attorney

King County

DocuSigned by:

C39AFE19665B4FE... 8/9/2023

For King County Executive

By: Simon P. Foster
Title: Division Director
Housing, Homelessness and Community
Development
Department of Community and Human
Services

Approved as to Form:

DocuSigned by:

6A7E258236D64E6... 8/1/2023

Ryan W. Ridings, King County Senior Deputy
Prosecuting Attorney



Business of the City Council
City of Kenmore, WA

Subject/Topic Interlocal cooperation agreements with King County regarding the Community Development Block Grant (CDBG) program and Regional Affordable Housing Program (RAHP)

For Council Meeting Agenda of: 6/16/14

Department: Community Development

Prepared by: Debbie Bent, Community Development Director

Proposed Council Action/Motion: Council motion authorizing the City Manager to execute an interlocal cooperation agreement with King County regarding the CDBG program for 2015 to 2017 and supporting continuation of the RAHP interlocal agreement for 2015-2017

Approved by Department Head:

Approved by City Attorney:

Approved by Finance Director:

Approved by City Manager:

Initial & Date

DS GJM

N/A

June 6/16/14
DJB

Exhibits/Attachments:

1. 5/14/14 letter from Cheryl Markham, Program Manager for the King County CDBG Program to Mayor Baker.
2. Interlocal cooperation agreement with King County regarding the CDBG program
3. Regional affordable housing program (RAHP) interlocal cooperation agreement with King County.
4. King County consortium interlocal agreements: federal and local funds descriptions and uses.
5. Table showing participating cities.
6. Chart showing distribution of funding for the CDBG consortium.

Expenditure Required \$0

Amount Budgeted \$0

Appropriation Required \$0

INFORMATION/BACKGROUND: The attached letter from King County (Attachment #1) provides background and information about the City's participation in the King County Community Development Block Grant (CDBG) consortium and the Regional Affordable Housing Program (RAHP) consortium. The City currently participates in the CDBG consortium (interlocal cooperation agreement 2012-2014) and to continue participation requires execution of a new interlocal agreement for the period 2015-2017 (see Attachment #2). If the City does not want to continue participation the CDBG consortium for 2015-2017, written notification must be provided to both King County and the United States Department of Housing and Urban Development (HUD) no later than 6/20/14. Staff recommends that the City continue participation in the CDBG consortium for 2015-2017 and recommends Council approves a motion authorizing the City Manager to execute an interlocal agreement (Attachment #2) with King County regarding the CDBG program.

The City currently participates in the King County RAHP consortium (interlocal cooperation agreement 2012-2014). If the City wants to continue participation for 2015-2017 it is not necessary to sign a new agreement, the agreement will continue automatically. A copy of the RAHP agreement (Attachment #3) is attached. If the City does not want to continue participation the RAHP consortium for 2015-2017 written notification must be provided to both King County and the United States Department of Housing and Urban Development (HUD) no later than 6/20/14. Staff recommends that the City continue participation and recommends Council approve a motion supporting continuation of the RAHP interlocal agreement.

Attachments #4 through 6 provide background information on the federal and local funds descriptions and uses, participating cities and proposed distribution of funds for 2015-2017.

FISCAL CONSIDERATION: There are no budgetary implications.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED: Consistent with the Kenmore Mission Statement: "Representation of Kenmore's interests in local and regional partnerships".

XIII. B. Approve Amendment No. 2 to the Interlocal Cooperation Agreement...

**King County**

Community Services Division
Housing and Community Development

Department of Community and Human Services

401 5th Avenue, Suite 510
 Seattle, WA 98104

206-263-9062 FAX: 206-296-0229
 TTY Relay: 711

RECEIVED
 MAY 19 2014

CITY OF KENMORE

May 14, 2014

The Honorable David Baker, Mayor
 The City of Kenmore
 P. O. Box 82607
 Kenmore, WA 98028

Dear Mayor Baker:

I am writing to you regarding the continuing participation of your city in the King County Community Development Block Grant (CDBG) Consortium, King County HOME Investment Partnerships Program (HOME) Consortium and the Regional Affordable Housing Program (RAHP) Consortium.

King County Code, Title 24, Chapter 13 (KCC 24.13) sets out the framework for King County to enter into consortia relationships through interlocal cooperation agreements to partner in the distribution and administration of funds made available through the United States Department of Housing and Urban Development (HUD), and affordable housing funds established in Section 36.22.178 of the Revised Code of Washington (RCW).

Pursuant to KCC 24.13, it is the policy of King County to partner and form urban county consortia with the cities and towns in King County outside the City of Seattle^[1] for the HUD-administered CDBG and HOME programs. As a member of the King County CDBG Consortium, your city will also participate with King County regarding the distribution and administration of federal Emergency Solutions Grant (ESG) funds. In addition, King County also partners with all cities and towns in King County for RAHP document recording surcharge fee funds for affordable housing, governed by RCW 36.22.178, which requires the County to enter interlocal agreements.

The King County Housing and Community Development Program administers the CDBG, ESG, HOME and RAHP Consortia funds on behalf of the participating city members, and staffs the interjurisdictional Joint Recommendations Committee (JRC) of the consortia. The JRC reviews and recommends policy matters and project selections concerning consortia funds to the King County Executive.

CDBG, ESG and HOME Consortium Combined Agreement

Your city is eligible to participate in the Regular CDBG Consortium for 2015-2017 as you did during the last agreement period of 2012-2014. The Regular CDBG Agreement, which covers all HUD formula

^[1] As a large metropolitan city, Seattle receives an independent allocation of CDBG, ESG and HOME Program funds directly from HUD.

grants received by King County on behalf of the Consortium -- CDBG, HOME and Emergency Solutions Grant (ESG) -- was renegotiated and amended as a result of several consortium-wide meetings held in 2013. If you choose to continue participation in the King County Consortium for 2015 through 2017, your city council must approve the new Regular CDBG Agreement for executive signature. The updated agreement is enclosed with this letter as Attachment A.

As a unit of general local government eligible to participate in the King County CDBG/ESG/HOME Urban County Consortia, we must inform you of the following:

- If your city chooses to join the King County CDBG Consortium, you are not eligible to apply for grants under the state CDBG program during the 2015-2017 term.
- If your city chooses to join the King County CDBG Consortium, you will automatically be a member of the King County HOME Consortium and will participate in the HOME program as a part of the King County HOME Consortium, and may only have access to the Consortium's HOME formula grant amount. This does not preclude the Consortium, or a unit of government participating in the Consortium, from applying for HOME funds from the state, if the state were to allow such an application.

Benefits of Continuing Participation in the King County CDBG Consortium

- Low and moderate-income homeowners in your city can apply for grants or loans to repair their homes.
- Low and moderate-income residents who are homeless or at risk for homelessness may be eligible for emergency grants and/or loans to help them remain in their homes or to move into permanent housing.
- Nonprofit organizations that serve residents of your city can apply for funds to acquire, construct and/or rehabilitate human service facilities or housing that serve low and moderate-income residents.
- Nonprofit organizations that serve residents of your city can apply for funds for human service programs that serve low and moderate-income residents.
- Your city can apply for CDBG funds for public infrastructure and park projects that serve low and moderate-income neighborhoods.
- Your city can participate in the city/county staff work group that develops recommendations for the Joint Recommendations Committee on specific projects to receive CDBG funds, as well as program guidelines.

Federal regulations for the CDBG program define low and moderate-income as annual household income at 80 percent or less of the area median income (AMI) for King County as established by HUD. In 2013, for example, a family of four with a household income of \$64,400 or less is eligible for these programs.

Benefits of Continuing Participation in the King County HOME Consortium

- Your city, and affordable housing developers serving your city, may apply for HOME funds to help meet locally identified affordable housing needs, including affordable rental housing and first-time homeownership programs.
- Your city, and affordable housing developers serving your city, may apply for HOME funds to support the rehabilitation and preservation of affordable housing in your jurisdiction.
- Your city, can participate in the city/county staff work group that develops recommendations for the inter-jurisdictional Joint Recommendations Committee on specific projects to receive HOME funds, as well as program guidelines.

RAHP Agreement

The RAHP Agreement governs the administration of funds for housing affordable to households at or below 50 percent of AMI. The RAHP Agreement has an automatic renewal clause that allows it to renew for subsequent three-year periods, and is renewing without changes for the 2015-2017 period. The RAHP Guidelines attached to the Agreement are updated through the JRC as needed. The Guidelines will be updated this year, and staff from your city is invited to attend the meeting(s).

Any cities that did not sign a RAHP agreement for 2012-2014 will have the opportunity to sign the agreement this year for the 2015-2017 period of qualification. A list of cities that did not sign the RAHP Agreement for 2012-2014 is enclosed with this letter, along with a blank RAHP Agreement to approve and sign, as needed, in Attachment B.

CDBG/HOME Agreement Next Steps

If your city desires to continue participation in the King County CDBG/HOME Consortia for the next three year period of 2015-2017 your city must approve and sign the enclosed Regular CDBG Agreement and does not have to respond to this letter.

If your city does not desire to continue participation in the King County CDBG and HOME Consortia for 2015-2017 your city should not approve and sign the CDBG Agreement. In addition, your city must notify both King County and HUD in writing, no later than June 20, 2014, that your city does not desire to participate. A decision to be excluded from participation in the consortia would be effective for the entire three-year period of 2015-2017, unless your city were to specifically request to be included in a subsequent year for the remainder of the three-year period.

If your city does not desire to continue participation, your letters indicating such must be sent to both King County and HUD at the following addresses:

King County

King County Housing and Community Development Program
ATTN: Cheryl Markham, Program Manager
401 Fifth Avenue, Suite 510
Seattle, WA 98104-1818

David Baker, Mayor
May 14, 2014
Page 4 of 4

Page 42 of 424

HUD

John W. Peters, Director
Office of Community Planning and Development
U.S. Department of Housing and Urban Development
909 First Avenue, Suite 300
Seattle, WA 98104-1000

We look forward to your continued participation in the King County Consortia, and thank you for your attention to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Cheryl Markham". The signature is fluid and cursive, with a long horizontal stroke at the end.

Cheryl Markham
Program Manager

CM:cm

Enclosures

**INTERLOCAL COOPERATION AGREEMENT
REGARDING THE
COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM**

THIS AGREEMENT is entered into by and between King County (hereinafter the "County") and the City of _____, (hereinafter the "City") said parties to this Agreement each being a unit of general local government in the State of Washington.

WITNESSETH:

WHEREAS, the federal government, through adoption and administration of the Housing and Community Development Act of 1974 (the "Act"), as amended, will make available to King County Community Development Block Grant funds, hereinafter referred to as "CDBG", for expenditure during the **2015, 2016 and 2017** funding years; and

WHEREAS, the area encompassed by unincorporated King County and all participating cities, has been designated by the United States Department of Housing and Urban Development ("HUD"), as an urban county for the purpose of receiving CDBG funds; and

WHEREAS, the Act directs HUD to distribute to each urban county a share of the annual appropriation of CDBG funds based on formula, taking into consideration the social and economic characteristics of the urban county; and

WHEREAS, the Act allows participation of units of general government within an urban county in undertaking activities that further the goals of the CDBG program within the urban county; and

WHEREAS, the CDBG Regulations require the acceptance of the King County Consortium Consolidated Housing and Community Development Plan ("Consolidated Plan") by participating jurisdictions; and

WHEREAS, King County is responsible to the federal government for all activities undertaken with CDBG funds and shall ensure that all CDBG assurances and certifications King County is required to submit to HUD with the Annual Action Plan are met; and

WHEREAS, King County and the participating jurisdictions agree that it is mutually desirable and beneficial to enter into a consortium arrangement pursuant to and authorized by the National Affordable Housing Act of 1990, as amended, 42 USC 12701 et. seq. and 24 CFR Part 92 for purposes of the HOME Investment Partnerships Program, hereinafter referred to as "HOME Program", and to cooperate in undertaking HOME Program activities; and

WHEREAS, King County and the participating jurisdictions agree that it is mutually desirable and beneficial to enter into a consortium arrangement pursuant to and authorized by the Homeless Emergency Assistance and Rapid Transition to Housing Act of 2009, for purposes of

the Emergency Solutions Grant Program, hereinafter referred to as “ESG”, and to cooperate in undertaking ESG activities; and

WHEREAS, King County shall undertake CDBG, ESG and HOME Program-funded activities in participating incorporated jurisdictions as specified in the Consolidated Plan by granting funds to those jurisdictions and to other qualifying entities to carry out such activities; and

WHEREAS, King County and the participating jurisdictions are committed to targeting CDBG, ESG and HOME Program funds to ensure benefit for very low to moderate-income persons as defined by HUD; and

WHEREAS, King County and the participating jurisdictions recognize that needs of very low to moderate-income persons may cross jurisdictional boundaries and therefore can be considered regional and sub-regional needs as well as local needs; and

WHEREAS, King County, in conjunction with the participating jurisdictions, must submit an Annual Action Plan to HUD, which is a requirement to receive CDBG funds; and

WHEREAS, the purpose of this Interlocal Cooperation Agreement, entered into pursuant to and in accordance with the State Interlocal Cooperation Act, RCW Chap. 39.34, is to form an urban county consortium, (“Consortium”), for planning the distribution and administration of CDBG, ESG, HOME Program, and other federal funds received on behalf of the Consortium from HUD, and for execution of activities in accordance with and under authority of the Act:

NOW, THEREFORE, IN CONSIDERATION OF THE FOREGOING CIRCUMSTANCES AND IN CONSIDERATION OF THE MUTUAL PROMISES CONTAINED HEREIN, IT IS AGREED THAT:

I. GENERAL AGREEMENT

The County and City agree to cooperate to undertake, or assist in undertaking, activities which further the development of viable urban communities, including community renewal and lower-income housing assistance activities, funded from annual CDBG, ESG and HOME Program funds from federal fiscal years **2015, 2016 and 2017** appropriations, from recaptured funds and from any program income generated from the expenditure of such funds. These activities include the provision of decent housing, homeless assistance, and a suitable living environment and economic development opportunities, principally for persons with very low to moderate incomes.

II. DEFINITIONS

- A. “JRC” means the inter-jurisdictional Joint Recommendations Committee as described in Section V of this Agreement.
- B. “CDBG Consortium Partners” means jurisdictions that are official HUD-recognized participants in the CDBG Consortium through a signed Interlocal Agreement.

- C. “Consolidated Plan” is the King County Consortium Consolidated Housing and Community Development Plan, a HUD-required plan that identifies needs and contains a strategic plan to guide the investment of HUD CDBG, HOME and ESG funds for a multi-year period not to exceed five years.

III. GENERAL DISTRIBUTION OF FUNDS

The distribution of CDBG and HOME Program funds for the King County urban county Consortium shall be governed by the provisions below.

Planning and Administration

- A. The Administrative and Planning Set-asides for the CDBG and the HOME Programs, to be reserved by the County to meet the County’s responsibility to meet all HUD requirements for planning and administration, shall be the maximum allowable by HUD [currently twenty (20) percent of the CDBG funds available from the annual entitlement and twenty (20) percent of program income, and ten (10) percent of the HOME Program funds available from the annual entitlement and ten (10) percent of program income]. If the current percentages for CDBG and/or HOME administration and planning are changed at the federal level, the Consortium may allow the percentage retained by the County to change, following review and recommendation by the Joint Recommendations Committee (“JRC”), as provided in Section V, and approval by the Metropolitan King County Council, as provided in Section VI.

Public/Human Services

- B. The Human Services Set-aside of CDBG shall be the maximum allowable by HUD for human services [currently fifteen (15) percent of the funds available from the CDBG annual entitlement and fifteen (15) percent of program income]. The Human Services Set-aside, including Housing Stability homeless prevention activities and other homeless activities, shall be determined by the CDBG Consortium Partners and approved by the JRC in the Consortium’s most current Consolidated Housing and Community Development Plan.

Housing Repair

- C. The Housing Repair Program Set-aside shall be twenty (20) percent of the funds available from the CDBG entitlement and twenty (20) percent of program income (this percentage is discretionary and not required or limited by HUD). The JRC may periodically review and recommend increases or decreases to this percentage if, in its judgment, there has been a substantial change in the Consortium’s overall funding or need for housing repair that justifies an increase or decrease.

Remaining Capital Funding

- D. The remaining entitlement and program income funds, as well as any recaptured or prior year funds, shall be divided into two separate funds for the two sub-regions of the county: 1) north/east sub-region; and 2) south sub-region. The percentage split between the two funds shall be equal to the percentage of low to moderate-income population represented by each sub-region. Each sub-region

may propose funding priorities and allocate portions of the sub-region's funds to such priorities for separate competitive processes. Such competitive processes must be for eligible activities that are consistent with the King County Consortium Consolidated Housing and Community Development Plan. A sub-region may also elect to allocate additional funds to the Consortium's Housing Repair Program for the benefit of residents of the sub-region.

1. The north/east sub-region shall include those cities in the north and east and those portions of unincorporated King County that lie north of Interstate 90. The cities of Mercer Island, Newcastle, Issaquah, and North Bend, which are at or near the Interstate 90 border, along with their designated potential annexation areas, also shall be included in the north/east sub-region.
2. The south sub-region shall include those cities south of Interstate 90 and those portions of unincorporated King County that lie south of Interstate 90, except for the cities of Mercer Island, Newcastle, Issaquah, and North Bend and their potential annexation areas, which are part of the north/east sub-region.
3. The formula for dividing the funds between the two sub-regions shall be based on each sub-region's share of the Consortium's low to moderate-income population.

CDBG Guidelines to Address Programmatic Details:

- E. The CDBG Consortium Partners may propose King County Consortium CDBG, ESG and HOME Guidelines, for approval by the JRC, to guide the Consortium regarding details of program implementation, including, but not limited to, funding guidelines, frequency of application processes, Consortium procedures and goals for geographic equity in the distribution of funds over time.

IV. USE OF FUNDS: GENERAL PROVISIONS

- A. Funds shall be used to support the goals, objectives and strategies of the King County Consortium Consolidated Housing and Community Development Plan.
- B. Funds shall be used in accordance with the CDBG regulations at 24 CFR Part 570, ESG regulations at 24 CFR Part 576, Home Program regulations at 24 CFR Part 92, and all other applicable federal regulations.

V. JOINT RECOMMENDATIONS COMMITTEE

An inter-jurisdictional Joint Recommendations Committee ("JRC") was established through the 2009 – 2011 CDBG/HOME Consortium Interlocal Cooperation Agreement and through King County Code Chapter 24.13, and is hereby adopted as part of this Agreement.

- A. Composition—The JRC for the CDBG/ESG/HOME Consortium shall be composed of three county representatives and eight cities representatives.

1. The three county representatives shall be King County Executive staff with broad policy responsibilities and/or department directors. County representatives shall be specified in writing and, where possible, shall be consistently the same persons from meeting to meeting.
 2. Four of the cities representatives shall be from those cities signing this interlocal cooperation agreement, two from each sub-region.
 3. The remaining four cities representatives shall be from cities that qualify to receive CDBG entitlement funds directly from HUD and that are not signing this agreement, but are signing either Joint Agreements or HOME Program-only agreements. These latter four representatives shall have no vote on matters specific to the jurisdictions that are parties to this Agreement.
 4. The chairperson and vice-chairperson of the JRC shall be chosen from among the members of the JRC by a majority vote of the members for a term of one year beginning with the first meeting of the calendar year. Attendance of five members of the entire body of eleven members of the JRC for the CDBG/HOME Consortium shall constitute a quorum for voting matters in which all members of the JRC are eligible to vote. For voting items of the Regular CDBG Consortium, in which only seven members may vote (those identified in sub-sections 1 and 2 of this section), four members shall constitute a quorum, made up of two King County representatives and two city representatives.
- B. Appointments—The King County Executive shall appoint the three county representatives. The participating cities shall provide for the appointment of their shared representatives in a manner to be determined by those cities through the Sound Cities Association or other agreed-upon mechanism for the execution of shared appointing authority. The Sound Cities Association or other agreed mechanism will select four jurisdictions of varying size from among those signing this Agreement, two from the north/east sub-region and two from the south sub-region. The cities representatives shall be elected officials, chief administrative officers, or persons who report directly to the chief administrative officer and who have broad policy responsibilities; e.g., planning directors, department directors, etc. Members of the JRC shall serve for two years, or at the pleasure of their respective appointing authorities.
- C. Powers and Duties—The JRC shall be empowered to:
1. Review and recommend to the King County Executive all policy matters concerning the Consortium CDBG, ESG and HOME Program, including but not limited to the Consolidated Plan and related plans and policies.
 2. Review and recommend to the King County Executive the projects and

3. Monitor and ensure that all geographic areas and actively participating jurisdictions benefit from CDBG, ESG and HOME Program funded activities over time, so far as is feasible considering eligible applications submitted within the goals, objectives and strategies of the Consolidated Plan: 1) there is equity in distribution of funds pursuant to proportion of the region's low to moderate-income population; and, 2) equity is achieved over time pursuant to Consortium Guidelines adopted by the JRC to the extent feasible.
- D. Advisory Committees to JRC—In fulfilling its duty to review and recommend projects and programs to be undertaken with the CDBG, ESG and HOME Program funds, the JRC shall consider the advice of sub-regional inter-jurisdictional advisory committees. Sub-regional advisory committees, made up of one representative from each participating jurisdiction in a sub-region that wishes to participate, shall be convened to assist in the review and recommendation of projects and programs to be undertaken in that sub-region. The JRC may also solicit recommendations from other inter-jurisdictional housing and community development committees.

VI. RESPONSIBILITIES AND POWERS OF KING COUNTY

- A. Notwithstanding any other provision contained in this Agreement, the County as the applicant and grantee for CDBG, ESG and HOME Program funds has responsibility for and assumes all obligations in the execution of the CDBG, ESG and HOME Programs, including final responsibility for selecting and executing activities, and submitting to HUD the Consolidated Plan, Annual Action Plans, and related plans and reports, including the Analysis of Impediments to Fair Housing Choice and the Fair Housing Action Plan. Nothing contained in this Agreement shall be construed as an abdication of those responsibilities and obligations.
- B. The Metropolitan King County Council shall have authority and responsibility for all policy matters, including the Consolidated Plan, upon review and recommendation by the JRC.
- C. The Metropolitan King County Council shall have authority and responsibility for all fund allocation matters, including approval of the annual CDBG, ESG and HOME Program Administrative Set-asides and appropriation of all CDBG, ESG and HOME Program funds.
- D. The King County Executive, as administrator of the CDBG, ESG and HOME Programs, shall have authority and responsibility for all administrative requirements for which the County is responsible to the federal government.
- E. The King County Executive shall have authority and responsibility for all fund control and disbursements.
- F. The King County Executive shall have the authority and responsibility to staff the JRC and provide liaison between HUD and the urban county Consortium. County

Executive staff shall prepare and present to the JRC evaluation reports or recommendations concerning specific proposals or policies, and any other material deemed necessary by the JRC to help it fulfill its powers and duties in IV. C., above.

- G. King County Executive staff shall have the authority and responsibility to communicate and consult with participating jurisdictions on CDBG, ESG and HOME Program policy and program matters in a timely manner.
- H. King County Executive staff shall have the authority and responsibility to convene sub-regional advisory committees made up of representatives from participating jurisdictions in the sub-region to advise the JRC on the allocation of the sub-regional funds.
- I. King County Executive staff shall provide periodic reports on clients served by jurisdictions in the Housing Stability and Housing Repair programs and on the status of CDBG, ESG and HOME Program funded projects and make them available to all participating jurisdictions and the JRC.
- J. King County Executive staff shall solicit proposals, administer contracts, and provide for technical assistance, both in the development of viable CDBG, ESG and HOME Program proposals and in complying with CDBG, ESG and HOME Program contractual requirements.
- K. King County shall have environmental review responsibility for purposes of fulfilling requirements of the National Environmental Policy Act, under which King County may require the local incorporated jurisdiction or contractor to furnish data, information, and assistance for King County's review and assessment in determining whether an Environmental Impact Statement is required.
- L. King County, as the official applicant, shall have the authority and responsibility to ensure that any property acquired or assisted with CDBG funds or HOME Program funds is disposed of or used in accordance with federal regulations.

VII. RESPONSIBILITIES OF THE PARTICIPATING CITIES

- A. All participating cities shall cooperate in the development of the Consolidated Plan and related plans.
- B. All participating cities shall assign a staff person to be the primary contact for the County on CDBG, ESG and HOME Program issues. The assigned CDBG, ESG and HOME Program contact person is responsible for communicating relevant information to others at the participating city, including any representative the city may choose to send to the sub-regional advisory committee, if that representative is not the CDBG, ESG and HOME Program contact person.
- C. At its discretion, a participating city may assign a representative to attend meetings of the sub-regional advisory committee. This representative may or may not be the City's CDBG, ESG and HOME Program contact person. It may be the CDBG, ESG and HOME Program contact person, a different staff member, an elected official, or a citizen.

- D. If and when a participating city deems necessary or advisable, it may prepare applications for CDBG or HOME Program funds to address the needs of its residents, consistent with the Consolidated Plan.
- E. Each participating city shall obtain its council's authorization for any CDBG or HOME Program application submitted.
- F. All participating cities shall carry out CDBG or HOME Program funded projects in a manner that is timely and consistent with contractual requirements.
- G. All participating cities owning community facilities or other real property acquired or improved in whole or in part with CDBG or HOME Program funds shall comply with use restrictions as required by HUD and as required by any relevant policies adopted by the JRC.
 - 1. During the period of the use restriction, the participating cities shall notify King County prior to any modification or change in the use of real property acquired or improved in whole or in part with CDBG or HOME Program funds. This includes any modification or change in use from that planned at the time of the acquisition or improvement, including disposition.
 - 2. During the period of the use restriction, if the property acquired or improved with CDBG or HOME Program funds is sold or transferred for a use which does not qualify under the applicable regulations, the participating city shall reimburse King County in an amount equal to the current fair market value (less any portion thereof attributable to expenditures of funds other than CDBG or HOME Program funds).

VIII. RESPONSIBILITIES OF ALL PARTICIPATING JURISDICTIONS

- A. All participating jurisdictions shall be considered to be those jurisdictions that have signed this Agreement.
- B. All participating jurisdiction shall fulfill to the County's reasonable satisfaction all relevant requirements of federal laws and regulations that apply to King County as applicant, including assurances and certifications described in Section VIII below.
- C. Each participating jurisdiction or cooperating unit of general local government certifies that it has adopted and is enforcing:
 - 1. A policy that prohibits the use of excessive force by law enforcement agencies within its jurisdiction against any individuals engaged in non-violent civil rights demonstrations; and
 - 2. A policy that enforces applicable state and local laws against physically barring entrance to or exit from a facility or location which is the subject of non-violent civil rights demonstrations within jurisdiction.
- D. Pursuant to 24 CFR 570.501(b), all participating units of local governments are subject to the same requirements applicable to sub-recipients when they receive CDBG funds to implement an activity. The applicable requirements include, but

are not limited to, a written agreement with the County that complies with 24 CFR 570.503 and includes provisions not limited to: statement of work; records and reports; program income; uniform administrative items; other program requirements; conditions for religious organizations; suspension and termination; and reversion of assets.

- E. All participating units of local government understand that they may not apply for grants from appropriations under the federal Small Cities or State CDBG Programs during the period in which they participate in this Agreement.
- F. All participating units of local government understand that they may not sell, trade or otherwise transfer all or any portion of the urban county consortium CDBG funds to another metropolitan city, urban county unit of general local government, Indian tribe, or insular area that directly or indirectly receives CDBG funds in exchange for any other funds, credits or non-Federal considerations, but must use such funds for activities eligible under Title I of the Act.
- G. All units of local government participating in the CDBG urban county consortium through this interlocal cooperation agreement understand that they are also part of the urban county for the HOME Program and that they may not participate in a HOME Program consortium except through the urban county, regardless of whether the urban county receives a HOME formula allocation; and also understand that they are part of the urban county for the ESG Program and may only receive a formula allocation for ESG through the urban county consortium.
- H. All participating units of local government hereby agree to affirmatively further fair housing and to ensure that no CDBG or HOME Program funds shall be expended for activities that do not affirmatively further fair housing within its jurisdiction or that impede the County's actions to comply with its fair housing certification. For purposes of this section, "affirmatively furthering fair housing" includes participation in the process of developing an Analysis of Impediments to Fair Housing Choice and a Fair Housing Action Plan. While King County has the primary responsibility for the development of these reports to HUD pursuant to Section VI.A. of this Agreement, upon request, the City shall provide assistance to the County in preparing such reports. All participating units of local government acknowledge that the urban county consortium is prohibited from funding activities in, or in support of, any cooperating unit of general local government that does not affirmatively further fair housing within its own jurisdiction or that impedes the county's actions to comply with the county's fair housing certification.
- I. Participating jurisdictions undertaking activities and/or projects with CDBG funds distributed under this Agreement shall retain full civil and criminal liability as though these funds were locally generated.

- J. Participating jurisdictions retain responsibility in fulfilling the requirements of the State Environmental Policy Act under which King County has review responsibility only.

IX. GENERAL TERMS

- A. This Agreement shall extend through the **2015, 2016 and 2017** program years, and shall remain in effect until the CDBG funds, ESG funds, Home Program funds and program income received with respect to activities carried out during the three-year qualification period are expended and the funded activities completed. This Agreement shall be automatically renewed for participation in successive three-year qualification periods, unless the County or the City provides written notice that it wishes to amend this Agreement or elects not to participate in the new qualification period by the date set forth by the United States Department of Housing and Urban Development (HUD) in subsequent Urban County Qualification Notices. By the date specified in HUD's Urban County Qualification Notice for the next qualification period, King County will notify each participating city in writing of its right not to participate, and a copy of King County's written notification will be sent to HUD by the date specified in the urban county qualification schedule. Each party to this Agreement must adopt amendments necessary to meet the requirements for cooperation agreements as set forth in the Urban County Qualification Notice applicable for a subsequent three-year county qualification period, and to submit such amendment to HUD, as provided in the notice. Failure to comply with the notice will void the automatic renewal for such qualification period.
- B. Pursuant to 24 CFR Part 570.307(d)(2), during the period of qualification no included unit of general local government may terminate or withdraw from the cooperation agreement while it remains in effect.
- C. It is understood that by signing this Agreement, the City shall agree to comply with the policies, goals, objectives and strategies of the King County Consortium Consolidated Housing and Community Development Plan.
- D. Parties to this Agreement must take all required actions necessary to assure compliance with King County's certification under Section 104(b) of Title I of the Housing and Community Development Act of 1974, as amended, regarding Title VI of the Civil Rights Act of 1964, (Title III of the Civil Rights Act), the Fair Housing Act as amended, affirmatively furthering fair housing, Section 109 of Title I of the Housing and Community Development Act of 1974, as amended, which incorporates Section 504 of the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, the Americans with Disabilities Act of 1990, and other applicable laws.
- E. This Agreement shall be executed in three counterparts, each of which shall be deemed an original, by the chief executive officers of the County and the City, pursuant to the authority granted them by their respective governing bodies. One of the signed Agreements shall be filed by the County with the Region X office of HUD, one shall be filed with the City and one shall be filed with the County. Prior

to its taking effect, the fully executed Agreement shall be filed with the County Auditor, or, alternatively, listed by subject on a public agency's web site or other electronically retrievable public source.

- F. It is recognized that amendment to the provisions of this Agreement may be appropriate, and such amendment shall take place when the parties to this Agreement have executed a written amendment to this Agreement.

G. This Agreement is made and entered into for the sole protection and benefit of the parties hereto and their successors and assigns. No other person shall have any right of action based on any provision of this Agreement.

KING COUNTY, WASHINGTON

CITY OF _____

for King County Executive

By: Signature

Adrienne Quinn

Printed Name

Printed Name

Director, Department of Community and
Human Services

Title

Title

Date

Date

Approved as to Form:
OFFICE OF THE KING COUNTY
PROSECUTING ATTORNEY

Approved as to Form:
CITY OF _____
CITY ATTORNEY

City Attorney

ATTEST:
CITY OF _____

City Clerk

REGIONAL AFFORDABLE HOUSING PROGRAM INTERLOCAL COOPERATION AGREEMENT

An Agreement for the use of SHB 2060 Local Low Income Housing Funds in King County

THIS AGREEMENT is entered into between King County, a municipal corporation and political subdivision of the State of Washington, hereinafter referred to as the “county”, and the City of _____, hereinafter referred to as the “city”, said parties to the Agreement each being a unit of general local government of the State of Washington.

RECITALS

WHEREAS, the King County Countywide Planning Policies, hereinafter referred to as the “CPPs”, developed pursuant to the Washington State Growth Management Act, have established standards for cities to plan for their share of regional growth and affordable housing; and

WHEREAS, to implement the CPPs, the King County Growth Management Planning Council appointed a public-private Housing Finance Task Force in 1994, hereinafter referred to as the “HFTF,” to recommend potential fund sources for affordable housing for existing low income residents and for meeting the affordable housing targets for future growth; and

WHEREAS the HFTF recommended a document recording fee as a source of regional dollars for low-income housing development and support, and recommended that representatives of the county, cities and the housing community work together to make decisions about the use and administration of such a fund; and

WHEREAS RCW 36.22.178 provides, in pertinent part, that:

[A] surcharge of ten dollars per instrument shall be charged by the county auditor for each real property document recorded which will be in addition to any other charge authorized by law. The county may retain up to five percent of these funds collected solely for the collection, administration and local distribution of the funds. Of the remaining funds, forty percent of the revenue generated through this surcharge will be transmitted monthly to the state treasurer . . .

* * *

All of the remaining funds generated by this surcharge will be retained by the county and deposited into a fund that must be used by the county and its cities and towns for eligible housing projects or units within housing projects that are affordable to very low-income households at or below fifty percent of the area median income. The portion of the surcharge retained by a county shall be allocated pursuant to eligible housing projects or units within such housing projects that serve extremely low and very low income households in the county and cities within the county, according to an interlocal agreement between the county and the cities within the county,

consistent with countywide and local housing needs and policies [and in accordance with the eligible activities listed in the RCW 36.22.178].

And

WHEREAS, existing Interlocal Cooperation Agreements or Joint Agreements between the county and cities in the King County Community Development Block Grant Consortium, hereinafter referred to as the “CDBG Consortium Agreements,” and/or existing Interlocal Cooperation Agreements between the county and cities in the King County HOME Investment Partnerships Program Consortium, hereinafter referred to as the “HOME Consortium Agreements,” are not modified by this Regional Affordable Housing Program Agreement; and

WHEREAS, the city and county agree that affordable housing is a regional issue, that cooperation between the cities and the county is beneficial to the region, and that a regional approach to utilizing the RCW 36.22.178 funds will allow those funds to be used in the most productive manner; and

WHEREAS, it is mutually beneficial and desirable to enter into a cooperative agreement in order to administer the RCW 36.22.178 revenue as a regional fund, as authorized by the Intergovernmental Cooperation Act, RCW 39.34, and, as required by RCW 36.22.178 ;

NOW, THEREFORE, IN CONSIDERATION OF THE FOREGOING CIRCUMSTANCES AND IN CONSIDERATION OF THE MUTUAL PROMISES CONTAINED HEREIN, THE PARTIES AGREE AS FOLLOWS:

I. Definitions and Interpretation.

Capitalized terms used herein shall have the following meanings unless the context in which they are used clearly requires otherwise.

“Joint Recommendations Committee” or “JRC” means the interjurisdictional body developed pursuant to and the CDBG and HOME Consortia Agreements as described in Section III of this Agreement.

“Interjurisdictional Advisory Committee” or “Advisory Committee” means the work group consisting of representatives from cities eligible to participate in the Regional Affordable Housing Program, and from the county. This group is advisory to the JRC.

“RAHP/2060 Planning Group” means the planning group consisting of representatives from the cities, from the county, and from housing and human services agencies serving King County, that will convene during the year the Regional Affordable Housing Program Guidelines expire to review the program and the guidelines and to recommend any changes or updates to the guidelines to the JRC.

II. General Agreement

The purpose of this Agreement is to establish the Regional Affordable Housing Program (“RAHP”), to be administered by the county in cooperation with cities and towns within the county that are eligible to participate in the program. The local portion of RCW 36.22.178 revenue shall be administered as a regional fund by the King County Housing and Community Development Program in a manner that is consistent with countywide and local housing needs and policies. The city and the county agree to cooperate in undertaking RAHP activities as set forth herein.

III. Administration, Distribution and Use of the RAHP.

A. Joint Recommendations Committee

An interjurisdictional Joint Recommendations Committee (JRC) has been established through the CDBG and HOME Consortia Interlocal Cooperation Agreements and is hereby adopted as part of this Agreement. Changes to the JRC that occur in the CDBG and HOME Consortia Interlocal Agreements are incorporated by reference into this Agreement.

1. Composition of the JRC. For RAHP purposes, the JRC shall be composed of cities’ representatives and county representatives as specified in the CDBG and HOME Consortia Agreements, with the addition of an appointment from the City of Seattle. The Seattle JRC representative will only attend JRC meetings that concern the RAHP funds and will be entitled to vote solely on RAHP issues and not on other King County Consortium matters coming before the JRC. The Seattle representative shall be an elected official, department director or comparable level staff.
2. Powers and Duties of the JRC. The JRC shall be empowered to:
 - a. Review and adopt annual RAHP fund allocations.
 - b. Review and adopt RAHP allocation policies.
 - c. Review and adopt any subsequent updates to the RAHP Administrative Guidelines, as needed (the most recent version of the RAHP Administrative Guidelines are attached to this Agreement as Exhibit 1 for illustrative purposes). A jurisdiction that is party to this Agreement may dispute a JRC decision concerning the RAHP Guidelines by informing the JRC Chair of the dispute, and the JRC Chair will schedule time on the JRC agenda to discuss and resolve the disputed issue. In carrying out its duties, the JRC shall make decisions that are consistent with the RCW 36.22.178, the Consolidated Housing and Community Development Plan of the King County Consortium and the City of Seattle, the Ten Year Plan to End Homelessness in King County and other local housing plans, as applicable.

3. Interjurisdictional Advisory Committee to the JRC. In fulfilling its duties under this Agreement, the JRC shall consider the advice of an Advisory Committee, made up of representatives from those jurisdictions eligible to participate in the RAHP that choose to send representation. The Advisory Committee will meet at least once per year with county staff to recommend projects for RAHP funding to the JRC and may monitor the distribution of RAHP funds to the sub-regions and make recommendations to the JRC concerning actions to achieve geographic equity. If the Advisory Committee considers issues other than the RAHP, the staff from the City of Seattle shall only participate for the purpose of making RAHP recommendations.

B. Administration of RAHP Programs. The King County Housing and Community Development Program (HCD) staff shall distribute RAHP funds pursuant to the allocations adopted annually by the JRC, and shall administer the program pursuant to the terms of this Agreement and the RAHP Administrative Guidelines.

County HCD staff shall provide the JRC and the Advisory Committee with an annual report that provides information about the capital housing projects that were awarded RAHP funds in that year, as well as the status of capital housing projects that were awarded RAHP funds in a prior year(s).

County HCD staff shall invite the representatives of cities that are a party to this Agreement to be involved in any work groups convened to update the RAHP Operations and Maintenance (O&M) Fund policies, and to be on the review panel that will recommend O&M funding awards to the JRC.

C. Administrative Costs. The county agrees to pay the costs of administering the RAHP out of the five percent (5%) of the funds collected by the county for expenses related to collection, administration and local distribution of the funds, pursuant to RCW 36.22.178. No portion of the sixty percent (60%) of the RCW 36.22.178 revenue retained by the county in a fund for the RAHP shall be utilized for RAHP administration.

D. Interest on the RAHP Fund. Interest accrued on the sixty percent (60%) of the RCW 36.22.178 revenue retained by the county in a fund for the RAHP shall remain with the RAHP fund and will be distributed to projects according to the subregional allocation target formula found in the RAHP Administrative Guidelines.

E. Sub-Regional Geographic Equity. The parties intend that the RAHP funds shall be awarded to projects throughout the county in a fair and equitable manner over the duration of this Agreement. Equity is to be achieved through sub-regional allocation targets, as follows: A fixed percentage of RAHP local funds will be allocated to each sub-region of the county identified in the RAHP Administrative Guidelines by the expiration of this Agreement. The percentage goals for each sub-region set by the formula in the RAHP Administrative Guidelines shall be updated by the JRC when new data is available.

- F. General Use of Funds. The local portion of the RCW 36.22.178 revenue shall be utilized to meet regional housing priorities for households at or below fifty percent (50%) of area median income, as established in the RAHP Administrative Guidelines.
- G. Compliance with Fair Housing Laws. Parties to this Agreement must take actions necessary to ensure compliance with the Federal Fair Housing Act, as amended, the Americans with Disabilities Act of 1990, and other applicable state and local fair housing laws.

IV. Effective Date

This Agreement shall be effective on January 1, 2015.

V. Agreement Duration

- A. This Agreement shall extend for a three-year period, through the **2015, 2016 and 2017** calendar years, and shall remain in effect until the RAHP funds allocated in this three-year period, including any recaptured funds received with respect to activities funded during this three-year period, are expended, and the funded activities completed.
- B. Renewal. In the final year of the three-year Agreement period, the county will initiate a review of the Agreement no later than March 1st, through an invitation to all eligible cities in the county, to determine whether a majority of cities favor automatic renewal without amendment for a successive three-year period, or whether there are potential amendments. This Agreement shall be automatically renewed for participation in a successive three-year Agreement period, unless the city official empowered to sign the Agreement provides written notice to the county that it elects not to participate in a new three-year Agreement period, or that it wishes to amend the Agreement, by the date set forth by the County in a letter to the city following the review process.

VI. General Matters and Recording

- A. No separate legal or administrative entity is created by this Agreement. It is not anticipated that the JRC, the Advisory Committee, nor the RAHP/2060 Planning Group will acquire or to hold any real or personal property pursuant to this Agreement. Any personal property utilized in the normal course of the work of such bodies shall remain the property of the person, entity or city initially offering such personal property for the use of any such body.
- B. The county may terminate this Agreement if at least forty percent (40%) of the jurisdictions in the county representing seventy-five percent (75%) of the population of the county have not signed this Agreement by February 1, 2015, and by February 1st of the first year of successive three-year periods.

- C. The parties to this agreement agree to convene the King County RAHP Consortium as rapidly as possible after a proclamation of a state of emergency by the King County Executive or when the King County Emergency Coordination Center activates Emergency Services Function 6 (ESF-6), which provides for mass care, emergency assistance, housing and human services. The RAHP Consortium will be convened through a meeting of the Joint Recommendations Committee (JRC) and any representatives of Consortium Cities that desire to attend. The meeting will be convened after the county has been able to gather adequate information regarding housing displacement and potential interim housing needs as a result of the emergency. The purpose of the JRC meeting will be to review the Post-Disaster Interim Housing Annex to the King County Comprehensive Emergency Management Plan, and other available information regarding the emergency, and to begin the process to acquire all federal, state, private or other disaster funding assistance for housing and related needs available to the Consortium. The JRC will also begin the process to determine if the Consortium can commit any RAHP Consortium funds or other Consortium funds (CDBG, Disaster CDBG, HOME or other federal funds that may be available to the King County Consortium through the U.S. Department of Housing and Urban Development) for disaster interim housing efforts.

D. Recording - Pursuant to RCW 39.34.040, this Agreement shall be filed with King County Records.

KING COUNTY, WASHINGTON

CITY OF _____

For King County Executive

By: Signature

Adrienne Quinn, Director
Printed Name

Printed Name

Department of Community and Human Services

Title

Date

Date

Approved as to Form:
OFFICE OF THE KING COUNTY
PROSECUTING ATTORNEY

Approved as to Form:
CITY OF _____
CITY ATTORNEY

Michael Sinsky, King County Senior Deputy
Prosecuting Attorney

City Attorney

ATTEST:
CITY OF _____

City Clerk

EXHIBIT 1

King County Regional Affordable Housing Program

Administrative Guidelines

I. Introduction

The provisions of Substitute House Bill (SHB) 2060 became effective in Washington State on June 13, 2002.

SHB 2060 created a document recording fee on certain documents to be utilized for low income housing. Administration of the fund is shared between local governments and the State. The local portion of SHB 2060 funds is to be administered pursuant to a cooperative agreement between the county and the cities and towns within King County.

The work of the Housing Finance Task Force (HFTF), appointed by the King County Growth Management Planning Council in 1994, led to the passage of SHB 2060. In recognition of the recommendations made by the HFTF, a Regional Affordable Housing Program (RAHP)/2060 Planning Group convenes to plan for the use of King County SHB 2060 funds. The King County RAHP/2060 Planning Group¹ is made up of city representatives, county representatives, and representatives from a variety of private housing and services organizations in King County.

¹ City representatives have included staff from the cities of: Burien, Tukwila, Kent, Federal Way, Redmond, Kirkland, Issaquah, Shoreline, Covington, Seatac, Auburn, Seattle, Bellevue and ARCH

Housing and services organization representatives included staff from the following: Seattle-King County Housing Development Consortium, Impact Capital, South King County Multi-Service Center, Hopelink, Fremont Public Association, Seattle Habitat for Humanity, South King County Habitat for Humanity, Friends of Youth, the Salvation Army, Community Psychiatric Clinic, Lifelong Aids Alliance, St. Andrews Housing Group, Housing Resource Group, EDVP, YWCA, Mental Health Housing Foundation, Rental Housing Association, Highline-West Mental Health, Valley Cities Counseling, Seattle Emergency Housing Service, Common Ground, and Vietnam Veterans. Leadership Program, Compass Center, Catholic Community Services, the King County Housing Authority, Seattle Mental Health, and the Committee to End Homelessness

The King County RAHP/2060 Planning Group has designed a regional low income housing fund source, to be administered by the King County Housing and Community Development Program (HCD) in the Department of Community and Human Services.

II. Duration of the Guidelines

The RAHP Guidelines shall take effect on January 1, 2007, and shall remain in effect until updated through the interjurisdictional Joint Recommendations Committee (JRC).

III. Review and Update of the Guidelines

Beginning in 2010, the Guidelines may be updated through the JRC pursuant to the RAHP Interlocal Cooperation Agreement, hereinafter “RAHP Agreement”, as needed. The RAHP/2060 Planning Group will be convened to recommend any proposed changes to the Guidelines for presentation to the JRC for adoption.

IV. Decision-Making Structure and Regional Allocation Method

A. Approving Body – Joint Recommendations Committee.

The JRC, as defined in the RAHP Agreement, shall be the body that reviews and updates the RAHP Guidelines beginning in 2010, and reviews and adopts annual RAHP funding allocations and related allocation policies. The JRC will be expanded, pursuant to the RAHP Agreement, to include representation from the City of Seattle on RAHP matters.

Allocations and related policies adopted by the JRC must be consistent with these RAHP Guidelines, the Consolidated Plans of the King County Consortium and the City of Seattle, other local housing plans, as applicable, and the Ten Year Plan to End Homelessness in King County.

1. Appeal Process for JRC Decisions

a. Cities – Adoption of Guidelines

Pursuant to the RAHP Interlocal Agreement, a participating jurisdiction may appeal a JRC decision concerning the update of RAHP Guidelines. The jurisdiction must inform the Chair of the JRC, and the JRC chair will schedule time on the JRC agenda to discuss the appeal issue.

b. Applicants – Annual Fund Allocations

Applicants for RAHP funds may appeal a JRC allocation decision if they have grounds based on substantial violation of a fair allocation process, such as bias, discrimination, conflict of interest, or failure to follow the RAHP Guidelines. Appeals by applicants will receive initial review for adequate grounds by the Director of the King County DCHS. If adequate grounds for an appeal are found, the DCHS director will put the appeal on the JRC agenda for review.

B. Annual Fund Allocation Recommendations

An interjurisdictional advisory committee to the JRC, made up representatives from participating jurisdictions in the RAHP Consortium, will work with the King County Housing Finance Program (HFP) staff of King County HCD to make RAHP allocation recommendations and related program policy recommendations to the JRC. While the advisory committee may make recommendations concerning several fund sources for affordable housing in the King County Consortium, the City of Seattle staff will participate on the committee solely for the purpose of making RAHP recommendations.

The review process for RAHP allocations will proceed as follows:

- King County HCD staff will review all RAHP applications and make preliminary funding recommendations.
- Cities' staff will review applications for projects in their jurisdiction and make preliminary recommendations on those applications.

- Cities' staff will receive information on all RAHP applications to review prior to the advisory committee meeting at which final funding recommendations are formulated for transmittal to the JRC.
- Advisory committee participants will meet together at least annually to decide upon RAHP funding recommendations to the JRC, and may meet at other times during the year, as necessary, to discuss RAHP issues and make recommendations to the JRC.

C. Subregional Allocation Targets

The RAHP Fund will be a flexible fund that can address regional and subregional housing needs. The fund will use subregional allocation targets as a means to achieve geographic equity in the distribution of SHB 2060 funds by the end of each Interlocal Cooperation Agreement period.

1. Subregional Areas:

- a. City of Seattle Subregion
- b. North/East Subregion – north and east urban and rural areas, including 34 percent of unincorporated King County²
- c. South Subregion – south urban and rural areas, including 66 percent of unincorporated King County

2. Formula for Subregional Allocation Targets

Each subregion will have a targeted percentage of the RAHP funds, including the interest on the RAHP funds, allocated to projects within the subregion over the period of time that the RAHP Guidelines are in effect. Each subregion will receive allocations to

² Percent of unincorporated King County attributed to the North/East and South Subregions is based on the 2000 census data for households in the unincorporated portions of the King County Community Planning Areas, as listed in the 2002 Annual Growth Report.

projects within the subregion that are equal to or greater than 95 percent, of the subregions' allocation target by the end of each Interlocal Cooperation Agreement period.

The formula for allocating RAHP funds to the subregions is as follows:

- One half of the RAHP funds shall be targeted for allocation among the three subregions based on each subregion's relative share of total existing need for affordable housing. Existing need shall be determined by the percentage of low-income households paying more than 30 percent of their income for housing in the subregion, according to the 2000 U.S. Census data.
- One half of the RAHP funds shall be targeted for allocation amongst the three subregions based on the subregions' growth targets for future need, as established through the Growth Management Planning Council. Future need shall be determined by the subregions' relative share of total future need for affordable housing in the County. A subregion's relative share of future need is the percentage of the subregion's affordable housing target for low-income households relative to the cumulative affordable housing target for low-income households of all jurisdictions in the county, including unincorporated King County³. Based upon the RAHP formula, the sub-regional allocation targets are as follows:

City of Seattle: 37.9 percent

South: 32.7 percent

North/East: 29.4 percent

³ The percentage of a subregion's target relative to the cumulative target is derived by averaging the target percentages of the jurisdictions within that subregion. For each jurisdiction, the target percentage is calculated in the following manner: the number of households that a jurisdiction must anticipate, per the 2002-2022 Countywide Planning Policy (CPP) Growth Target, is multiplied by .24 or .20 (depending on the ratio of low wage jobs to low cost housing for the jurisdiction in Appendix 3 of the CPPs); that number is divided by the cumulative affordable housing target for low income households of all King County jurisdictions, including unincorporated King County.

3. Interjurisdictional Advisory Committee to Monitor Subregional Allocation Targets

The advisory committee will monitor the subregional distribution of RAHP funds every year, determining if any subregion(s) received allocations below 95 percent of the subregion's allocation target.

If any subregion received allocations under 95 percent of the target allocation after several funding cycles, the HCD staff will work with the advisory committee to adjust the allocation targets of such subregion(s) in the subsequent funding cycles, as needed. In addition, the advisory committee may propose strategies and actions, for review by the JRC, that are designed to increase the percentage of RAHP funds spent in those subregion(s). Staff of the jurisdictions that are parties to the RAHP Agreement will assist in implementing actions that will aid in achieving geographic equity in RAHP allocations by the end of each Interlocal Cooperation Agreement period.

V. Use of the RAHP Funds in King County

A. RAHP Priorities

1. Top Priority:
 - Capital funds for the acquisition, rehabilitation and/or new construction of units of eligible housing types. New construction is not eligible if the low-income housing vacancy rate for all of King County exceeds 10 percent⁴.
2. Second Priority:
 - Operations & Maintenance ("O&M") fund program for existing homeless housing⁵. This program provides O&M funding for existing⁶ transitional

⁴ The low income housing vacancy rate for each county will be established by the state, pursuant to the SHB 2060 legislation.

housing and transition in place⁷ units. The housing units must be eligible for the Washington State Housing Trust Fund, and must show that they require RAHP O&M funds in order to cover ongoing building operating expenses.

3. Third Priority:

- O& M funds for existing emergency shelters and licensed overnight youth shelters.

4. Last priority:

- Rental assistance vouchers to be administered by a local housing authority in conformity with the Section 8 program.

B. RAHP Eligibility

1. Eligible Housing Types

a. Capital Funds

- Permanent rental housing units
- Transition in place and transitional housing units; units that are not time-limited are encouraged.
- Emergency shelter and licensed overnight youth shelter⁸
- Ownership housing

b. O&M Funds:

- Existing transitional and transition in place housing units

⁵ The O&M fund for the guidelines, beginning in 2007, is set at approximately 22 percent of \$3,222,000 (the average of the RAHP collections in 2004 and 2005), which is \$700,000 per year for the four year period of the guidelines.

⁶ Existing housing is defined as housing that exists as of the date of an application for RAHP funds.

⁷ Transition in place units are permanent rental units where supportive services are provided for a period of time, as needed by a household. Households do not need to move when the supportive services are phased out.

- Existing emergency shelters and licensed overnight youth shelters

2. Eligible Populations Served by Housing Units

- All units funded with RAHP funds must serve households at or below 50 percent of area median income. Projects that include units for households at or below 30 percent of area median income are encouraged.
- Homeless households⁹, including youth.
- Households at risk of homelessness.¹⁰
- Disabled households or households with a disabled member.
- Families.
- Special needs populations, including seniors.

3. Eligible Applicants

- Nonprofit organizations
- Housing Authorities
- Local governments
- For-profit entities are only eligible for capital funds in the top priority.

This is due to the language of the SHB 2060 legislation, which restricts building operations and maintenance funds to projects “eligible for the Washington State Housing Trust Fund.” For-profit entities are not eligible for the Washington State Housing Trust Fund.

⁸ RAHP funds are limited to 50 percent of the development cost of any project; consequently, if a shelter project cannot secure adequate funding for the entire cost of development, the RAHP cannot prioritize the project.

⁹ Homeless households include: households that lack a fixed, regular and adequate residence; households that reside in a publicly or privately operated shelter designed to provide temporary living accommodations; households that reside in time-limited housing; and households that currently reside in an institution and will be exiting the institution without a fixed, regular and adequate residence.

¹⁰ Households at risk of homelessness include: households paying 50 percent or more of their income for rent, households that have a history of homelessness and are currently unstable, households living in overcrowded or substandard housing, households

4. Eligible use of RAHP Funds by Priority

a. Capital funds:

- Acquisition of land for eligible housing.
- New construction of eligible housing.
- Acquisition of building(s) for eligible housing.
- Rehabilitation of units of eligible housing or to create new units of eligible housing.
- Capitalization of a replacement reserve in connection with a capital investment for new or existing eligible housing units.
- Capitalization of O&M rent buy-down reserves for new eligible housing units to serve households below 50 percent of AMI that are primarily homeless¹¹, or at risk of homelessness¹². Capitalized O&M reserves may only be used to write down rents to very affordable rent levels, below 30 percent of AMI and below 50 percent of AMI (i.e. between 30 percent and 50 percent of AMI,) for units that do not have debt service. Capitalized O&M reserves must be used for expenses directly related to running the building and may not be used for services to the tenants or to cover debt service¹³. This eligible use may not exceed 20 percent of the RAHP capital funds in any funding cycle.

that are substantially behind on their monthly housing payment or have a pending eviction, households with a disability whose housing is at risk due to aging relatives or other factors.

¹¹ See Note 6.

¹² See Note 7.

¹³ Other requirements for capitalized O&M reserves include: 1) projects will not be eligible for these funds unless they have either applied first to CTED for O&M and been denied, or have not received Housing Trust Fund capital dollars and are, therefore, not eligible for O&M from CTED; 2) funds will be awarded only in appropriate amounts as needed pursuant to review

b. O&M Funds:

- Existing transition in place or transitional housing units are eligible for O&M for ongoing building operations and maintenance expenses that cannot be covered by the rental income of the project, and may not include the cost of services to tenants or debt service.
- Existing emergency shelters and licensed, overnight youth shelters are eligible for O&M for general operating expenses, including services.

c. Vouchers:

- Rental assistance vouchers must be administered by a local housing authority in conformity with the Section 8 program.

VI. RAHP Administration

The RAHP funds shall be administered as a regional fund by the King County HCD Program.

A. RAHP Capital Funds

RAHP capital funds, including capitalized O&M reserves for new projects and maintenance reserves, will be administered by HFP in conjunction with other fund sources administered by HFP.

The HFP will staff the interjurisdictional advisory committee and will work with the committee to develop RAHP funding allocation recommendations and related policy recommendations for JRC review and adoption.

by the Housing Finance Program, and will be subject to negotiated modifications; and 3) capitalized reserves will be committed for a maximum of five years' rent buy-down subsidy.

The HFP will distribute RAHP funds through contracts pursuant to the allocations adopted by the JRC, and will generate an annual RAHP report that provides information about the projects that received funding in the current year, as well as the status of projects awarded RAHP funds in prior year(s).

The terms of the King County Housing Opportunity Fund (HOF) will apply to RAHP contracts, with the exception of the following:

- To the extent that there are differences between the HOF guidelines and RAHP guidelines, the RAHP guidelines will apply.
- A financial match by the local government where a housing project is to be located is not required, but is encouraged.
- RAHP funds will have no maximum subsidy per unit, but the development portion of the award (not including O&M rent buy-down reserves) will be limited to 50 percent of the total development cost of a project.

B. RAHP Operating and Maintenance Funds

The RAHP O&M funds will be administered through the King County HCD Program's Homeless Housing Programs (HHP) Section.

The priority for RAHP O&M funds is existing projects that have been unsuccessful in receiving State 2060 O&M funds or ESAP funds.

HHP will work with the Committee to End Homelessness to ensure that the uses of RAHP O&M funds are consistent with the priorities of the Ten Year Plan to End Homelessness.

HHP will invite city staff and other stakeholders to participate in updating the RFP parameters for O&M funds, if and when updates are necessary, and will invite the same to

participate on the panel to review applications for the RAHP O&M funds. The review panel will recommend O&M fund awards to the JRC for final adoption.

King County Consortium Interlocal Agreements - Federal and Local Funds Descriptions and Uses

Annual Federal Formula Grants

Community Development Block Grant (approximately \$4.5 million per year)

The Community Development Block Grant Program (CDBG) is authorized under Title I of the Housing and Community Development Act of 1974, as amended. Its primary objective is the development of viable urban communities by providing decent housing, a suitable living environment (community facilities and public infrastructure) and expanded economic opportunities principally for persons of low and moderate income (under 80% of area median income.)

The King County Consortium uses CDBG funds for community facilities, public infrastructure, parks, the Consortium-wide Housing Stability Program for homeless prevention, human services to address our region's plan to end homelessness, the Consortium-wide Housing Repair Program, affordable housing (North/East – allocated through the ARCH competitive funding cycle), as well as planning and administration.

Emergency Solutions Grant (ESG) (approximately \$260,000 per year)

The Homeless Emergency Assistance and Rapid Transition to Housing Act (HEARTH Act) revised the Emergency Shelter Grants Program and renamed it the Emergency Solutions Grants (ESG) Program. The new name reflects the change in the program's focus from addressing the needs of homeless people in emergency shelters to assisting people to quickly regain stability in permanent housing after experiencing homelessness and/or a housing crisis. The Emergency Solutions Grant Program has five allowable components:

- Street Outreach
- Emergency Shelter
- Homeless Prevention
- Rapid Re-housing
- Homeless Management Information Systems (HMIS)

HUD has emphasized the use of ESG funds for rapid re-housing. The King County Consortium currently uses ESG funds for emergency shelter operating and maintenance support and rapid re-housing.

HOME Investment Partnerships Program (approximately \$2.6 million per year)

HOME funds may be used for affordable housing activities including constructing new affordable housing; acquiring and/or rehabilitating existing housing as affordable housing under a long-term covenant, or preserving housing affordable housing not previously funded with HOME. HOME can be used for rental and home ownership projects affordable to households at or below 80% AMI, including down payment assistance and rental assistance to income-eligible households. HOME is the largest federal block grant to state and local governments designed exclusively to create affordable housing for low-income households. Program administration is 10 percent of the grant.

The King County HOME Consortium invests HOME funds strategically in larger multifamily affordable apartments, primarily for households at or below 50 % of AMI, many of which leverage 4% and 9% low income housing tax credits; and home ownership, including down payment assistance programs. King County does not

use HOME funds for rental assistance, as the HOME regulations for rental assistance are very cumbersome and there are other more flexible fund sources that are better used for rental assistance.

Local Funds

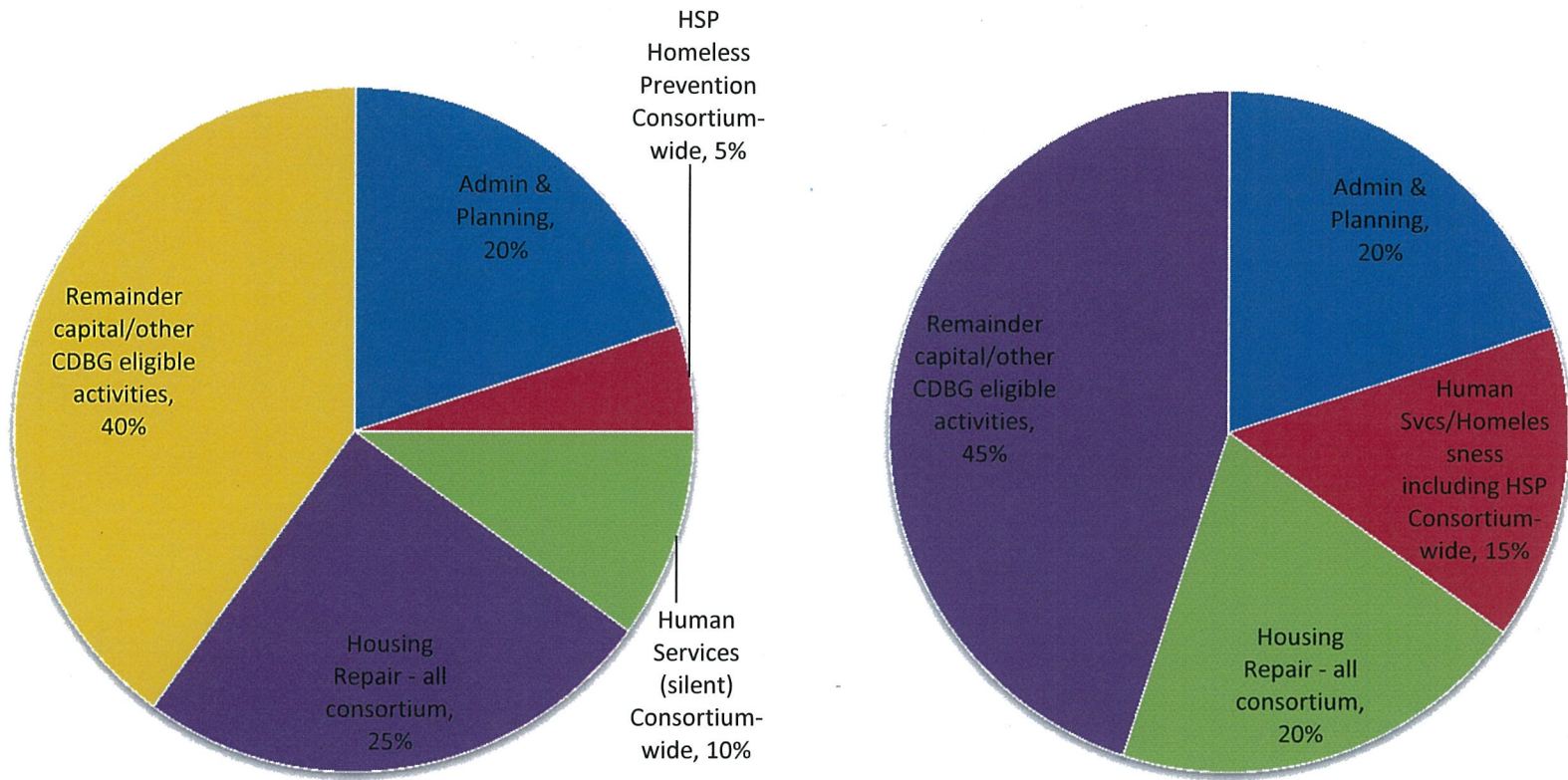
Regional Affordable Housing Program (approximately \$3.0 million per year)

Regional Affordable Housing Program (RAHP) funds are authorized by state legislation that allows counties to collect these document recording surcharge fees for affordable housing . RCW 36.22.178 authorizes counties to collect and administer the funds pursuant to a cooperative agreement between the county and the cities and towns within the county. King County and the cities and towns who participate in the program execute multi-year interlocal agreements to partner in the RAHP Consortium.

King County currently uses approximately 20% of the RAHP funds (\$700,000 per year) for operations and maintenance funds for transitional housing and shelters (only shelters may use some of the funding for services); and a variable amount of approximately \$2.2 million a year in capital funding for affordable housing. The statute restricts RAHP for housing that will serve households at or below 50% AMI. The capital investments are balanced over the three years of the interlocal agreement to meet target goals for allocation to the South, North/East, and Seattle sub-regions, per the adopted RAHP Guidelines.

CDBG Interlocal Cooperation Agreement 2012-2014	CDBG Joint Interlocal Agreement 2012-2014	HOME Investment Partnerships Program Interlocal Cooperation Agreement 2012-2014	RAHP Cities 2012-2014	
1 Algona	Redmond	Auburn	Auburn	1
2 Beaux Arts Village, Town of	Renton	Bellevue	Beaux Arts Village, Town of	2
3 Black Diamond	Shoreline	Kent	Bellevue	3
4 Bothell (Split City)		Federal Way	Black Diamond	4
5 Burien			Burien	5
6 Carnation		Redmond	Carnation	6
7 Clyde Hill		Renton	Clyde Hill	7
8 Covington		Shoreline	Covington	8
9 Des Moines			Federal Way	9
10 Duvall			Hunts Point	10
11 Enumclaw			Issaquah	11
12 Hunts Point			Kenmore	12
13 Issaquah			Kent	13
14 Kenmore			Kirkland	14
15 Kirkland			Medina	15
16 Lake Forest Park			Mercer Island	16
17 Maple Valley			Newcastle	17
18 Medina			Pacific	18
19 Mercer Island			Redmond	19
20 Newcastle			Renton	20
21 North Bend			Sammamish	21
22 Pacific			SeaTac	22
23 Sammamish			Seattle	23
24 SeaTac			Snoqualmie	24
25 Skykomish			Tukwila	25
26 Snoqualmie				
27 Tukwila				
28 Woodinville				
29 Yarrow Point				
Unincorporated King County				
<u>Not included</u>				
1 Normandy Park				
2 Milton (Split City with Pierce County)				
3 Seattle				
			<u>Cities that did not sign RAHP</u>	
			Algona	
			Bothell	
			Des Moines	
			Duvall	
			Enumclaw	
			Lake Forest Park	
			Maple Valley	
			Shoreline	
			Skykomish	
			Woodinville	
			Yarrow Point	

CDBG Consortium – Comparison of 2012-2014 ICA to Proposed 2015-2017 ICA on Distribution of Funds





Voucher Certification and Approval

City of Kenmore

Page 78 of 424

DATE RANGE: 08/19/2023 - 09/01/2023

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 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 52837 through 52898: \$ 447,193.98

Total Payroll/Taxes/Flex Spending/Retirement & Health Savings Acct Electronic Deposits Dated: 08/25/2023 \$249,181.83

Payroll Check #10246 Dated: 08/25/2023 \$ 714.38

ACH Payment - KBA Inc \$ 4,980.79

ACH Payment - PRR Inc \$ 45,062.16

ACH Payments - US Bank Purchase Cards \$ 23,265.33

Stephanie Lucash
Stephanie Lucash (Sep 7, 2023 14:43 PDT)

Sep 7, 2023

City Manager / Date

Melinda Merrell
Melinda Merrell (Sep 7, 2023 09:44 PDT)

Sep 7, 2023

Finance & Administrative Services Director / Date

Vendor Name	Check #	Date	Description	Amount
KBA INC.	1423	09/01/2023	18-C1846 West Sammamish River Bridge	4,980.79
PRR, INC	1424	09/01/2023	22-C2845 June 2023 COK Middle Housing	45,062.16
U.S. BANK PURCHASE CARDS	1425	09/01/2023	ISA membership; code training for Bridgit	430.00
U.S. BANK PURCHASE CARDS	1426	09/01/2023	SCA summer social;vCita;Wix; laminator	187.51
U.S. BANK PURCHASE CARDS	1427	09/01/2023	Maint Svcs & Supp; Training; Park & ROW materials	2,631.77
U.S. BANK PURCHASE CARDS	1428	09/01/2023	Ram meal, Zoom, parking	101.15
U.S. BANK PURCHASE CARDS	1429	09/01/2023	CH tables;engineer desk;signage;training;mtg snack	3,513.49
U.S. BANK PURCHASE CARDS	1430	09/01/2023	Sticker Mule sticker/label order	454.16
U.S. BANK PURCHASE CARDS	1431	09/01/2023	Training, Zoom Charges, Network Upgrades	9,132.99
U.S. BANK PURCHASE CARDS	1432	09/01/2023	Zoom	35.22
U.S. BANK PURCHASE CARDS	1433	09/01/2023	MBP.com CC Fees, Computer Supplies, DEIA, Costco	2,177.35
U.S. BANK PURCHASE CARDS	1434	09/01/2023	Void	-
U.S. BANK PURCHASE CARDS	1435	09/01/2023	Void	-
U.S. BANK PURCHASE CARDS	1436	09/01/2023	Outreach supplies; S Times subc;test stn batteries	1,166.05
U.S. BANK PURCHASE CARDS	1437	09/01/2023	bike pump; office desk tray	39.91
U.S. BANK PURCHASE CARDS	1438	09/01/2023	Summer Conc pkgng; 25th perf. meals;event supplies	2,749.92
U.S. BANK PURCHASE CARDS	1439	09/01/2023	Jimmy Johns; water for Nite Out; white board; HDMI	104.69
U.S. BANK PURCHASE CARDS	1440	09/01/2023	Farmers' Market Supplies	541.12
BLUE WAVE BAND	52837	08/25/2023	Musical Performance Anniversary Event	1,600.00

XIII. C. Approve Total Check #s 52837 through 52898 totaling \$447,193.98...

Vendor Name	Check #	Date	Description	Amount
AFLAC	52838	08/25/2023	Employee Medical/Disability Plans	209.04
AWC EMPLOYEE BENEFIT TRUST	52839	08/25/2023	Employee Health Insurance	96,845.06
AWC EMPLOYEE BENEFIT TRUST	52840	8/25/2023	Void	-
DEPARTMENT OF LABOR AND INDUSTRIE	52841	08/25/2023	City of Kenmore	6,932.11
DEPARTMENT OF LABOR AND INDUSTRIE	52842	08/25/2023	Void	-
DEPARTMENT OF LABOR AND INDUSTRIE	52843	08/25/2023	Void	-
EMPLOYMENT SECURITY DEPARTMENT	52844	08/25/2023	Paid Family & Medical Leave	3,973.97
EMPLOYMENT SECURITY DEPARTMENT	52845	08/25/2023	Void	-
EMPLOYMENT SECURITY DEPT.	52846	08/25/2023	Long Term Care Fund	2,055.39
LINCOLN NATIONAL LIFE INSURANCE	52847	08/25/2023	Life Ins/ADD & LTD	2,042.90
MISSION SQUARE / 109964	52848	08/25/2023	City of Kenmore 401a	26,081.24
MISSION SQUARE 457 / 304745	52849	08/25/2023	Mission Square 457 Deferred Comp	5,117.15
NATIONAL LIFE INSURANCE CO.	52850	08/25/2023	Life Insurance	123.17
UNITED WAY OF KING COUNTY	52851	08/25/2023	Employee Charitable Contribution	40.00
ELISE JIANG	52852	08/30/2023	SNAP/EBT Reimbursement	12.00
RAYMOND HANDLING CONCEPTS	52853	09/01/2023	Electric ESD Vehicle (2023 GEM ELXD)	31,679.08
VARI SALES CORPORATION	52854	09/01/2023	Office Furniture	941.36
AL VAN EQUIP NORTHWEST	52855	09/01/2023	New Ford Transit Upfit	4,914.39
AM TEST, INC	52856	09/01/2023	Swamp Creek & Swim Beach Monitoring	490.00
ARTS OF KENMORE	52857	09/01/2023	Art of IHS Graphics & Cartoon; Youth Poet Laureate	1,900.00
BOTHELL KENMORE CHAMBER OF COMM.	52858	09/01/2023	Networking Breakfast, Corina Pfeil	25.00
CALICO COOKIES - ERIN CALI	52859	09/01/2023	SNAP/EBT Reimbursement	15.00
CANON FINANCIAL SERVICES, INC.	52860	09/01/2023	2nd Floor Color Copier Rental	266.08
CERTAPRO PAINTERS	52861	09/01/2023	CH-Pride Stairs Anti Graffiti Coating	2,290.08
CHILLZ LLC	52862	09/01/2023	25th Anniv Ice Cream Giveaway	2,380.00
CONSOLIDATED PRESS	52863	09/01/2023	2023 Summer Quarterly Printing	5,716.33
EVERETT OFFICE FURNITURE	52864	09/01/2023	Office Chair for Todd Hall, 50% Deposit	569.22
EVERMARK, LLC	52865	09/01/2023	KBA Name Badges (100)	681.25
GARRETT OPPENHEIM	52866	09/01/2023	Reimbursement 25th Anniv. DEIA Booth Supplies	90.24
GYPSY ROWS	52867	09/01/2023	SNAP Reimbursement	9.00
HAMPSON, BRYAN	52868	09/01/2023	Reimbursement for COK vehicle Car Wash	12.00
INSLEE, BEST, DOEZIE & RYDER, P.S.	52869	09/01/2023	July 2023 Legal Services	21,445.60
JET CITY PRINTING	52870	09/01/2023	25th Anniv. Stage Banner	154.14
KARLINSEY, ROB	52871	09/01/2023	Airfare reimbursement for ICMA Conf. Austin TX	397.10
KENMORE HERITAGE SOCIETY	52872	09/01/2023	2023 Q2 Kenmore History Book Sales	25.00

XIII. C. Approve Total Check #s 52837 through 52898 totaling \$447,193.98...

Vendor Name	Check #	Date	Description	Amount
MICHAEL GOEDEL	52873	09/01/2023	25th Anniv. Hoop Dance Performer	600.00
MICHAEL GOEDEL	52874	09/01/2023	Hotel reimbursement 25th Anniv Hoop Dancer	240.00
MSR HIDDEN MEADOW 3 LLC	52875	09/01/2023	Cash Dep. Release ROW Agreement	7,500.00
NAC INC	52876	09/01/2023	23-C2898 Aquatic Center Feasibility Study	18,000.00
NORTHEND EXCAVATING INC	52877	09/01/2023	Demo @ PWOC Site, 85% Progress Pmt	90,309.53
NORTHWEST ARBORICULTURE LLC	52878	09/01/2023	Treework @ TI' Park neighboring property	9,972.86
ONE DIVERSIFIED	52879	09/01/2023	PULSE Project software maintenance	1,387.26
OSBORN CONSULTING INC.	52880	09/01/2023	19-C2012 June 2023 Muck Creek Mitigation	6,382.47
OUR FAMILY FARM	52881	09/01/2023	SNAP Reimbursement	6.00
PAWS	52882	09/01/2023	July 2023 Animal Sheltering Services	220.00
PUGET SOUND ENERGY	52883	09/01/2023	Street Lights/CH & Hangar gas/Irrigation electric.	24,504.13
RAENNETTE MARTINEZ NIRO	52884	09/01/2023	Hangar Deposit Refund for 8/19/2023 event	150.00
RICK BURNSTEAD CONSTRUCTION, LLC	52885	09/01/2023	Cash Deposit Refund for ROW Agreement	7,500.00
SCHINDLER ELEVATOR CORPORATION	52886	09/01/2023	Elevator Maint. Rododendron Park Boathouse	934.09
SCORE	52887	09/01/2023	July 2023 Jail Services	10,220.66
SEATTLE POPS	52888	09/01/2023	SNAP Reimbursement	17.00
SETH THOMPSON	52889	09/01/2023	Reimb. for parts for fishing line recycle @ TI' park	85.33
SIGN CONNEXION LLC	52890	09/01/2023	KBA Tablecloth & Banner	477.80
SMS CLEANING, INC.	52891	09/01/2023	City Hall, Hangar, & PW Office Janitorial Services	6,495.00
THE NORTHWEST JUNIOR PIPE BAND	52892	09/01/2023	25TH Anniv. Musical Performance	250.00
TOTAL LANDSCAPE CORP	52893	09/01/2023	City Hall & Parks Landscape Maintenance	5,030.02
TRIBAL LINES	52894	09/01/2023	Void	-
WA STATE DEPT OF TRANSPORTATION	52895	09/01/2023	July '23 Traffic Signal Maintenance & KAPE RLC Rev	1,692.43
WASHINGTON STATE OFFICE CASH MGM	52896	09/01/2023	Q2 2023 State Building Permit Fees	637.50
YOURMEMBERSHIP.COM, INC	52897	09/01/2023	Recruitment Services	549.00
TRIBAL LINES	52898	09/01/2023	Story Pole final payment	35,000.00
DRS 457	DFT0001674	08/25/2023	DRS 457 Deferred Comp	655.00
AVIDIA HEALTH	DFT0001675	08/25/2023	Employee Health Savings Contribution	266.30
DEPARTMENT OF RETIREMENT SYSTEMS	DFT0001676-84	08/25/2023	Public Employees Retirement	35,838.36
NAVIA	DFT0001685	08/25/2023	Employee Flexible Spending Account	1,077.28
BANK OF AMERICA 941	DFT0001686	08/25/2023	Federal Taxes	32,040.06
DANIEL SAUNDERS	10246	8/25/2023	Payroll Check	714.38
PAYROLL	Electronic Dep.	8/25/2023	Direct Deposit	179,304.83
TOTAL				<u><u>\$770,398.47</u></u>

XIII. C. Approve Total Check #s 52837 through 52898 totaling \$447,193.98...



City of Kenmore

Vendor Purchasing Report

Page 81 of 424
For Date Range 01/01/2023 - 09/01/2023

Vendor Set: Vendor Set 01

Vendor	Name	Volume
0022	ASSOCIATION OF WA CITIES	29164.16
0024	DAVID BAKER	824.6
0054	BULGER SAFE & LOCK, INC.	570.64
0064	CASCADE PEST CONTROL	1262.18
0067	CENTER FOR HUMAN SERVICES	14430
0076	CITY OF BELLEVUE	134967.92
0083	CITY OF LAKE FOREST PARK	54026
0092	CODE PUBLISHING COMPANY	6734.7
0099	CONSOLIDATED PRESS	15202.24
0103	COSTCO WHOLESALE MEMBERSHIP	60
0109	DAILY JOURNAL OF COMMERCE	2057.5
0111	DEPARTMENT OF ECOLOGY	10561
0121	REPUBLIC SERVICES	12741.26
0130	EMPLOYMENT SECURITY DEPARTMENT	32383.37
0137	FERGUSON ENTERPRISES INC #3156	6255.9
0151	CALPORTLAND COMPANY	4353.52
0173	HOME DEPOT CREDIT SERVICES	4561.3
0184	INSLEE, BEST, DOEZIE & RYDER, P.S.	213467.57
0189	INTERNATIONAL CITY/CNTY MGMT ASSOC	1200
0191	INTERNATIONAL INST OF MUNI CLERKS	350
0197	JET CITY PRINTING	7530.26
0204	KENMORE COMMUNITY CLUB	6000
0205	KENMORE HERITAGE SOCIETY	4345.02
0206	KENMORE MIDDLE SCHOOL	5000
0212	KING COUNTY FINANCE W.L.R.D.	15381.21
0213	KING COUNTY ANIMAL SVCS	795
0216	KING COUNTY FINANCE	3500
0219	KING COUNTY FINANCE	226717.16
0230	KING COUNTY RADIO COMM SERVICES	639.68
0233	KING COUNTY SHERIFF	2412386.73
0235	KING COUNTY TREASURY	61227.82
0251	LIGHTHOUSE CONSULTING INC	99574.98
0260	MEEHAN, NANCY	46.04
0261	PENDLETON CONSULTING LLC	10287.8
0265	MORGAN SOUND INC	4274.3
0267	MR. T'S TROPHIES & AWARDS LLC	10358.7
0285	SHORELINE FIRE DEPT	1200
0286	NORTHSHORE SCHOOL DISTRICT	15312
0287	NORTHSHORE SENIOR CENTER	37500
0288	NORTHSHORE UTILITY DIST	115188.43
0289	NORTHSHORE YMCA	10000
0292	HONEY BUCKET	5443
0300	OFFICE DEPOT	4245.19
0304	OLYMPIC ENVIRONMENTAL RESOURCES INC	39555.96
0310	PACIFIC TOPSOILS	5847.04
0311	PARAMETRIX INC	48104.11
0314	PETTY CASH CUSTODIAN	734.57
0328	PUGET SOUND ENERGY	314707.47
0329	PUGET SOUND FINANCE OFFICERS ASSOC	75
0345	SEATTLE TIMES	10648.1
0355	STAPLES	11100.21
0356	STATE AUDITOR'S OFFICE	2520

XIII. C. Approve Total Check #s 52837 through 52898 totaling \$447,193.98...

Vendor Purchasing Report

Page 82 of 124
For Date Range 01/01/2023 - 09/01/2023

Vendor Set: Vendor Set 01

Vendor	Name	Volume
0357	STEWART MACNICHOLS HARMELL, INC.	30000
0365	TOTAL LANDSCAPE CORP	66196.24
0370	UNITED RENTALS NW, INC	1360.31
0371	UNITED STATES POSTMASTER	6399.88
0375	US POSTAL SERVICE (HASLER)	3617.59
0385	WA ASSOC OF BUILDING OFFICIALS	1289.31
0387	WA CITIES INSURANCE AUTHORITY	643692
0389	WASHINGTON CITY/COUNTY MGMT ASSOC	3000
0390	WA FINANCE OFFICERS ASSOCIATION	150
0391	WASHINGTON MUNICIPAL CLERKS ASSOC	200
0400	WASHINGTON STATE DEPT OF REVENUE	22770.22
0401	WA STATE DEPT OF TRANSPORTATION	9538.36
0405	WASHINGTON STATE OFFICE CASH MGMT	1425.5
0412	WM CORPORATE SVCS - COLUMBIA RIDGE LANDFILL	18182.03
0419	WONDERLAND DEVELOPMENT	1000
0424	MISSION SQUARE 457 / 304745	91888.65
0425	DRS 457	10335
0426	AFLAC	1672.32
0428	BANK OF AMERICA 941	498258.3
0429	AWC EMPLOYEE BENEFIT TRUST	729268.2
0431	DEPARTMENT OF RETIREMENT SYSTEMS	582622.79
0432	DEPARTMENT OF LABOR AND INDUSTRIES	48300.76
0434	UNITED WAY OF KING COUNTY	340
0436	NATIONAL LIFE INSURANCE CO.	985.36
0441	DANSOUND INC	5770
0448	UPS STORE KENMORE	202.44
0449	ACF WEST INC	84.63
0450	AURORA RENTS	7343.12
0473	ARTS OF KENMORE	6650
0483	PAT'S TREES AND LANDSCAPE INC.	1541.4
0484	CITY WIDE FENCE COMPANY, INC	18654.25
0494	SECRETARY OF STATE	292.86
0497	DAY WIRELESS SYSTEMS	456.93
0510	AA ASPHALTING LLC	34000
0542	AMERICAN SOCIETY OF COMPOSERS	438.75
0550	KING COUNTY RECORDER'S OFFICE	277.5
0558	SNOHOMISH COUNTY	7715
0586	QUADIENT LEASING USA, INC.	1420.28
0588	ENVIRONMENTAL SYSTEMS RESEARCH INST	32022.6
0610	WA STATE DEPT OF TRANSPORTATION	328.68
0685	PACE ENGINEERS, INC.	4345.5
0689	DIGITAL REPROGRAPHICS SERVICES INC.	126.27
0690	BUILDERS EXCHANGE OF WASHINGTON INC	336.4
0692	HDR ENGINEERING, INC	311602.74
0696	AMERICAN GENERAL LIFE GPO/400S	1853.21
0781	QUALITY BUSINESS SYSTEMS INC.	1914.38
0807	CASCADE RECREATION, INC	2532.3
0817	GRAINGER	3067.65
0850	UNCLE STINKY'S MAGIC & NOVELTIES	10000
0851	EVERMARK, LLC	2457.31
0868	JAYMARC AV	1612.97
0892	JACOBS ENGINEERING GROUP	48546.5
0898	ZONAR SYSTEMS	528.21
0899	SHRED IT, C/O STERICYCLE, INC>	2586.97
0913	KENMORE ELEMENTARY	3850
0937	ZUMAR	5006.61
0941	KVO INDUSTRIES, INC	2833
0981	COMCAST BUSINESS	6080.93

XIII. C. Approve Total Check #s 52837 through 52898 totaling \$447,193.98...

Vendor Purchasing Report

Page 83 of 124
For Date Range 01/01/2023 - 09/01/2023

Vendor Set: Vendor Set 01

Vendor	Name	Volume
0994	GORDON THOMAS HONEYWELL	31605
1003	IWORQ SYSTEMS	2800
1010	WESTLAKE HARDWARE WA-153	4460.7
1045	HORIZON DISTRIBUTORS INC	2620.14
1047	SARAH ROBERTS	98826.32
1052	FIRE PROTECTION, INC	13557.61
1053	INTERNATIONAL CODE COUNCIL, INC	77.62
1068	WA STATE DEPT OF LABOR & INDUSTRIES	243.1
1123	AM TEST, INC	4530
1140	PAWS	2200
1168	SCHINDLER ELEVATOR CORPORATION	1913.85
1197	MILLER STEPHENS, MARY	8750
1216	ADVANCE TESTING & SERVICE INC	1815
1267	ALBIREO ENERGY LLC/AUTOMATED CONTROLS	3241.45
1291	SCHNEE, CARLA	370.06
1297	GOVERNMENT FINANCE RESEARCH GROUP	1995
1299	VERIZON WIRELESS	560.52
1304	HAMPSON, BRYAN	299.55
1313	BOTHELL KENMORE CHAMBER OF COMMERCE	2725
1322	AABCO BARRICADE COMPANY INC.	793.22
1331	KBA INC.	217716.44
1333	WELWEST CONSTRUCTION INC.	11325
1337	STATE OF WA DEPT. OF LICENSING	2.16
1345	SHERWIN WILLIAMS CO.	699.21
1356	KARLINSEY, ROB	397.1
1358	ALPHAGRAPHICS	1219.51
1383	CHICAGO TITLE	416.98
1385	AZTECA SYSTEMS, LLC/CITYWORKS	42751.83
1390	UTILITIES UNDERGROUND LOCATION CTR	1404.81
1403	OSBORN CONSULTING INC.	298139.72
1410	SEATTLE & KING COUNTY PUBLIC HEALTH	833
1420	SAUVE, GAYLEN	600
1431	GAYLYNN BRIEN	380
1452	CITY OF KENT	500
1456	HESTON PHOTOGRAPHY	1302.95
1457	LANGUAGE LINE SERVICES, INC.	25.77
1459	FLEMINGS HOLIDAY LIGHTING LLC	1598.51
1464	ROAD CONSTRUCTION NW, INC.	9856.46
1478	HERBIG, NIGEL	97.33
1482	HIGHWIRE	2059.7
1485	WA ASSOC OF PUBLIC RECORDS OFFICERS	25
1504	SCORE	117647.82
1524	GRANICUS LLC	6372.73
1544	METROPOLITAN TRANS. COMMISSION	2000
1547	LOYUK, SAMANTHA	513.5
1550	THE EVP GROUP	7500
1555	LINCOLN NATIONAL LIFE INSURANCE	15253.03
1591	ULINE	2379.57
1593	A & A LIMOUSINE & BUS SERVICE	2072
1596	NW ENVIRONMENTAL TRAINING CENTER	195
1603	ALPHA SUPPORTED LIVING SERVICES	250
1629	WESTERN DISPLAY FIREWORKS, LTD.	27500
1634	SREBNIK, DEBRA	1670.99
1673	KPFF CONSULTING ENGINEERS	183279.56
1682	PUBLIC AGENCY TRAINING COUNCIL	425
1689	MOTT MACDONALD GROUP, INC.	71708.94
1711	SOFTWAREONE, INC.	20235.08
1725	NORTHLAKE LUTHERAN CHURCH	10000

XIII. C. Approve Total Check #s 52837 through 52898 totaling \$447,193.98...

Vendor Purchasing Report

Page 84 of 124
For Date Range 01/01/2023 - 09/01/2023

Vendor Set: Vendor Set 01

Vendor	Name	Volume
1731	NORTHWEST ARBORICULTURE LLC	21660.11
1732	PERFORMANCE SYSTEMS INTEGRATION LLC	423.9
1739	FIX AUTO	6440.95
1747	FOOTPRINT PROMOTIONS	1052.58
1754	RFI ENTERPRISES INC.	1582.28
1763	REID, JAMES FALCONER	14276.25
1775	YOURMEMBERSHIP.COM, INC	549
1779	SNO KING WATERSHED COUNCIL	200
1786	TYLER TECHNOLOGIES, INC.	21983.22
1795	CABOT DOW ASSOCIATES	6606.25
1816	NAVIA	35354.67
1828	QUALITY BUSINESS SYSTEMS / WELLS FARGO	2768.32
1829	SHI INTERNATIONAL CORP.	182.93
1838	AVIDIA HEALTH	2880.1
1879	HOLMBERG COMPANY	7055.76
1884	HEIDELBERG MATERIALS	1920.23
1885	NATIONAL BARRICADE CO., LLC	4002.4
1889	WILLIAMS, KASTNER & GIBBS PLLC	1739.5
1900	ASPECT CONSULTING LLC	7025
1913	GRAND EVENT RENTALS	6805.71
1914	MCNAMARA SIGNS	2235.03
1927	GAMETIME	1914.94
1930	T MOBILE USA, INC.	10479.21
1932	U.S. BANK N.A. / CUSTODY	180
1936	SUPERION, LLC	2422.2
1943	BALDWIN DESIGN WORKS, LTD.	1469
1960	WALTER E. NELSON CO.	1492.47
1979	MSPT XXII, LLC C/O FLYWAY RETAIL + LIVING	4500
1980	HRA VEBA TRUST	45085.59
1991	WASHINGTON STATE TREASURER	4451
1993	HYAS GROUP, LLC	3750
1994	LAKE CITY PARTNERS ENDING HOMELESSNESS	26125
1999	KING COUNTY POLICE CHIEFS ASSOCIATION	50
2004	RED BARN ENGINEERING, INC.	29132
2047	PUGET SOUND PLANTS	1678.11
2048	SMS CLEANING, INC.	51960
2052	J. A. BRENNAN ASSOCIATES, PLLC	26200.96
2078	WA RECREATION & PARK ASSOC.	1855
2081	SHANNON & WILSON, INC.	12397.5
2101	PENINSULA FINANCIAL CONSULTING	11875
2126	SCHWARZWALTER, MARK	218
2137	ECIVIS, INC.	4000
2142	MISSION SQUARE / 109964	404951.11
2157	SOUND SAFETY PRODUCTS CO.	503.8
2175	ELECTRONIC BUSINESS MACHINES	1475.55
2176	CANON FINANCIAL SERVICES, INC.	2128.64
2183	SISKUN POWER EQUIPMENT	2565.81
2194	CONFLUENCE ENVIRONMENTAL COMPANY	8001.42
2209	MORUP SIGNS, INC.	3005.73
2210	PACWEST MACHINERY	30850.27
2221	O'REILLY/FIRST CALL	240.41
2236	COMCAST	12486.9
2249	KING COUNTY BAR ASSOCIATION	650
2250	NAMI EASTSIDE	4500
2252	TRUGREEN	2656.72
2254	U.S. BANK PURCHASE CARDS	208553.86
2259	MINUTEMAN PRESS	4410.74
2262	DILIGENT CORPORATION	36005.82

XIII. C. Approve Total Check #s 52837 through 52898 totaling \$447,193.98...

Vendor Purchasing Report

Page 85 of 124
For Date Range 01/01/2023 - 09/01/2023

Vendor Set: Vendor Set 01

Vendor	Name	Volume
2270	LAKESIDE INDUSTRIES	1185.78
2282	RICK BURNSTEAD CONSTRUCTION, LLC	10432
2284	ENVIROTECH	7973.66
2285	QUALITY WATER FINANCIAL	1293.54
2311	BEST BEST & KRIEGER LLP ATTORNEYS AT LAW	4433.5
2327	PACIFIC AIR CONTROL, INC.	6073.11
2330	PROMOTIONS NOW	236.05
2334	NORTHSHORE YOUTH SOCCER ASSOC.	55
2338	58 STARS TRAVEL	2442.6
2353	NORTHSHORE SCHOOLS FOUNDATION	1500
2360	O'CAIN, MELANIE	295.5
2361	BFI 4 LLC	2000
2369	MARIA SZABLYA RIVAS	300
2377	NORTH URBAN HUMAN SVCS ALLIANCE	1000
2379	JENNIFER DIXON	8273.66
2383	NORTH LAKE LITTLE LEAGUE	121
2386	CECCANTI, INC.	435403.54
2389	JET CITY CLEANING	7186.24
2392	DEPARTMENT OF COMMERCE	47219.75
2393	SEATTLE PUMP & EQUIPMENT CO./JETTERS NORTHW	577.37
2396	ZIPLY FIBER	5777.27
2403	AMERICALL	1058.92
2413	ICLEI	1200
2425	THOMCO CONSTRUCTION, INC.	1135549.7
2431	ALPINE PRODUCTS INC.	420.1
2434	PSR MECHANICAL, LLC	644.09
2437	LOUDEDGE, INC.	2737.5
2452	SHARI BOTH JEWELRY DESIGN	2500
2453	SHIN'S TAEKWONDO ACADEMY	10000
2459	NELSON ELECTRIC, INC.	12798.74
2464	D.P. NICOLI, INC.	1366.59
2465	PRECISION CONCRETE CUTTING	6355.87
2468	DAVIDSON MACRI SWEEPING, INC.	4157.38
2478	MOXIE & OLIVER	10000
2484	LUKASZ LISOWSKI	322.64
2486	CASCADIA LAW GROUP	13748.42
2489	THE ORIGINAL POOP BAGS	2919.74
2490	NORTH SHORE PUB	10000
2499	M MEDINA REMODELING LLC	2500
2503	NORTH AMERICAN SAFETY, INC.	3098.5
2507	ONE DIVERSIFIED	5941.26
2511	SALCIDO, LETICIA	80.32
2522	TRC ENVIRONMENTAL CORPORATION	2262.95
2530	CASCADIA CONSULTING GROUP, INC.	77666.25
2531	BCN TELECOM, INC.	5626.64
2537	HUNTINGTON TECHNOLOGY FINANCE	44525.18
2540	BRIGHT SPARK EARLY LEARNING SERVICES	975
2545	KLB CONSTRUCTION, INC.	250413.87
2561	PRR, INC	167000
2570	H.D. FOWLER COMPANY	3410.98
2573	GCP WW HOLDCO, LLC	3125.26
2576	TRADE ROOT MUSIC GROUP LLC	3800
2577	APPLEONE EMPLOYMENT SERVICES	25304.04
2578	CENTRICITY GIS, LLC	2250
2579	CHANIN KELLY-RAE CONSULTING LLC	37170
2589	ABRACADABRA PRINTING	2025.29
2598	WAGNER ARCHITECTS	93705
2599	CEDAR GROVE COMPOSTING, INC.	924.85

XIII. C. Approve Total Check #s 52837 through 52898 totaling \$447,193.98...

Vendor Purchasing Report

Page 86 of 124
For Date Range 01/01/2023 - 09/01/2023

Vendor Set: Vendor Set 01

Vendor	Name	Volume
2609	DTG RECYCLE	3140.51
2615	TRIBAL LINES	70000
2617	STRIDER CONSTRUCTION CO., INC.	834697.62
2618	STEPHANIE LUCASH	885.91
2629	GARRETT OPPENHEIM	90.24
2641	VENTILATION POWER CLEANING, INC.	26682.1
2642	WASHINGTON AUDIOLOGY SERVICES, INC.	1080.5
2653	CERTAPRO PAINTERS	2290.08
2656	WASHINGTON STATE FARMERS MARKET ASSOCIATIOI	350
2660	WASHINGTON FEDERAL BANK	25959.06
2661	JASON RICHARD SPERLING	1800
2667	CREATION ORGANICS, LLC	2182.38
2691	E SQUARED SYSTEMS, LLC	1257.34
2692	PREMIER MEDIA GROUP	1000
2693	LAKE DEFENSE FORCE CORP	32309.19
2700	ORION ENVIRONMENTAL COMPLIANCE & CONSULTIN	1861.75
2707	ONTRA MARKETING GROUP	300
2720	GEOFFREY JOHNSON	100
2725	NICKOLAI MEDVEDITSKOV	10786.6
2728	NARWHAL MET, LLC	800
2730	PANE'N THE GLASS WINDOW CLEANING LLC	1100
2731	ROBERT SAYRE-MCCORD	148.8
2736	PAUL LEE	43255.1
2737	THERESA TIMMES KING	150
2738	JULIANA FISHER	150
2745	HOME COMFORT ALLIANCE	228.48
2747	CHRISTINE CABATIT	298.49
2748	GOURAV MITRA	250
2750	MID SOUND FISHERIES	250
2751	MERANDA DIRECTO	311.85
2752	MEADOWDALE MARINA LLC	7500
2755	CITY OF KIRKLAND	41049.69
2756	DIVYA GATTU	150
2757	KAT ZUO	100
2758	ALEXA'S CATERING INC.	1531
2759	SAID HAMOOD	150
2761	KARA VAN LUCHENE	150
2762	APPLIANCE REPAIR MM LLC	78.73
2763	LA CONNER INN	758
2764	RHOMAR INDUSTRIES, INC.	42.96
2765	TRUSTEES OF THE HAMLINE UNIVERSITY OF MINNESC	4513.87
2767	GAMES2U	1260.65
2769	DEBUG MOBILITY PRODUCTS	2865
2770	EARTHCRAFT SERVICES, INC.	6606
2771	GIRL SCOUTS OF WESTERN WA	150
2772	POLYGON WLH LLC	7500
2773	REGIONAL CRISIS RESPONSE AGENCY	82099.38
2774	KISHORE SERALATHAN	17731.35
2775	LIUBOV UZIK	300
2776	KERALA ASSOCIATION OF WASHINGTON	250
2778	OUTCOMES BY LEVY, LLC	11000
2779	SYDNEY DANZIGER	150
2780	XEROX CORPORATION	2196.78
2781	PANIC, ANXIETY, AND STRESS SUPPORT INC.	398.46
2782	HILLIS CLARK MARTIN & PETERSON P.S.	4462.5
2783	IRUM YASIR BUTT	250
2784	WA STATE PUBLIC HEALTH LABORATORIES	250
2785	RICH HARTMAN'S BELLINGHAM FORD LINCOLN	58612.64

XIII. C. Approve Total Check #s 52837 through 52898 totaling \$447,193.98...

Vendor Purchasing Report

Page 87 of 124
For Date Range 01/01/2023 - 09/01/2023

Vendor Set: Vendor Set 01

Vendor	Name	Volume
2786	HAMPSON DEVELOPMENT SERVICES LLC	6534.55
2787	KENNETH RIDOUT	7500
2788	PHOENIX UNITED INVESTMENT LLC	7500
2789	SCHEMATA WORKSHOP INC.	25789.92
2790	TRIPLE POINT LLC	35360.4
2791	BUSINESS STREET, LLC	40000
2792	STRATEGIES 360, INC.	17116.67
2793	ERGOLOGY LLC	2750
2795	KALE CARLSON	1915.67
2796	KING COUNTY REGIONAL HOMELESSNESS AUTHORITY	38000
2797	SAMUEL RODRIGUEZ	150
2798	STEPHENS & KLINGE LLP, IOLTA	728
2800	MELINDA MERRELL	2011.81
2801	PULTEGROUP	1
2802	AMADOR FARMS	301
2804	BROTHER'S FARMS	133
2805	CALICO COOKIES - ERIN CALI	77
2806	CUTE DUMPLINGS	335
2807	JESSICA'S UNIQUE BITE	267
2808	LITTLE JACK FLOWER FARM	235
2809	MANIMOU CAMARA	600
2810	PAO DE QUEIJO	152.5
2811	PUERTO ENSENADA	351
2812	RRJ COMPANY, LLC	922553.91
2813	OUR FAMILY FARM	67
2815	SUNRISE LOCAL BERRIES FARM, LLC	161
2816	PRAIRIEFORM	165
2817	CORNELL'S QUALITY CONSTRUCTION	8302.75
2818	BOAZ COFFEE	45
2819	DELFINO'S	96.87
2821	HAYTON FARMS	97
2822	HP'S SMOKEHOUSE BBQ	169.5
2823	PURE FUNGAL FRUITS	34
2825	KANG, MICHELLE	74.67
2826	SHAW, MICHELLE	150
2827	TSEN, JULIE	150
2829	KANOM SAI	385
2832	KDJ'S THE BAKERIE	195
2834	ELISE JIANG	128
2835	NAC INC	42235
2838	RAYMOND HANDLING CONCEPTS	28773
2842	HULA O LEHUALANI	400
2843	ELIAS M. KAUHANE	700
2844	ANITA WHITE	2000
2845	JAMIE NICOLE MASCHLER	1800
2847	CAMP UNITED WE STAND	2000
2848	TAMI R ALLEN	700
2849	FARM FRESH NW	94
2850	GYPSY ROWS	92
2851	JENSEN TOFFEE	22
2852	KARACHI KITCHEN	30
2853	MARIAH WATSON	100
2854	NIYA CHACKO	250
2855	SEEKING FERMENTS	36
2856	STACEY VALENZUELA	100
2857	EMPLOYMENT SECURITY DEPT.	2055.39
2858	ANASTASIYA WARHOL	117.61
2859	BEAU AND STELLA	2500

XIII. C. Approve Total Check #s 52837 through 52898 totaling \$447,193.98...

Vendor Purchasing Report

Page 88 of 124
For Date Range 01/01/2023 - 09/01/2023

Vendor Set: Vendor Set 01

Vendor	Name	Volume
2860	BENEFICIAL SOUND	6000
2861	BROOK ROCHELLE HOUSEKEEPING	2500
2862	DAN MERIDIAN INC.	7500
2863	DYNAMIC CHIROPRACTIC CLINIC, PS	10000
2864	GOLDEN NAILS	6000
2865	GOOD FOR CHOCOLATE	55
2866	GRENLAR HOLDINGS, INC.	10000
2867	KENMORE CROSSFIT	6000
2868	MAIL ACCESS	10000
2869	NEW IDOL NAILS INC.	10000
2870	PH & N CORPORATION	10000
2871	SEATTLE POPS	71
2872	THEARY'S FLOWERS & PRODUCE	9
2873	TML INTERNATIONAL LLC	267.32
2874	TOSHI'S TERIYAKI	6000
2875	MICHAEL GOEDEL	1377.54
2876	AMERICAN TRAFFIC SOLUTIONS INC	6500
2877	COOKIES WITH TIFFANY	4
2878	ALWAYS ACTIVE SERVICES LLC	98320.64
2880	JAEDEN LUKE GARMANIAN	1400
2881	JAY AND FAMILY INC	10000
2882	LINA'S BAKERY	5
2884	LAKEVIEW YOGA LLC	10000
2886	SUBLIME CORN COMPANY	2860
2887	SELECT GOURMET FOODS INC	10000
2889	SCOTT BOTHEL	4618
2890	TASTAD CONTRUCTION INC	309436
2892	VARI SALES CORPORATION	941.36
2893	THE NORTHWEST JUNIOR PIPE BAND	250
2894	CHILLZ LLC	2380
2898	AL VAN EQUIP NORTHWEST	4914.39
2899	EVERETT OFFICE FURNITURE	569.22
2900	MSR HIDDEN MEADOW 3 LLC	7500
2901	NORTHEND EXCAVATING INC	90309.53
2902	RAENNETTE MARTINEZ NIRO	150
2904	SETH THOMPSON	85.33
2905	SIGN CONNEXTION LLC	477.8
Vendor Set Vendor Set 01 Total:		15347375.65

XIII. C. Approve Total Check #s 52837 through 52898 totaling \$447,193.98...



City Council Agenda Bill City of Kenmore, WA

Subject/Topic: Planning Commission Recommendation on the Transportation Element update of the Comprehensive Plan	For Council Meeting Agenda of: Sept 18, 2023 Department: Public Works Engineering Prepared by: John Vicente, P.E. <table><tr><td>Approved by Department Head:</td><td><u>JV 9/5/2023</u></td></tr><tr><td>Approved by City Attorney:</td><td><u>NA</u></td></tr><tr><td>Approved by Finance Director:</td><td><u>NA</u></td></tr><tr><td>Approved by City Manager:</td><td><u>RK 9/5/2023</u></td></tr></table>	Approved by Department Head:	<u>JV 9/5/2023</u>	Approved by City Attorney:	<u>NA</u>	Approved by Finance Director:	<u>NA</u>	Approved by City Manager:	<u>RK 9/5/2023</u>
Approved by Department Head:	<u>JV 9/5/2023</u>								
Approved by City Attorney:	<u>NA</u>								
Approved by Finance Director:	<u>NA</u>								
Approved by City Manager:	<u>RK 9/5/2023</u>								
Proposed Council Action/Motion: No action needed at this time	Exhibits/Attachments: Attachment 1: Transportation Element Update (clean version) Attachment 2: Transportation Element Update (red-lined version) Attachment 3: Capital Facilities Plan Attachment 4: Appendix D1 – Traffic Modeling and Assumption/LOS Reports Attachment 5: Land Use Maps Attachment 6: Roadway Fact Sheets Attachment 7: Conceptual Design and Cost Estimates Attachment 8: Potential Transportation Funding Sources Attachment 9: Proposed Changes to Roadway Classifications (Figure T-17) Attachment 10: Response to Public Comments								
Summary: As part of the Comprehensive Plan update, City must adopt a revised Transportation Element that incorporates and responds to the City's land use assumptions for future growth. At this meeting, City Council is being asked to review the Planning Commission recommended Transportation Element update as well as the Transportation section of the Capital Facilities Element and provide direction to staff for additional modifications and/or supporting information. By the end of the year, City Council will adopt the revised Transportation and Capital Facilities Elements.									

Information/Background:

The City of Kenmore is in the process of updating its Comprehensive Plan. In late 2022, the City adopted an amended Comprehensive Plan Vision Statement, Land Use Element, Housing Element, and Capital Facilities Element. The draft Transportation Element reflects and supports this updated land use vision of Kenmore as a high-capacity transit community with an activated, thriving downtown. It describes a transportation network that supports travel by walking, biking, and riding transit throughout the City, in addition to supporting adequate mobility when traveling by car. The Element supports the City's Diversity, Equity, and Inclusion Policy to allocate resources in areas with historically disadvantaged communities and reflects the goals and policies described in Kenmore's Climate Action Plan (CAP).

The current Transportation Element was prepared and adopted as a Transportation Plan that was subsequently integrated into the Comprehensive Plan. As a result, it had a different organizational format than other elements in the Comprehensive Plan. The draft update to the Transportation Element reflects a major reorganization designed to align with the format of the rest of the Comprehensive Plan.

Major changes to the element are summarized below.

The Existing Conditions section was updated to incorporate changes to the transportation network since adoption of the current element in 2015 including:

- *Roadway classifications.* Several roadways have been reclassified
- *Quantities and locations of sidewalks, crosswalks, and bicycle facilities.* Text and figures associated with these changes reflect anticipated existing conditions at the time the element will be adopted in 2024. These include the Juanita Drive (NE 143rd Street to NE 170th Street) and 68th Avenue NE bicycle/pedestrian projects.
- *Transportation facilities inventory.* A new figure displaying the Kenmore Air Harbor as a transportation facilities was developed.
- *Modifications to the transit network and services in Kenmore.* For this section, the updates describe both Spring 2019 as well as recent transit service and ridership. Transit service throughout King County was significantly impacted during the COVID-19 pandemic and, as a result, ridership declined and has not returned to pre-pandemic levels. It is uncertain when or how ridership will change in the future, however, the City is planning for transit-oriented development that will support Sound Transit's future Stride bus rapid transit (BRT) service and increased connections to the regional transit system. The draft element is meant to describe the demand for transit service, including park-and-ride needs, in Kenmore prior to the pandemic, with the expectation that ridership will increase again in the coming years.
- *Current traffic volumes and operations.* The volumes and operations serve as the baseline to evaluate how the transportation network is forecast to function in the future.
- *Current challenges and observations.* These changes address safety and comfort, especially for pedestrians and bicyclists, transit availability and access to high capacity transit, and limited transportation connectivity for all users.
- *Trends that impact Kenmore's transportation network.* These include anticipated development in downtown and regional growth.

Changes to the Goals, Objectives, and Policies, as well as the vision for the future transportation system, address:

- Prioritizing bicycle and pedestrian users and non-motorized connectivity

- Emphasis and support of Kenmore as a high capacity transit community
- Changes to the names of roadway types to align with federal designations
- Standards for structured parking facilities to align with the City's vision for downtown
- New and evolving technologies addressing issues such as stormwater management, micromobility, and electric vehicles
- Level of Service in the Kenmore Countywide Growth Center to reinforce the City's prioritization of bicycle and pedestrian mobility in this area
- Regional planning for SR 522
- Support for expanded transit service in Kenmore, including planned changes to the regional transit network, such as Stride BRT, and implementation of water taxi service
- The environmental impacts of the transportation system and direction to be more proactive regarding minimizing impacts
- Alignment with other City plans and policies including the ADA Transition Plan, the Pedestrian Facilities Plan, and the CAP

Two new goals with associated objectives and policies were added to the element:

- Goal 7 addresses promoting equity in the planning and implementation of transportation services and infrastructure.
- Goal 8 addresses investments to minimize, mitigate and respond to the effects of climate change.

The Future Transportation System section includes new content that describes the forecast performance of the transportation network, including updated narrative describing traffic forecasts. The forecasts for future performance of the traffic network indicate that no new transportation improvements will be needed to accommodate automobile volumes and maintain the City's adopted levels of service (LOS), including the recommended threshold for the Kenmore Countywide Growth Center. The exception to this pertains to intersections along SR 522. The LOS for these intersections (LOS D) is established by the Washington State Department of Transportation (WSDOT). Several of these intersections are forecast to operate at LOS E, which would be consistent with the City's standard for this roadway category. Because the performance of these intersections is strongly influenced by regional growth and the needed improvements to address the LOS failure would be of a magnitude that they would conflict with the City's vision for downtown Kenmore, the element does not identify planned improvements at these locations. In acknowledgement of this, policies addressing regional planning on SR 522 have been added to the draft element update. Additionally, the draft element identifies LOS F for roadways in the Kenmore Countywide Growth Center, reflecting the City's vision for downtown as a pedestrian and bicycle friendly environment and discouraging development of significant roadway improvements that are focused on reducing traffic congestion.

The Future Transportation System section also describes the vision for the future pedestrian and bicycle networks in Kenmore, including the desired types of facilities within the network.

The Near Term and Long-Term Capital Projects section has been revised to provide an updated narrative and costs regarding capital projects. This section summarizes the planned 6- and 20-year projects that have been identified to achieve the vision outlined in the draft element. Projects include those to improve safety, nonmotorized mobility, and maintain existing infrastructure. The prioritization for projects included in the Pavement Preservation Plan, ADA Transition Plan and Pedestrian Facilities Plan will determine the order of implementation within those programs. As noted previously, there are no projects included that are needed for the City to maintain its adopted LOS standards for traffic operations.

The Implementation Strategies section remains largely the same. Estimates for all projects were prepared and/or updated to reflect current costs.

Attachment 1 provides a complete, clean version of the draft Transportation Element update and Attachment 2 shows all changes to the existing version of the element in the **strikeout/underline/highlight** format.

In addition to the draft Transportation Element, the Transportation section of the Comprehensive Plan Capital Facilities Element (Table CF-C, Transportation Capital Improvements) (see Attachment 3) must be updated as well to provide consistency within the Comprehensive Plan. The draft Capital Facilities Plan Table CF-C includes the estimated costs for all 6- and 20-year projects identified in the draft Transportation Element.

Several appendices accompany the draft Transportation Element update:

- Appendix D-1 (Attachment 4) describes the methodology used to perform the traffic modeling, including detailed modeling outputs showing forecast performance at select intersections.
- Appendix D-2 (Attachment 5) summarizes the process to distribute planned household and employment growth throughout the City, which was used as part of the travel demand modeling effort.
- Appendix D-3 (Attachment 6) provides additional details about the City's street typologies explained in the element.
- Appendix D-4 (Attachment 7) provides conceptual engineering drawings, cost estimates, and the cost estimating methodology for the projects included in the Transportation Element and draft Capital Facilities Plan Table CF-C.
- Appendix D-5 (Attachment 8) summarizes available grant funding sources that could be sought by the City to help provide funding for the capital projects.

Attachments 1 through 8 reflect all changes recommended by the Planning Commission at their April 4, 2023 meeting. Attachments 2 and 3 show changes in the **strikeout/underline/highlight** format. Attachments 4 through 7 (Appendices D-1 through D-4 to the Comprehensive Plan) are recommended to be removed and replaced in their entirety and Attachment 8 (Appendix D-5) represents an entirely new appendix to the Comprehensive Plan.

Subsequent to the Planning Commission recommendation, staff identified two additional suggested changes to the content of the draft Transportation Element, summarized below. These changes are not reflected in Attachments 1 or 2 and would be in addition to the changes noted above.

Staff suggested change #1: Revise newly created Policy T-4.5.4 to incorporate transportation options in addition to carpools as methods to reduce SOV use.

Policy T-4.5.4: Encourage the use of **transportation options such as** carpools, **transit, biking, and walking** as an alternative to SOVs and implement educational programs to expand awareness of available programs.

Staff suggested change #2: Modify Figure T-17 to include three roadways for which the City would like to pursue reclassification. These roadways are displayed on Attachment 9. The text immediately

preceding this figure would be updated to note that Figure T-17 displays the current roadway classifications as well as those proposed for reclassification.

Public outreach to solicit feedback in response to the proposed changes to the draft Transportation Element was conducted through multiple means:

- A drop-in session was held on January 19 at the Kenmore Hangar. Seven people visited the booth to ask questions, most of which focused on specific transportation projects.
- An online open house was hosted from January 9 through March 1. The online open house included a summary of proposed changes to the draft Transportation Element, a map showing proposed capital projects, clean and track changes version of the draft Transportation Element, and links to other supporting documents. The online open house included a survey to solicit public feedback as well as an email address to which people could send comments. 138 surveys were completed, and the City received 4 emails, one of which was received after the close of the Planning Commission public hearing on March 7 (see below). A summary of the responses to comments received is provided in Attachment 10.
- The online open house was publicized through postcards mailed to all households in Kenmore, as well as in the City's quarterly newsletter and on the City's website.
- A public hearing was held on March 7 to accept public comment regarding the draft Transportation Element and draft Capital Facilities Plan Table CF-C. Three people spoke at the public hearing.

Fiscal Consideration:

No immediate fiscal impacts would result from adoption of the draft Transportation Element or Capital Facilities Element.

City Council Priority or Budget Objective Being Addressed:

Priority 1: Implement the Adopted Climate Action Plan and Promote Environmental Stewardship
 Priority 3: Enhance Multimodal Transportation Implementation, Including Ped/Bike Safety
 Priority 4: Develop and Implement a Diversity, Equity, and Inclusion Policy and Program

TRANSPORTATION ELEMENT

ATTACHMENT 1

INTRODUCTION

Since its incorporation in 1998, the City of Kenmore has continuously made investments that enhance its position as a vibrant community in which to live, work, and play. New civic facilities in downtown and multimodal transportation facilities throughout the City have been key contributors to the City's vitality. Building on previous improvements, this Transportation Element aims to support the vision of Kenmore as a high-capacity transit community with an activated, thriving downtown, as described in the Land Use Element. It also describes a network that supports travel by walking, biking, and riding transit throughout Kenmore, in addition to supporting adequate mobility when traveling by car in Kenmore through 2044. The Element supports the City's Diversity, Equity, and Inclusion Policy, adopted in 2020, to allocate resources in areas with historically disadvantaged communities. Recognizing that vehicle emissions are Washington State's largest contributor to greenhouse gases, the Element reflects the goals and policies described in Kenmore's Climate Action Plan (CAP), emphasizing a shift to transportation modes and technologies that reduced vehicle emissions.

Purpose

The purpose of the Transportation Element is to describe the City's vision for a safe, balanced, and efficient multi-modal transportation system that supports the Land Use element. The Transportation Element includes goals, policies, and objectives for maintenance and development of Kenmore's transportation system. It also identifies future transportation investments needed to realize the city's vision for multi-modal mobility within Kenmore. The Transportation Element informs the development of the Capital Improvement Program (CIP) by identifying the types of projects the City should undertake to support future transportation needs in the 6- and 20-year horizons. The plan also evaluates how these projects coincide with the City's financial resources.

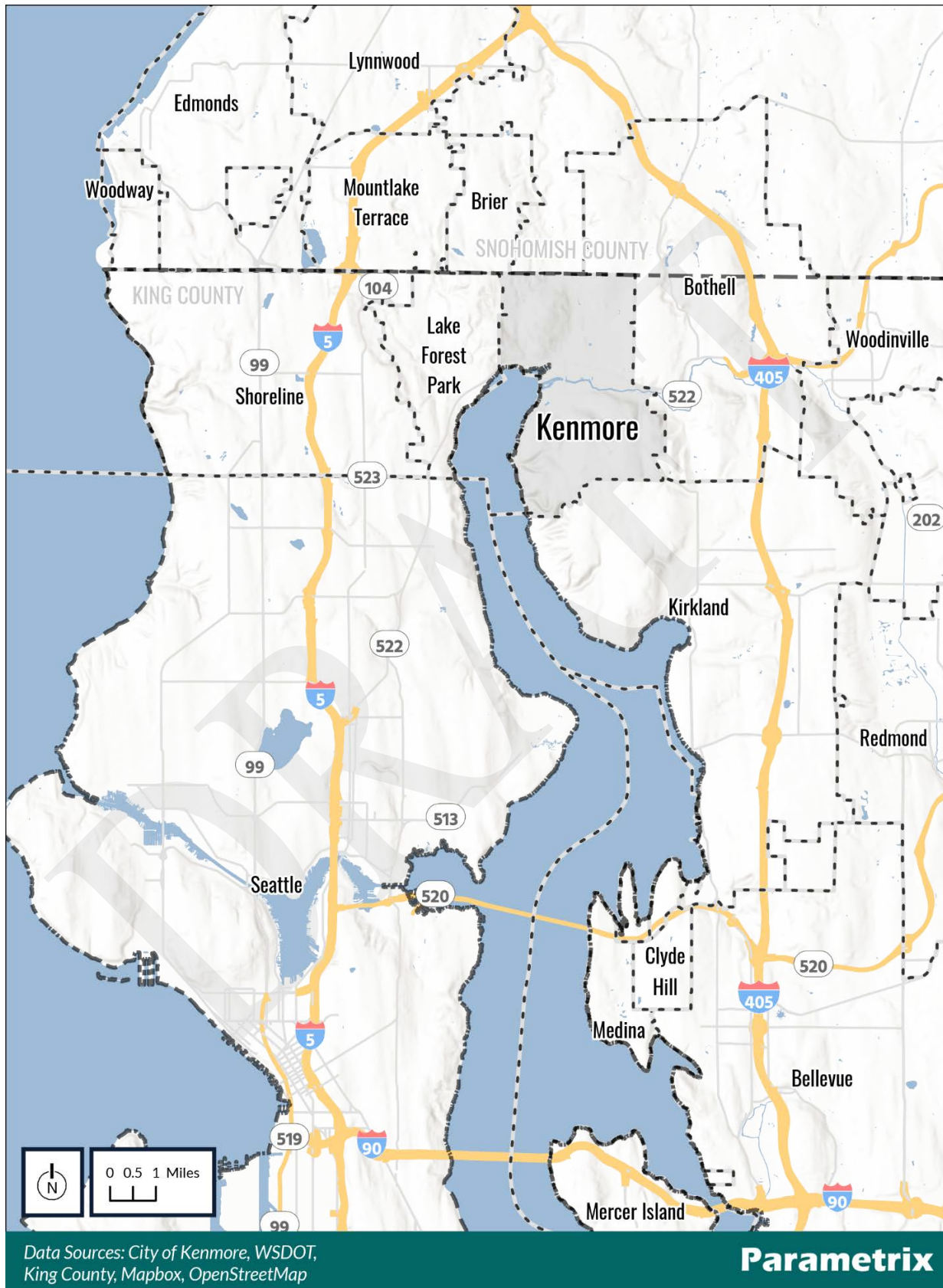
This Transportation Element includes the following sections:

- **Existing Conditions:** Describes conditions for all travel modes in the existing transportation system. This section also identifies current challenges and trends that will affect Kenmore's transportation network in the future.
- **Goals, Objectives, and Policies:** Explains Kenmore's vision for transportation and the goals that serve as the basis for the Transportation Element.
- **Future Transportation System:** Describes the City's layered transportation network concept to create a complete, multimodal transportation network in Kenmore. This section also establishes the City's level of service (LOS) standards.
- **Near Term and Long Term Capital Projects:** Provides near-term and long-range project lists based on the community values expressed in the transportation goals and layered network.
- **Implementation Strategies:** Evaluates Kenmore's financial conditions over the next 20 years and provides guidance on plan implementation.

Regional Context

The Transportation Element sets a framework for understanding, prioritizing, measuring, and creating a transportation network to help Kenmore achieve its land use vision. Kenmore's regional setting, shown in **Figure T-1**, is important. Nestled on the north shore of Lake Washington, the City forms the northern edge of King County and is bisected by State Route 522 (SR 522), a Highway of Statewide Significance. Given this strategic location, transportation conditions in the City are strongly influenced by pass-through traffic travelling between Seattle and east side cities, as well as growth in Snohomish County. The Kenmore Air Harbor provides connections to additional regional destinations, such as the Olympic Peninsula, the San Juan Islands, and British Columbia. The City must coordinate its transportation planning with a variety of jurisdictions, including neighboring cities, King County (including King County Metro), Sound Transit, the Puget Sound Regional Council (PSRC), and the Washington State Department of Transportation (WSDOT).

1 **Figure T-1: City of Kenmore and Surrounding Area**



2

Growth Management Act (GMA)

The State's Growth Management Act (GMA) of 1990 requires communities to prepare a transportation plan consistent with the City's Land Use Element. Specific GMA requirements for the Transportation Element include addressing:

- Land use assumptions used in estimating travel
- Estimated traffic impacts to state-owned transportation facilities resulting from growth
- Future transportation facilities and services needs, including those for air, water, and ground transportation
- LOS standards for arterials, state highways, and transit routes
- Specific actions and requirements for bringing locally owned transportation facilities and services into compliance with established LOS standards
- Forecasts of future traffic based on the adopted land use plan
- State and local system needs to meet current and future demands
- Financing capability to judge needs against probable resources
- A multiyear financing plan based on needs, which will serve as the basis for the City's six-year transportation program
- Strategies to address issues if probable funding falls short of meeting identified needs
- Intergovernmental coordination efforts
- Demand-management strategies
- Bicycle and pedestrian improvements

This Transportation Element addresses the required transportation components of the GMA.

VISION 2050

PSRC is the region's metropolitan planning organization. Comprising cities, towns, counties, ports, tribes, transit agencies, and major employers, PSRC sets regional growth policies for King, Pierce, Snohomish, and Kitsap Counties. Adopted in 2020, VISION 2050, establishes the long term goals for growth management, economic, and transportation issues. This Transportation Element is consistent with the VISION 2050 priorities.

VISION 2050 identifies several key goals for transportation in the region:

- **Maintenance, Management, and Safety** – Maintain, preserve, and operate the existing transportation system in a safe and usable state.
- **Support the Growth Strategy** – Support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network.
- **Greater Options, Mobility, and Access** – Invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy.

Countywide Planning Policies (CPPs)

The Regional Growth Strategy identifies a network of walkable, compact, and transit-oriented communities, including the City of Kenmore, that are the focus of urban development. The Regional Growth Strategy envisions an efficient, multimodal transportation system that provides various options for moving people and goods into and among centers.

The overarching transportation goal in the Countywide Planning Policies (CPPs) is that “the region is well served by an integrated, multimodal transportation system that supports the regional vision for growth, efficiently moves people and goods, and is environmentally and functionally sustainable over the long term”. The CPPs support the transportation vision in the Regional Growth Strategy with policies focused on:

- Supporting Growth – focusing on serving the region with a transportation system that furthers the Regional Growth Strategy;
- Mobility – addressing the full range of travel modes necessary to move people and goods efficiently within the region and beyond; and
- System Operations – encompassing the design, maintenance, and operation of the transportation system to provide for safety, efficiency, and sustainability.

Other Plans

WSDOT controls SR 522, which runs east-west through Kenmore. As such, the City coordinates with WSDOT and neighboring communities regarding impacts to and needed investments on SR 522.

Sound Transit provides regional, high capacity transit service throughout the Puget Sound via Link light rail, Sounder commuter rail, and ST Express bus service. Sound Transit is currently advancing the capital and service investments included in the ST2 and ST3 ballot measures approved in 2008 and 2016, respectively. The ST2 ballot measure included funding for the Lynnwood Link light rail extension, planned for completion in 2024. The Shoreline South/148th Street and Shoreline North/185th Street stations will be the closest light rail stations to Kenmore, providing nearby access for Kenmore residents wishing to ride transit to destinations throughout the Puget Sound region. Sound Transit’s Stride bus rapid transit (BRT) service on SR 522 was funded by the ST3 ballot measure. Planned for implementation in 2026, Stride will provide high-capacity transit service directly in Kenmore, providing residents with a direct connection to light rail in Shoreline and Stride service on I-405.

Metro Connects is King County Metro’s (Metro’s) 30-year vision for mobility. It is a long-range service and capital vision that describes planned future service networks and the capital investments needed to support those networks. The plan envisions multimodal connections to the places people want to go with safe and secure operations and facilities for passengers, employees, and communities. Metro Connects emphasizes Metro’s core values of safety, equity, and sustainability, incorporates the recommendations of the King County Metro Mobility Framework, and aligns with Metro’s Strategic Plan for Public Transportation and its Service Guidelines. The service networks envision changes to Kenmore’s transit services, particularly in

- 1 relation to the implementation of Sound Transit's investments in the regional high capacity
- 2 transit (HCT) system.

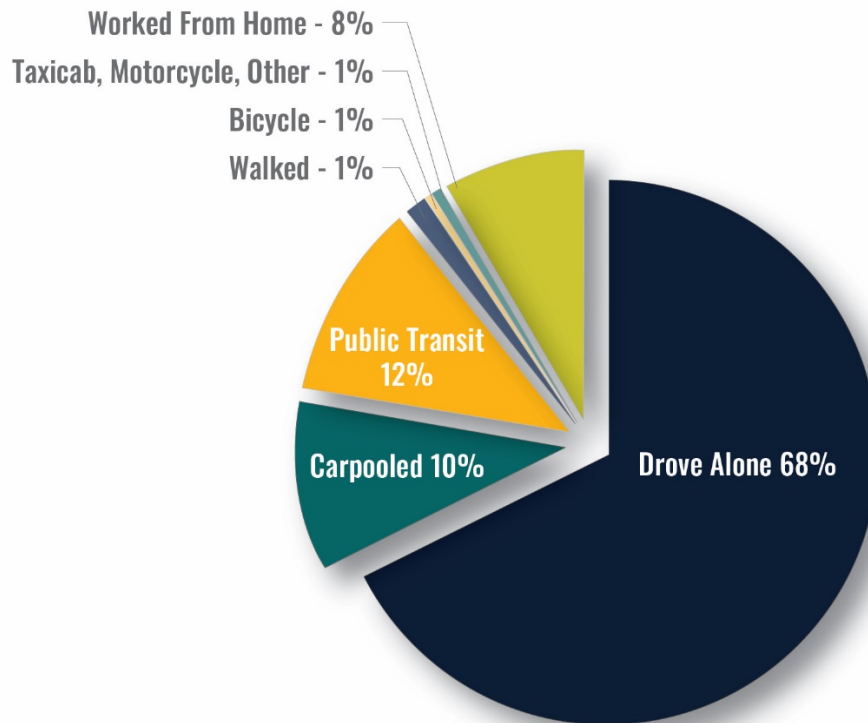
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EXISTING CONDITIONS

Transportation Network Overview

Kenmore's transportation network accommodates many modes of travel, including walking, bicycling, public transit, driving, and flying. Vehicular travel for commuting to work, which generally occurs during the morning (AM) and evening (PM) peak when traffic volumes are highest, is the primary choice for many travelers in and around Kenmore, as shown in the Census journey-to-work data (see **Figure T-2**). The peak volumes for vehicles, pedestrians, bicyclists, and transit can occur during different times by location. For example, areas near schools are influenced by the start and end of classes, resulting in increased pedestrians and vehicles volumes during these times.

Figure T-2: Commute Mode to Work



Source: American Community Survey 2019 5-Year Journey to Work Data

City streets form the backbone of the transportation framework with roadways shaping how residents and visitors experience Kenmore. The City of Kenmore currently classifies its roadways into major arterials, minor arterials, collectors, and local streets, as shown in **Table T-1** and displayed in **Figure T-3**. Examples of each roadway type and the intended uses served are described in **Table T-1**.

Table T-1. Functional Classification of Roadways

Roadway Type	Description / Purpose	Example
Major Arterial	A roadway that serves through trips and connects Kenmore with the rest of the area.	<ul style="list-style-type: none"> • Simonds Road NE • 68th Avenue NE (SR 522 to NE 170th Street)
Minor Arterial	Minor arterial streets provide inter-neighborhood connections and serve both local and through trips.	<ul style="list-style-type: none"> • 61st Avenue NE • NE 181st Street (65th Avenue NE to 73rd Avenue NE) • Juanita Drive NE
Collectors	Collectors distribute trips between local streets and arterials and serve as transition roadways to or from residential areas.	<ul style="list-style-type: none"> • 68th Avenue NE (north of SR 522) • 73rd Avenue NE • NE 153rd Place
Local	Local streets provide circulation and access within residential neighborhoods.	<ul style="list-style-type: none"> • 62nd Avenue NE • NE 150th Street

2



There are approximately 45 linear miles of concrete sidewalks and 120 marked crosswalks in the City, but sidewalks are still absent from many streets. On quiet residential streets, sidewalks may not be necessary; however, Kenmore has a number of arterials connecting residents from their homes to commercial areas, employment centers, schools, and transit stops that lack adequate pedestrian facilities.

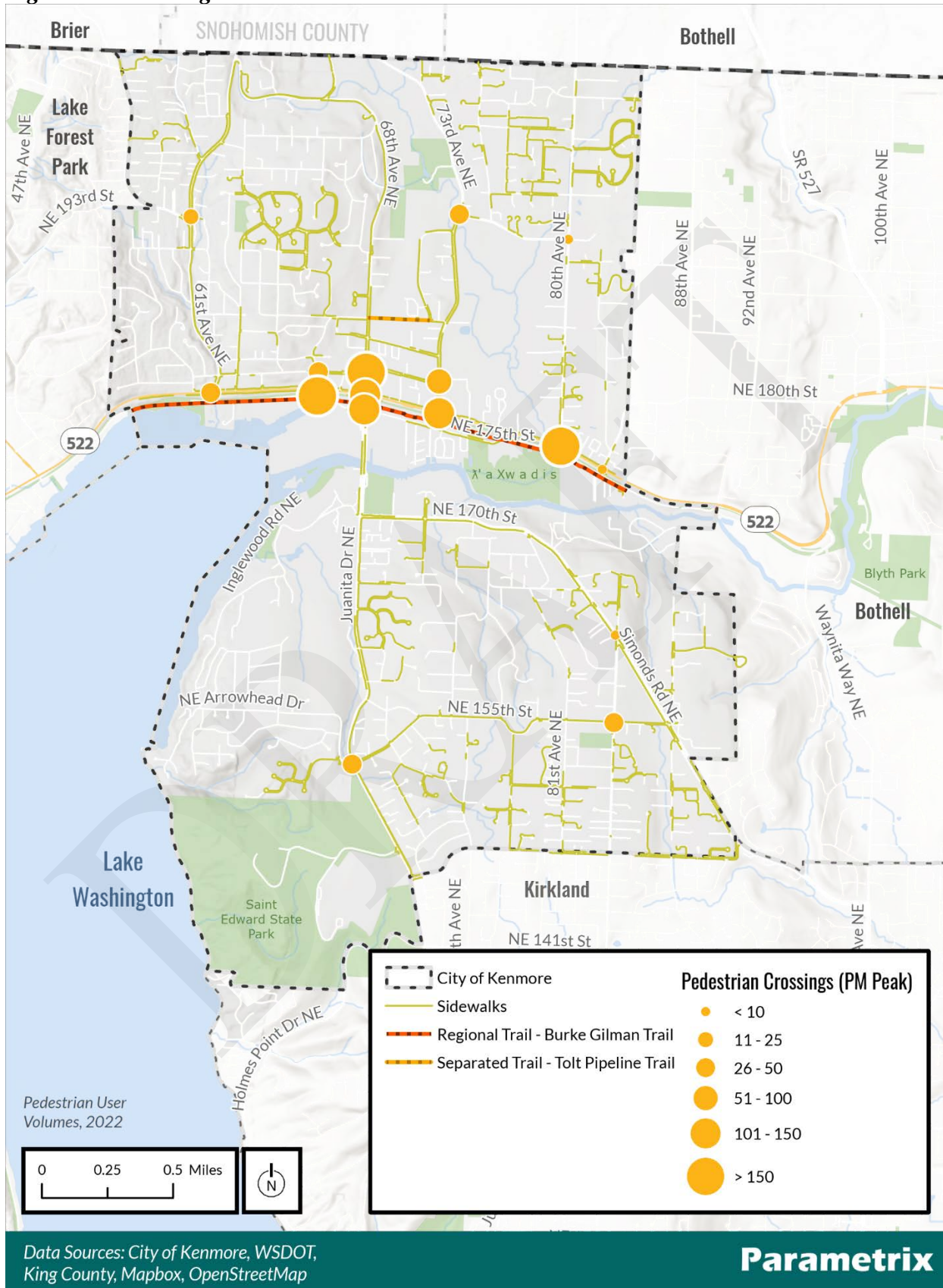
Figure T-4 displays different types of existing pedestrian infrastructure in Kenmore. **Figure T-5** shows where existing sidewalks and trails are located, as well as average pedestrian volumes (2022) at key intersections during the 2-hour evening peak for vehicular traffic.

Figure T-4: Existing Sidewalks and Trails



Source: Google Maps, City of Kenmore

1 **Figure T-5: Existing Sidewalks and Trails**

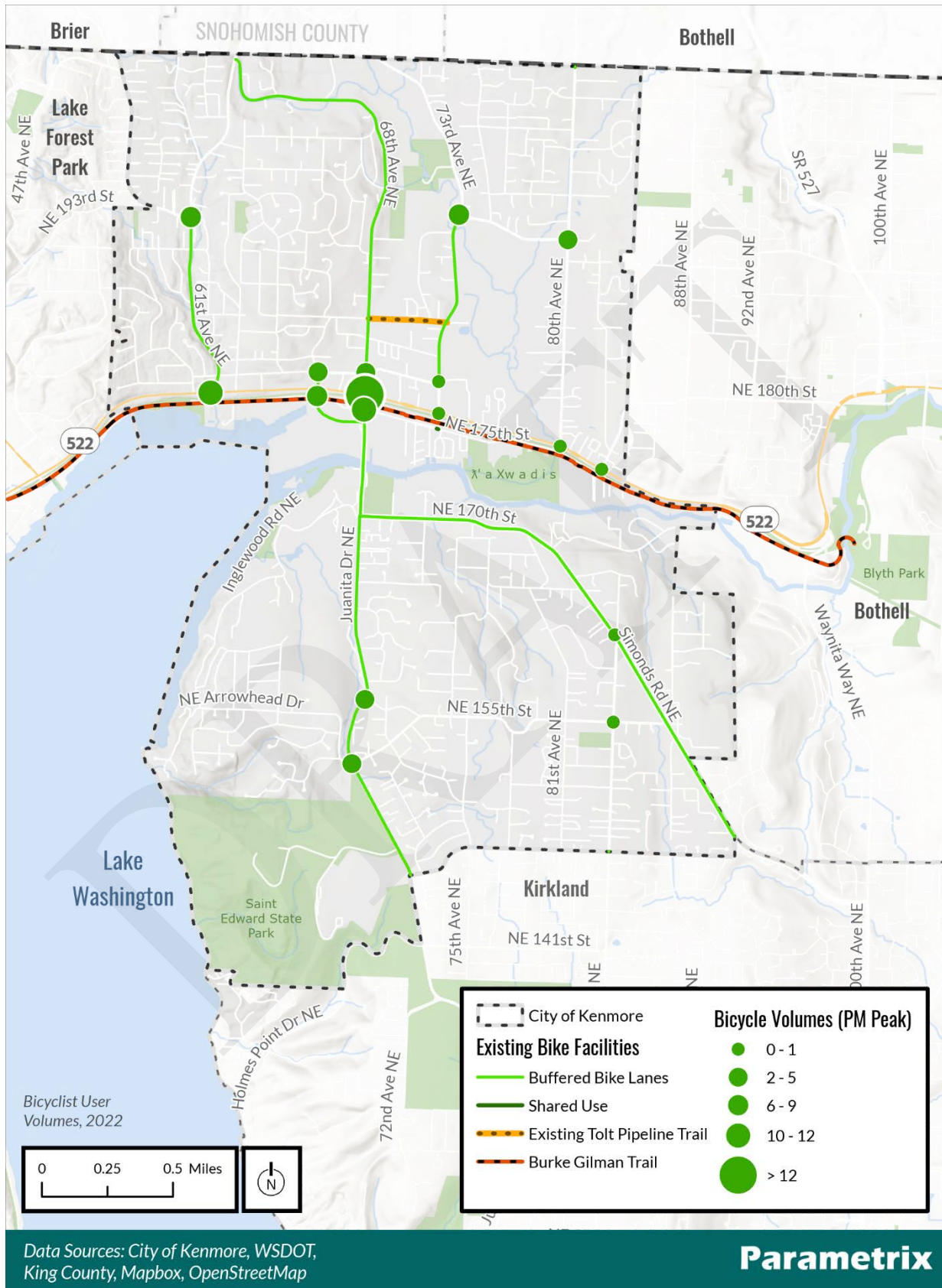


2

1 Kenmore hosts a section of the Burke-Gilman Trail, a regional multi-use trail that connects
2 residents to Seattle and other area cities. However, for many Kenmore residents, connecting from
3 home to the Burke-Gilman Trail or other non-motorized facilities can be challenging due to the
4 topography and curvilinear streets in parts of the city. SR 522 and 68th Avenue NE / Juanita Drive
5 NE create additional barriers to bicycling in Kenmore due to their high traffic volumes and difficult
6 crossings. **Figure T-6** presents Kenmore's existing bicycle facilities, well as average bicyclist
7 volumes (2022) at key intersections during the 2-hour evening peak for vehicular traffic.
8
9

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1 **Figure T-6: Existing Bicycle Facilities and Volumes**



2

Many Kenmore residents and employees use public transit for trips around and outside of the City. Public transit in Kenmore consists of fixed-route and dial-a-ride bus service provided by Metro and Sound Transit. Metro also provides on-demand, point-to-point transportation between south Kenmore, North Kirkland, and downtown Bothell. The Northshore Senior Center also provides door-to-door shuttle service to many of its patrons.

Figure T-7 and **Table T-2** display the Spring 2019 transit routes serving Kenmore, average daily boardings at each stop, and park and ride utilization. These volumes reflect a high level of bus ridership in the City, particularly on routes that serve SR 522. SR 522 and the corridor south of SR 522 currently served by Route 225 (previously served by Routes 234 and 244) have been designated as high capacity transit lines by PSRC. The Kenmore Park and Ride and the park and ride at the Vine Church, both located on SR 522, were 100 and 96 percent full, respectively, on an average weekday. As shown, there was no service in the City north of SR 522/NE 181st Street.

Transit ridership declined dramatically throughout the Puget Sound region during the COVID-19 pandemic. Metro and Sound Transit reduced service levels across their networks, including the elimination of several routes in Kenmore. Additionally, both transit agencies restructured several routes that serve the city in conjunction with the opening of the North Link light rail extension in October 2021. Sound Transit Route 522, which previously provided service between Woodinville and downtown Seattle, was revised to serve the Roosevelt Link station. This change required riders to transfer to light rail to continue to downtown Seattle. A new peak only route, Route 320, was created, providing service connecting Kenmore to the Northgate Link station, South Lake Union, and downtown Seattle. Additionally, a new leased park and ride was opened at the Kenmore Community Club. Fall 2021 ridership in Kenmore is summarized in **Table T-2**.

Table T-2. Bus Service in Kenmore

Route	Service Type	2019 Average Daily Weekday Spring Boardings	2021 Average Daily Weekday Fall Boardings
225	All Day	N/A	100
234	All Day	249	N/A
243	Peak Only	1	N/A
244	Peak Only	28	N/A
309	Peak Only	110	N/A
312	Peak Only	440	N/A
320	Peak Only	N/A	21
331	All Day	98	72
342	Peak Only	36	8
372	All Day	527	204
522	All Day	680	154
981	DART	1	2

Source: King County Metro

Figure T-7: Existing Transit Routes, Facilities, and Boardings (2019)



Washington State’s Freight and Goods Transportation System (FGTS) classifies the state’s freight corridors by modes based on annual freight tonnage moved through truck, rail and waterway freight corridors. Goods movement in Kenmore runs predominantly along the City’s major arterials of 68th Avenue, NE 170th Street, Simonds Road NE, and SR 522. Because 68th Avenue provides the only Sammamish River crossing option in Kenmore, this roadway plays a particularly important role in facilitating commerce. FGTS classified routes in the City of Kenmore are shown in **Figure T-8**.

Beyond these primary routes, delivery vehicles use many other streets to reach their final destination. For example, although it is not an FGTS classified route (and thus not displayed on **Figure T-8**), NE 175th Street sees a fair amount of freight traffic due to the nature of the surrounding land uses it serves. Additionally, a wide array of freight companies provide deliveries to residents and businesses using all types of roadways, including local streets.

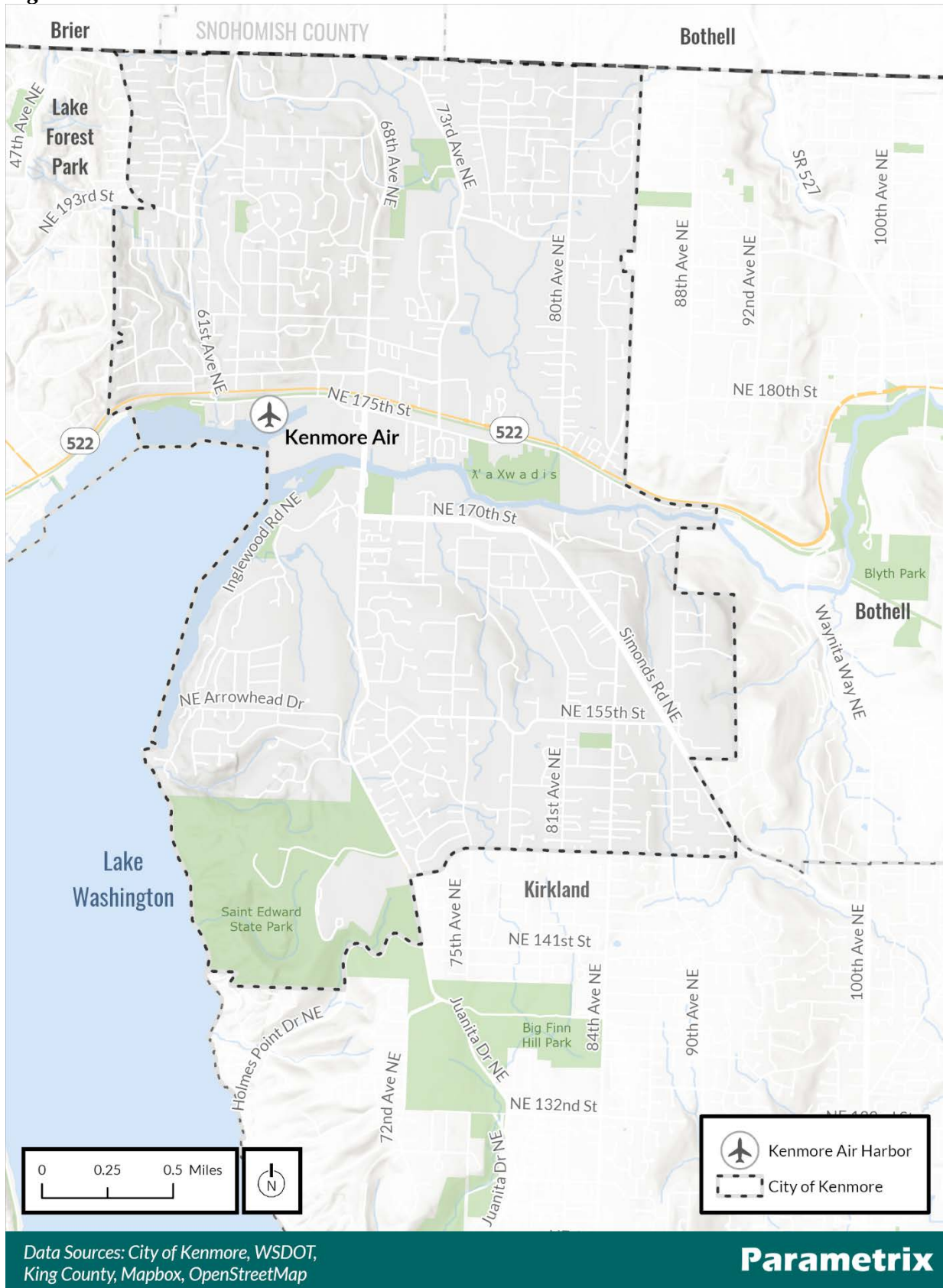
The Kenmore Air Harbor is also a facility of the City’s transportation network. The location of the Kenmore Air Harbor is displayed on **Figure T-9** and a description of its area, fleet size, operations, and travel take-off and landing areas on Lake Washington and general aircraft flight paths used on take-off and landing can be found in the Land Use element.

1 **Figure T-8: WSDOT FGTS Classified Truck Routes**



2

1 **Figure T-9: Kenmore Air Harbor**



2

Most Kenmore residents (about 68 percent) choose motor vehicles as their primary mode of transportation to work. Moreover, many more non-resident travelers pass through the City on SR 522 / 68th Avenue / Juanita Drive / Simonds Road. Severe congestion during peak hours illustrates this issue with many intersections experiencing long delays (see **Figure T-10**).

Analysis of Kenmore's congestion for motorists is based on the traffic counts collected in January 2022. Since March 2020, traffic volumes have decreased in response to COVID-19 related initiatives. As future traffic volumes are built from forecasting from baseline conditions, the goal is to model an existing 2022 baseline condition that best reflects overall trends from the past several years. Overestimating volumes can lead to future forecasts that may be too high, potentially leading to infrastructure that is overbuilt for future conditions. Conversely, underestimating baseline conditions could lead to future forecasts that may be too low, leading to infrastructure that would be potentially underbuilt for future conditions.

To monitor changes in travel volumes related to the COVID-19 pandemic, the City of Kenmore collected weekly travel data between May 2020 and August 2021. The data shows as of August 2021, the annual average daily traffic volumes in 2021 were 7 percent lower than 2019 volumes. Therefore, to be conservative, traffic counts collected in January 2022 for this analysis were adjusted upward by 7 percent.

To understand the level of congestion experienced during the evening commute, 19 intersections were evaluated based on their ability to accommodate PM peak hour demand in their existing configuration (number of lanes, traffic control, etc.). As noted previously, the peak volumes for vehicles, pedestrians, bicyclists, and transit can occur during different times by location. The PM peak period in Kenmore generally ranges between 3:00 PM and 6:00 PM. The PM peak period for each analyzed intersection is summarized in **Appendix D-1**. Based on this analysis, intersections were scored into one of six LOS categories that describe their operations in terms of vehicle delay. **Table T-3** describes the LOS definitions laid out in the Highway Capacity Manual 6th Edition (Transportation Research Board, 2016), which is the methodology currently applied to Kenmore's transportation network.

Table T-3. Level of Service Definitions

Level of Service	Description	Average Control Delay at (seconds per vehicle)	
		Signalized/Roundabout Intersections	Unsignalized Intersections
A	Free-flowing conditions.	< 10	< 10
B	Stable operating conditions.	> 10 and < 20	> 10 and < 15
C	Stable operating conditions, but individual motorists are affected by the interaction with other motorists.	> 20 and < 35	> 15 and < 25
D	High density of motorists, but stable flow.	> 35 and < 55	> 25 and < 35

Level of Service	Description	Average Control Delay at (seconds per vehicle)	
E	Near-capacity operations, with speeds reduced to a low but uniform speed.	> 55 and < 80	> 35 and < 50
F	Over capacity, with delays.	> 80	> 50

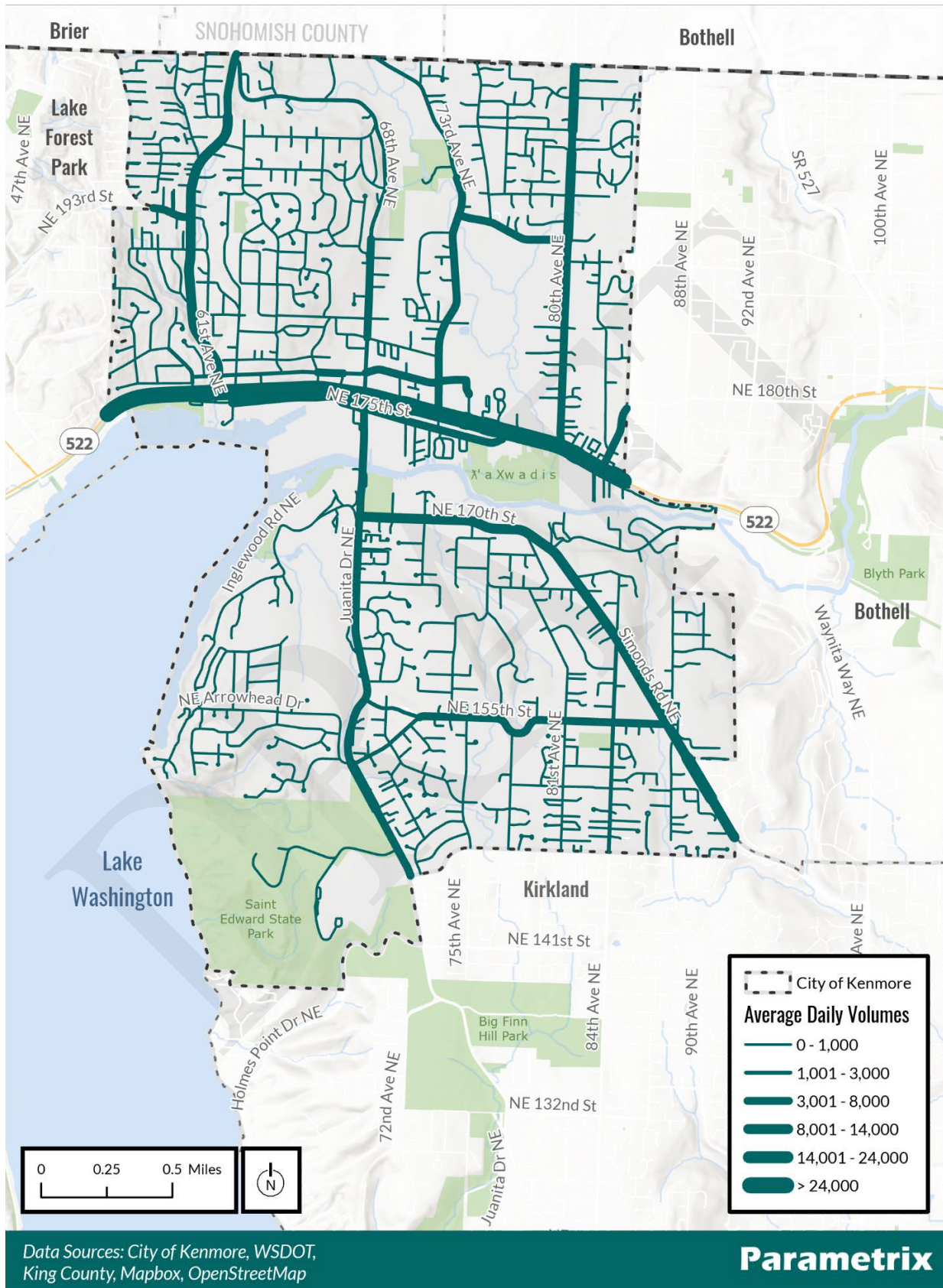
The City's LOS policy sets the following standards for its roadways:

- Major Arterials – LOS E or better
- Minor Arterials and collectors – LOS D or better
- Local roads – LOS C or better
- Roadways in Kenmore Countywide Growth Center
 - Signalized intersections shall operate at LOS F or better and not exceed 100 seconds of average total vehicle delay of all movements
 - Unsignalized intersections shall operate at LOS F or better on the minor street approach until a signal warrant is met using the current version of the Manual for Uniform Traffic Control Devices

It should be noted that as a highway of statewide significance, SR 522 is exempted from the City's LOS standards.

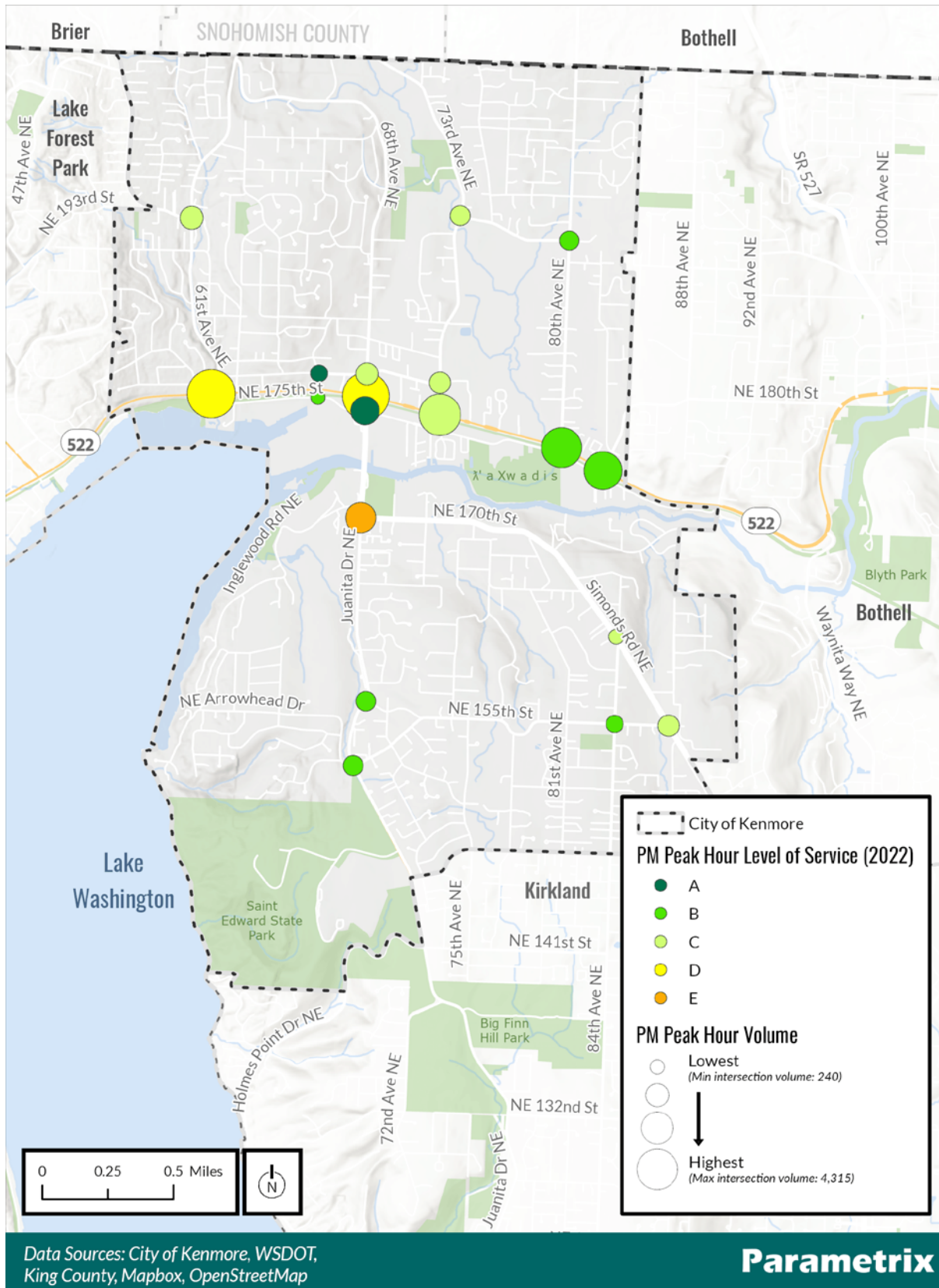
Figure T-10 shows weekday traffic volumes and **Figure T-11** shows the calculated LOS at each of the 19 intersections. As the figures show, Kenmore's major arterials see high traffic volumes and lower levels of service. Detailed reports of LOS are available in **Appendix D-1**.

1 **Figure T-10: Auto Average Daily Volumes**



2

1 **Figure T-91: Auto Level of Service and Volumes**



2

Current Challenges and Observations

The City of Kenmore has several important challenges to face as it prepares for future growth and the development of its downtown core. Although Kenmore continues to invest in its multimodal transportation system, motor vehicle travel dominates the City's transportation framework currently and many travelers view Kenmore as a "pass-through town." Kenmore is planning to be a walkable, bikeable, high-capacity transit community with a vibrant downtown and addressing the following transportation challenges will be a key to the City's success:

- Safety and comfort, especially for pedestrians and bicyclists
- Transit availability and access to high capacity transit
- Limited connectivity for all users

Bicycle and Pedestrian Safety

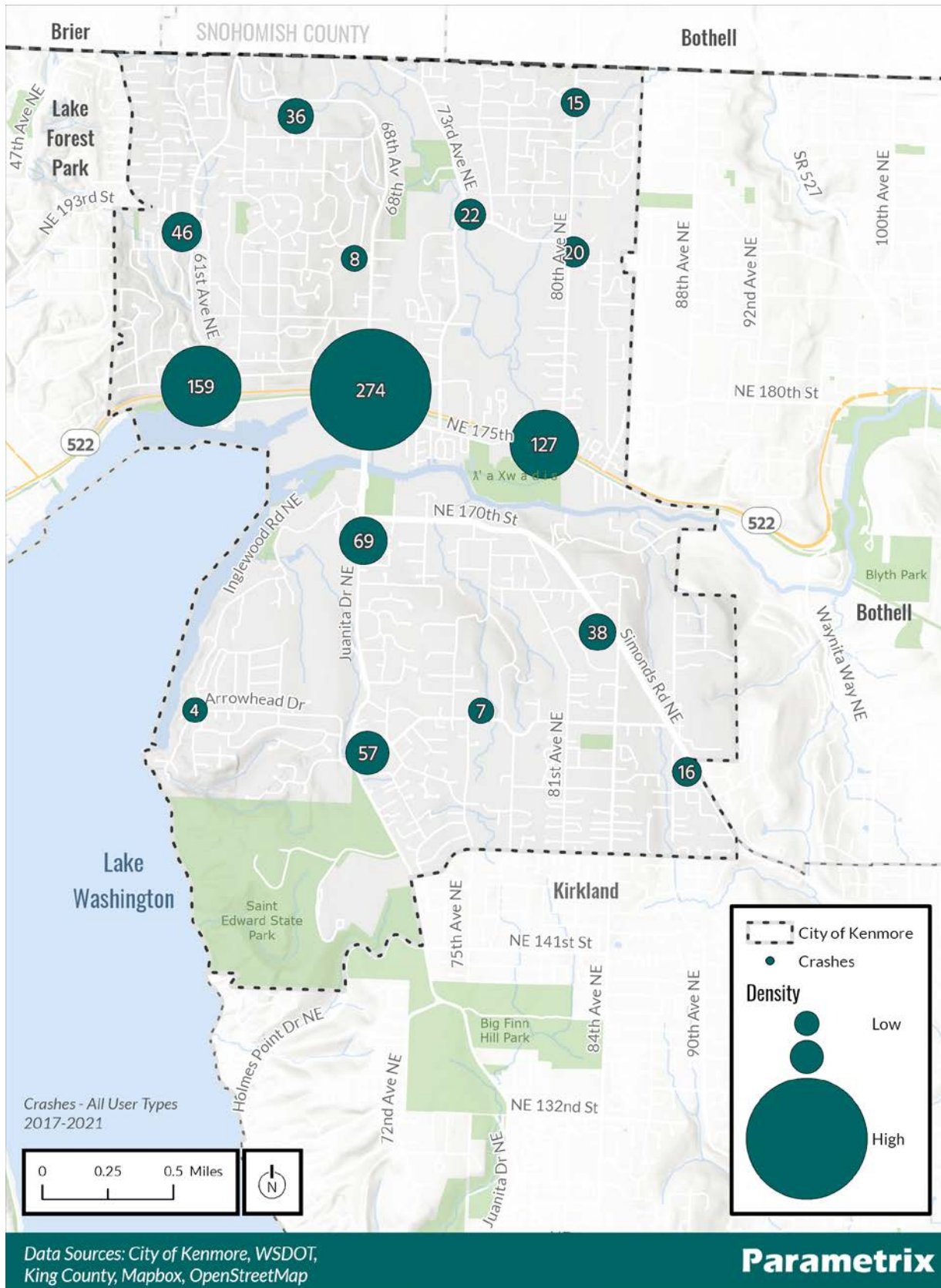
Since 2017, Kenmore has experienced nearly 175 traffic collisions per year. Of the 871 collisions in Kenmore from January 2017 to August 2021, 325 occurred on SR 522 and 207 occurred on the 68th Avenue / Juanita Drive corridor – 61 percent of the total city-wide.

Highlighting this issue, the period from Winter 2017 through Summer 2021 saw 41 crashes that involved vehicles hitting pedestrians and bicyclists, including one pedestrian fatality. **Figure T-12** displays traffic crashes for all modes within the City, **Figure T-13** shows injury severity and **Figure T-14** shows crashes involving bicycles and pedestrians over a five-year period spanning 2017-2021.

Crash severity is categorized by WSDOT into the following five categories:

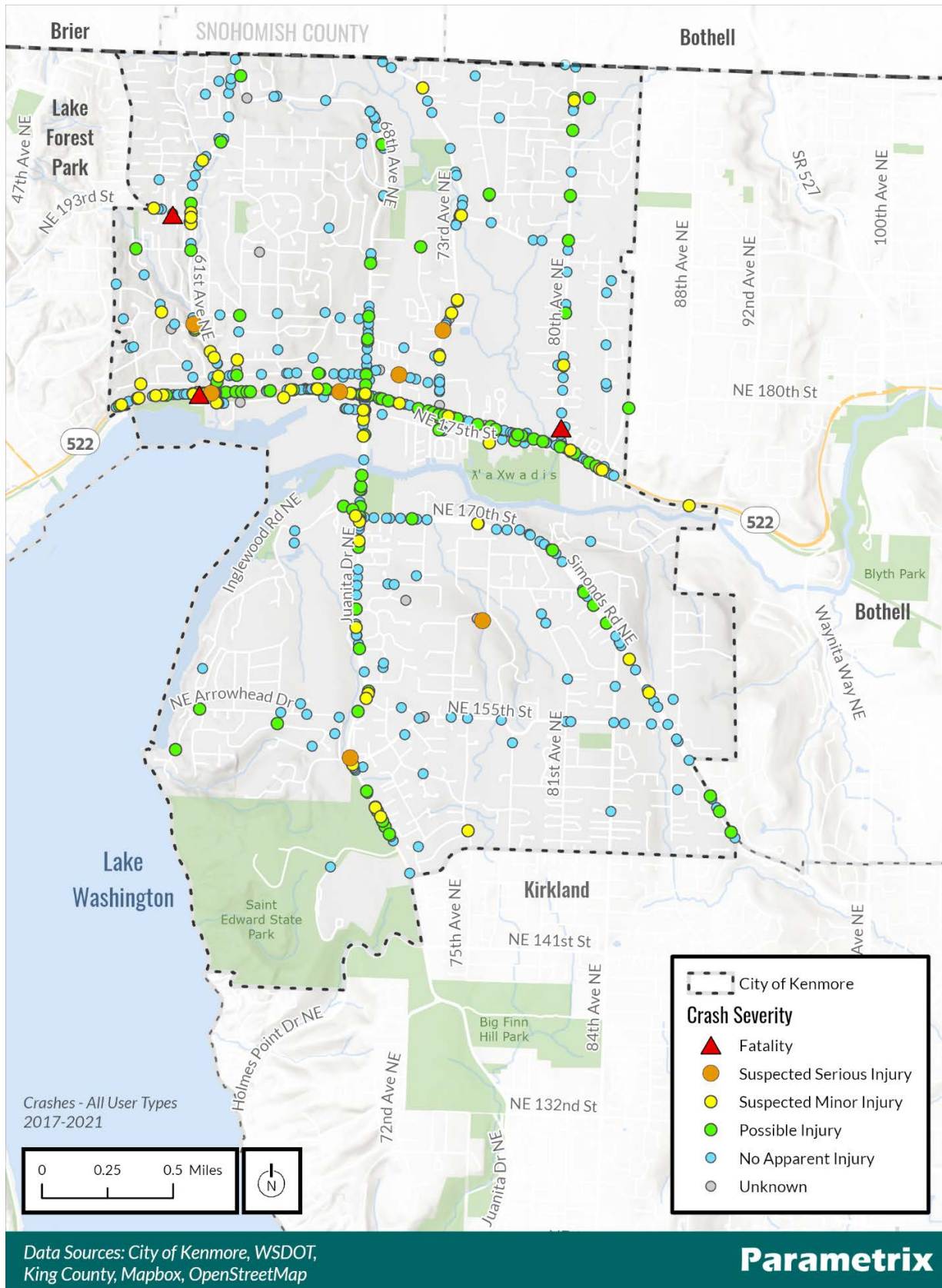
- **Fatal Injury:** Any injury that results in death within 30 days after the motor vehicle crash in which the injury occurred.
- **Suspected Serious Injury:** Any injury other than fatal which results in one or more of the following: Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood; broken or distorted extremity (arm or leg); crush injuries; suspected skull, chest or abdominal injury other than bruises or minor lacerations; significant burns (second and third degree burns over 10 percent or more of the body); or unconsciousness when taken from the crash scene.
- **Suspected Minor Injury:** Any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle).
- **Possible Injury:** Any injury reported or claimed which is not a fatal injury, suspected by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.
- **No Apparent Injury:** Situation where there is no reason to believe that the person received any bodily harm from the motor vehicle crash. There is no physical evidence of injury and the person does not report any change in normal function.

1 **Figure T-12: Crash Density**



2

1 **Figure T-13: Crash Severity**



2

1



The City of Kenmore's Target Zero Initiative was adopted in April of 2014. The goal of this program is to achieve zero pedestrian and bicyclist fatalities and serious injuries in Kenmore by 2025 by increasing awareness of pedestrian, bicyclist, and driver safety issues. The City works toward its Target Zero goal by engaging the Three E's: Engineering, Enforcement, and Education. These efforts include creating safer pedestrian and bicycle pathways, offering helmets at a low price, educating bicyclists, pedestrians, and drivers through events and pamphlets, offering safety vests annually at no charge (while supplies last), and enforcing traffic safety laws for all road users - among many other citywide improvements.

Kenmore has made many pedestrian improvements in recent years as the City strives for a more walkable/bikeable city. Sidewalk and crosswalk improvements along SR 522 have created a better environment for pedestrians moving around the City's commercial areas and connecting with public transit services or the Burke Gilman Trail. There are seven pedestrian actuated crossings that are also Americans with Disabilities Act (ADA) compliant. Four are located near SR 522 and 61st Avenue NE and three are located near Juanita Drive and NE 170th Street.

The Burke-Gilman Trail provides a major bicycle route through Kenmore and is a major asset to the community for both transportation and recreational purposes. Creating safer and more attractive connections from neighborhoods to the trail will encourage residents to make more walking and biking trips and visitors to patronize local businesses near the trail.

As a part of Walkways & Waterways, a voter-approved bond passed in 2016, the 68th Avenue/Juanita Drive corridor received pedestrian and bicycle safety treatments:

- (1) Juanita Drive NE Pedestrian and Bicycle Safety Improvements: 1.5 miles of new sidewalk on the east side of Juanita Drive from 143rd Street to NE 170th Street, buffered bicycle lanes in each direction, bus stop improvements, improved lighting, and some traffic signal modifications.
- (2) The 68th Avenue NE Pedestrian and Bicycle Improvements: 1.5 miles of new sidewalk on one side of 68th Avenue NE from NE 182nd Street to 61st Place NE, new bicycle lanes in each direction, and lighting improvements.

In addition to the Walkways and Waterways projects, several other projects were initiated and completed that provided sidewalk and/or bicycle safety treatments:

- (1) The West Sammamish River Bridge Replacement Project: New sidewalk and bike facilities on the west side of the road between NE 170th Street and NE 175th Street, lighting improvements and some traffic signal improvements.
- (2) SR522 West A Project: New sidewalk on the north and south side of SR522 from 61st Avenue NE to 65th Avenue NE along with street lighting and traffic signal improvements.
- (3) Simonds Road Overlay: New bike lanes added from 92nd Avenue NE to 84th Avenue NE.
- (4) 62nd Avenue NE Sidewalk Project: New sidewalk on the east side of 62nd Avenue NE from SR522 to 185th Avenue NE.
- (5) NE 181st Street Sidewalks: New sidewalk along the north and south side of NE 181st from 68th Avenue NE to 73rd Avenue NE and new sidewalk on the north side from 65th Avenue NE to 67th Avenue NE. Improvements included new street lighting.

(6) 73rd Avenue NE Overlay: New bike lanes added from NE 181st St to NE 192nd St.

(7) NE 153rd Street Sidewalks: New sidewalks on the south side of NE 153rd Street from 70th NE to Juanita Drive.

Transit Availability and Access to High Capacity Transit

Many people use public transit in Kenmore, as evidenced by 2019 ridership and park-and-ride occupancy levels. The opening of the Lynnwood Link light rail extension in 2024, particularly the Shoreline South/148th Street station, will provide an opportunity to greatly expand options for Kenmore residents wishing to ride transit to destinations throughout the Puget Sound region. Sound Transit's BRT Stride service on SR 522, planned for implementation in 2026, will provide high-capacity transit service directly in Kenmore, providing residents with a direct connection to light rail in Shoreline and Stride service on I-405. There are no planned improvements to parking capacity in Kenmore, by Sound Transit or Metro, until 2034. Robust local transit options and nonmotorized access improvements that connect Kenmore neighborhoods to bus service on SR 522 will be critical components to facilitating reliable access to these regional transit investments.

Kenmore is also interested in creation of a Metro-operated water taxi route that would connect the City to the University of Washington, providing another transit option for residents to access this regional employment and education center.

Service cuts are likely to hurt public transit as an attractive travel mode so the City should closely monitor these developments and advocate for its desire to maintain quality service. Additionally, infrequent or poorly timed service connections might further dissuade residents from using transit if it does not provide a fast and reliable trip compared with auto travel. While Kenmore cannot control transit service levels, the City's land use vision is designed to create a supportive environment for transit.

Limited Nonmotorized Connectivity

The existing transportation network in Kenmore was developed with limited facilities that can accommodate travel across the City. The 68th Avenue Bridge is the only public crossing over the Sammamish River in the City and currently acts as one of Kenmore's most congested points for all roadway users. In 2022, the City completed replacement of the southbound bridge, which included construction of new sidewalk and bicycle facilities on the west side of the road between NE 170th Street and NE 175th Street. Even with the bridge improvements, the intersection with SR 522 frequently backs up traffic for long stretches during peak hours.

Similarly, SR 522 serves as another major barrier to north-south connectivity. Its wide cross-section and limited number of signalized crossings affect all modes of travel, particularly pedestrians and cyclists. Additional signalized mid-block pedestrian crossings where warranted would improve crossing options for nonmotorized travelers.

East-west travel is also challenging, particularly north of SR 522 east of 73rd Avenue NE. A lack of walkways or paths for non-motorized users results in long, circuitous routes for pedestrians and cyclists wishing to travel in this area. Development of new non-motorized facilities could help to provide these connections.

Trends

Aside from existing conditions and challenges, there are other factors that will affect Kenmore's transportation system. Growth in downtown Kenmore and throughout the region generally plays a role in how the City will plan the improvements to its transportation network for the future.

Transportation Related Climate Impacts

The City of Kenmore's CAP establishes a multi-faceted approach for reducing greenhouse gas (GHG) emissions associated with transportation. The CAP describes policies, programs, and infrastructure investments that will help the City achieve its goal of net zero GHG emissions by 2050. Changes to municipal operations, construction of dense, mixed-use, and transit-oriented development (TOD), reduced single-occupancy vehicle (SOV) trips, and incentives for drivers to use electric vehicles (EVs) are the key transportation-focused strategies included in the CAP.

Downtown Development

In 2021, King County updated the 2021 Countywide Planning Policies to include a new category—Countywide Growth Centers—with zoned densities that support high capacity transit along existing or planned transit corridors. Designated countywide growth centers make efficient use of urban land by sufficiently providing housing, employment, and services in a compact form and density near the high capacity transit areas. Additionally, designated countywide growth centers use strategies to mitigate identified displacement impacts of residents and businesses, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees; low-income populations; people with disabilities; and other communities at greatest risk of displacement.

Downtown Kenmore is preliminarily designated as a Countywide Growth Center. Policies focus on mixed use, higher density development, including affordable housing, in the downtown area as it develops along the SR 522 high capacity transit corridor. Future redevelopment will add mixed use projects to provide housing, dining, shopping, and other services in the downtown. These land uses will generate additional travel in the downtown area and, while many people will be able to walk or use public transit for these trips, the transportation network must be able to support this concentrated growth.

Regional Growth

Regional development outside of the City itself is the other major aspect of growth affecting Kenmore by 2044. South Snohomish County, Bothell, and Woodinville are all expected to add a substantial number of residents and jobs during this time period and many of them travel through Kenmore en route to other regional destinations. The continued tolling of SR520 bridge and expected regional growth south of Kenmore are likely to have a continued impact on SR522.

Kenmore Travel Demand Forecasting

The GMA requires that the Transportation Element supports the land uses envisioned in the Comprehensive Plan. Thus, an important component of the work was forecasting how the future land uses envisioned in the City, as well as regional growth, would influence demand on Kenmore's transportation network. A description of the travel demand modeling process is summarized below with more detail about land use assumptions in **Appendix D-2**.

- **The Tool.** The PSRC regional Activity Based Travel Demand model was used for travel demand forecasting.
- **Estimate Land Use Growth in the City.** The City is planning for expected growth in housing units and employment over the next 20 years through 2044. The City allocates the growth throughout Kenmore based on adopted zoning, observed development patterns, and other city policies.
- **Capture Regional Growth Patterns.** Other communities throughout the region are going through this very same process, based on direction from PSRC. Since travel does not stop at a jurisdiction's borders, it is important to capture how regional growth could influence travel patterns on Kenmore's streets.
- **Translating Land Uses into Trips.** The next step is evaluating how the City and regional growth assumptions described above translate into walking, biking, transit, and auto trips. The travel model represents the number of housing units and employees in spatial units called traffic analysis zones (TAZs). TAZs can be as small as a few street blocks to as large as an entire neighborhood. They provide a simplified means to represent trip making rather than modeling individual parcels. The travel model estimates trips generated from each TAZ (both inside and outside of the City) using established relationships between different land use types with trip making. These trips are then assigned onto the roadway network to estimate how much traffic would be on each street during the evening commute hour.
- **Model Refinements.** The final step is refining the forecasts based on reality checks that the travel model may not capture. In this case, forecasts were refined to reflect the more walkable, urban characteristic planned for Kenmore's downtown, by recognizing that some short trips could be made by walking and biking, rather than driving. Moreover, travel patterns were refined to reflect existing driver preferences, including recognizing the relative attractiveness of the Simonds Road / 170th Corridor over Juanita Drive.

GOALS, OBJECTIVES, AND POLICIES

Kenmore has established eight goals to accomplish its overall vision for transportation in the future. The goals establish overarching priorities that serve the vision of this Transportation Element while objectives and policies lay out specific actions. The consolidated set of goals, objectives, and policies is included in this chapter.

GOAL 1. PROVIDE A COMPREHENSIVE TRANSPORTATION NETWORK THAT SAFELY ACCOMMODATES LOCAL AND REGIONAL TRAVEL FOR PEDESTRIANS, BICYCLISTS, TRANSIT USERS, AND MOTORIZED VEHICLES.

OBJECTIVE 1.1: Develop and maintain a Layered Network that provides connectivity and recognizes that not all streets provide the same quality of travel experience. Classify streets as State Highways, Major Arterials, Minor Arterials, Collectors, and Local Roads.

Policy T-1.1.1: Ensure that the Layered Network continues to provide for all varieties of street uses including regional mobility and cross-town trips, commuting, shopping, recreational travel, property and business access, and parking, regardless of mode.

Policy T-1.1.2: Guide the development of new streets and maintenance of existing streets to form a well-connected network that accommodates safe, direct, and convenient access to the existing roadway network for pedestrians, bicyclists, transit, and automobiles. Prioritize non-motorized connections to reinforce the City's vision of a pedestrian-friendly and robust downtown.

Policy T-1.1.3: New development should be consistent with the Future Roadway Network. Cul-de-sac construction should require the approval of the City Engineer. Pedestrian facilities identified in the City's Sidewalk Priority Network should be prioritized using the Pedestrian Facilities Plan. Bicycle facilities should be considered for streets identified within the Bicycle Priority Network.

Policy T-1.1.4: Coordinate with park-and-ride and transit service providers to reinforce the City's designation as a high capacity transit community, attracting residential and employment densities that support ridership along the high capacity corridors. Pursue improvement projects that are consistent with the Layered Network and which benefit transit users in Kenmore.

Policy T-1.1.5: Continue to enhance the City’s Layered Network by using the following methods:

- a. Require dedication of rights-of-way as a condition for development when the need for such rights-of-way is linked to the development or where shown on the Future Roadway Network;
- b. Request donations of rights-of-way to the public;
- c. Purchase rights-of-way in accordance with State laws and procedures
- d. Acquire development rights and easements from property owners; and
- e. Implement traffic impact fees with new development consistent with the City’s Traffic Impact Analysis Guidelines to allocate funding for new multimodal facilities.

Policy T-1.1.6: Maintain criteria to consider street vacations. Criteria should address:

- a. State laws regarding street vacations;
- b. Consistency with the Layered Network, including the effects of the street vacation on existing and future circulation;
- c. Ability to utilize excess right-of-way for other public purposes such as parks, recreation, waterfront access, viewpoints, stormwater management, or affordable housing;
- d. Public benefit of the street vacation; and
- e. Fair compensation.

OBJECTIVE 1.2: Design and maintain transportation facilities consistent with the community vision.

Policy T-1.2.1: Consider the environmental consequences of street design standards and maintenance practices. Design City-sponsored transportation projects to minimize impacts to wildlife habitat, the environment and water quality to the greatest extent feasible. When preparing City-sponsored transportation project designs or reviewing development proposals, the City should follow steps outlined in the *Street Planning Toolkit (Figure T-15)*.

Policy T-1.2.2: Require new development to minimize and consolidate access points along all major and minor arterials, especially along SR 522 and any new arterials that may be developed. Coordinate this effort with local businesses, property owners, and WSDOT.

Policy T-1.2.3: Protect rights-of-way from encroachment by structures, fences, retaining walls, substantial landscaping, or other obstructions to preserve the public’s use of the right-of-way, safety, and mobility. Protection methods may include minimum setback requirements for property improvements allowing future roadway expansion, street use agreements, and

development of specific guidelines regarding installation and maintenance of landscaping within the public right-of-way.

Policy T-1.2.4: Maintain a right-of-way use permit application process and criteria to ensure that temporary development and utility construction activities do not create adverse safety, environmental, or traffic impacts.

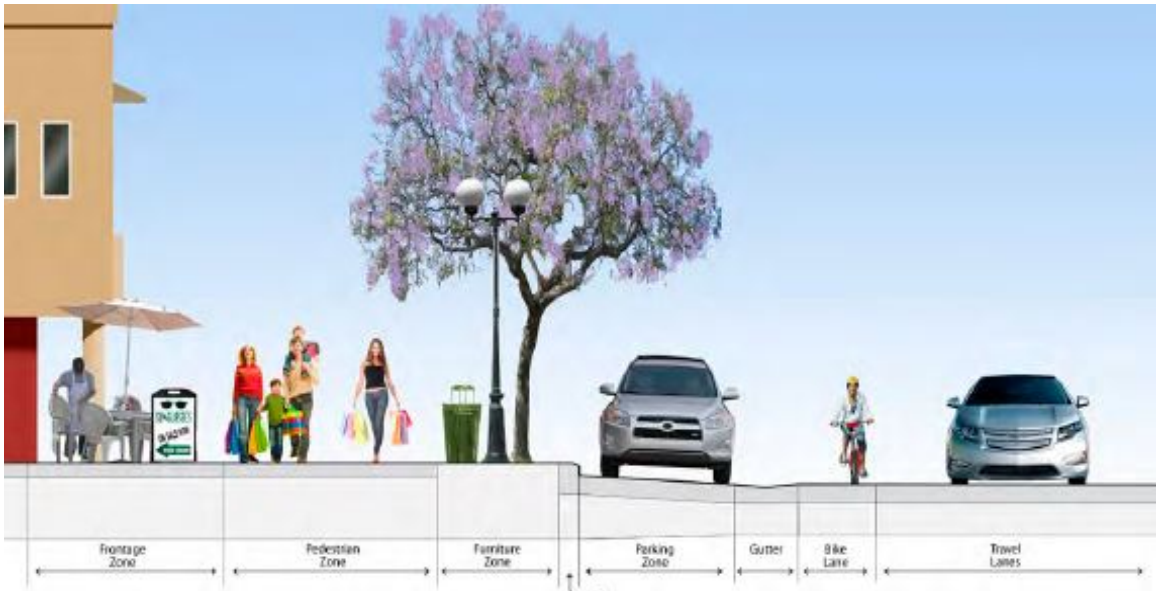
Policy T-1.2.5: Ensure pedestrian facilities are designed consistent with ADA guidelines and that existing infrastructure is updated per the city's *ADA Transition Plan* to accommodate users of all ages and abilities. Design curb cuts, ramps, and other facilities to accommodate pedestrians with a disability or mobility challenges.

Policy T-1.2.6: Implement the Street Planning Toolkit to provide uniform street design and maintenance methods that enhance safety for pedestrians, bicyclists, and motorists.

Policy T-1.2.7: Ensure structured parking facilities incorporate context sensitive, preemptive designs that can accommodate changing parking demand as a result of increased walkability in high-density areas, such as downtown.

Figure T-15: Street Planning Toolkit

When planning for new streets or redesigning existing ones, the City should implement uniform designs and maintenance methods that create a safe, effective, environmentally sensitive, and welcoming transportation system for all users in line with the City's vision and Comprehensive Plan policies. Throughout this process, the City must consider the various financial and non-financial costs of development and operation of the transportation system in addition to the concerns of interested parties.



- Align and locate transportation facilities away from environmentally sensitive areas, consistent with other Comprehensive Plan policies;
- Minimize and mitigate significant environmental impacts whenever possible, including the incorporation of improvements, such as larger stormwater treatment facilities, to respond to the impacts of climate change. Minimize and mitigate impacts from the transportation network to the environment, terrestrial animal habitat, and aquatic habitats.
- Whenever practical, incorporate the use of native grasses, shrubs, and trees, and drought-resistant species in the design of streets, landscape strips, and medians.
- Enhance the safety of pedestrians, bicyclists, and motorists through sidewalk or other separated pedestrian facilities and on-street facility location, design, and maintenance, lighting requirements, signs, lane widths and geometrics, and access to properties using the Layered Network as a guide.
- Consider the conflicts between different users in the design of multi-purpose paths, including the use of separate paths, striping different lanes for pedestrians and cyclists, speed limits, and increased use of protected bicycle facilities on streets to provide additional options for cyclists.
- Establish standards that discourage excessive parking. Provide options or incentives to reduce underutilized parking lots and encourage alternate modes of travel.

OBJECTIVE 1.3: Improve street safety and function with a particular reference to the “Target Zero” goal (adopted City Resolution 14-235) to have no pedestrian or bicycle deaths or serious injuries as the result of a collision with a motorized vehicle.

Policy T-1.3.1: Continue to collect data on traffic speed and volume and collisions to support studies, operational changes, and designs, enhance efforts when possible.

Policy T-1.3.2: Include emergency service providers in review of roadway designs to ensure emergency vehicle passage. Design considerations include dead-end street lengths, turn-arounds, travel lane widths, maximum road grades, and parking location.

Policy T-1.3.3: Implement the City’s Target Zero strategy to focus on transportation improvements, education, and enforcement measures to improve safety conditions for pedestrians and bicyclists on Kenmore’s streets. Use the Local Road Safety Plan to identify and prioritize low-cost, quick build, effective enhancements.

OBJECTIVE 1.4: Develop a transportation system that achieves the following LOS metrics:




Policy T-1.4.1: Vehicular LOS:

- Major Arterials: LOS E or better
- Minor Arterials and Connectors: LOS D or better
- Local Streets: LOS C or better
- Roadways in the Kenmore countywide growth center
 - Signalized intersections shall operate at LOS F or better and not exceed 100 seconds of average total vehicle delay of all movements
 - Unsignalized intersections shall operate at LOS F or better on the minor street approach until a signal warrant is met using the current version of the Manual for Uniform Traffic Control Devices

LOS along SR 522 and 68th Avenue (south of SR 522) / Juanita Drive will be measured as average delay at the corridor level rather than the intersection level.

Policy T-1.4.2: Pedestrian LOS as described in Table T-4, bicycle LOS as described in Table T-5, and transit LOS as described in Table T-6




Table T-4. Pedestrian LOS – Sidewalk Requirements

LOS	Within Pedestrian Priority Network*
	Pedestrian facility** on both sides of the street with a buffer as indicated in Pedestrian Priority Network
	Pedestrian facility** provided on one side of the street with or without a buffer as indicated in Pedestrian Priority Network
	No pedestrian facility

* The pedestrian LOS standard does not pertain to local streets outside downtown




** Pedestrian facility includes sidewalks and paved shoulders protected by a raised curb.

Table T-5. Bicycle LOS – Facility Requirements

LOS	Within Bicycle Priority Network
	Provides minimum treatment* recommendation, as shown within Bicycle Priority Network
	Provides a lower-level facility* than recommended in the Bicycle Priority Network
	No bicycle facility

* Bicycle facilities – lowest-level to highest-level of treatment: shared; bike lanes; buffered bike facility; separated trail.

Table T-6. Transit Priority Corridor Level of Service

LOS	Transit Stop Amenities	Pedestrian Access	Frequency of Service
	High level	Sidewalks and marked crosswalks serving stops	All day service. Peak service 15 minutes or less, midday 30 minutes or less
	Some amenities	Sidewalks and marked crosswalks serving some stops	All day service. Peak services 30 minutes or less, midday service 60 minutes or less
	Little or no amenities	General lack of sidewalks and marked crosswalks	Low level of service

OBJECTIVE 1.5: Perform periodic review and monitoring (every 2-4 years) of the transportation system to ensure it adequately serves existing and future land uses.

Policy T-1.5.1: Forecast travel to identify needed transportation improvements. The forecasts should:

- a. Account for expected changes in personal travel behavior, funded capital improvements, and feasibility of mode choices;
- b. Use current data and policies;
- c. Be compatible with other jurisdictions and the regional growth strategy; and
- d. Reflect the Vision Statement and land use policies.

Policy T-1.5.2: Identify the improvements and strategies needed to fully implement the City's *Layered Network* and meet LOS requirements for transportation.

Policy T-1.5.3: Monitor growth in population and employment in relation to the land use and growth assumptions of the Transportation Element. Reassess the Land Use and Transportation Elements as needed to ensure that planned improvements will address the potential impacts of growth.

Policy T-1.5.4: Require construction of necessary transportation improvements from the private or public sector at the time of development or within six years of development.

GOAL 2. COORDINATE WITH LOCAL, REGIONAL, STATE, AND FEDERAL AGENCIES AS WELL AS NON-GOVERNMENTAL ENTITIES TO DEVELOP AND OPERATE THE TRANSPORTATION SYSTEM.

OBJECTIVE 2.1: Support and complement the transportation functions of the State of Washington, transit agencies, and other entities responsible for transportation facilities and services to meet Kenmore's needs.

Policy T-2.1.1: Coordinate planning, construction, and operation of transportation facilities and programs with the State, Counties, neighboring cities, PSRC, Metro, Sound Transit, and other entities. This coordination will be achieved by:

- a. Participating in the transportation-related activities of King County and other advisory committees;
- b. Working with other jurisdictions to plan, fund, and implement multi-jurisdictional projects necessary to meet shared transportation needs; and
- c. Making transportation decisions consistent with the City's adopted transportation plans in coordination with the State, PSRC, transit agencies, King County, Snohomish County, and neighboring jurisdictions.

Policy T-2.1.2: Support increased transit service for the Kenmore Downtown area based upon existing and future population and employment densities. Support

additional market demand for TOD along the SR 522 corridor to promote Kenmore's status as a High Capacity Transit community and provide residents with access to regional transit.

Policy T-2.1.3: Work with private property owners to create multimodal transportation options around the Downtown area to achieve a walkable city center that reinforces the community identity and provides connections to housing and community destinations.

Policy T-2.1.4: Coordinate planning, construction, and operation of transportation facilities and programs with the State, Counties, neighboring cities, PSRC, Metro, Sound Transit, and other entities to minimize impacts to the environment and aquatic habitats and ensure critical infrastructure is in place to respond to both natural disasters, human-caused disasters, and climate change impacts.

OBJECTIVE 2.2: Cooperate with neighboring cities, King and Snohomish Counties, transit agencies, PSRC, and WSDOT to address regional transportation issues.

Policy T-2.2.1: In partnership with State, regional and local agencies, address regional transportation issues. These include:

- d. Regional air, rail, and water transportation facilities and services;
- e. Operation of and improvements to the State highway network, including SR 522;
- f. Improvements to roadways connecting Kenmore to the surrounding region, including SR 522;
- g. Improvements to major roadways bordering, yet having an influence upon internal traffic flows within Kenmore, including those located in Snohomish County;
- h. Improved access to I-5 and I-405 corridors and other employment corridors;
- i. Regional pedestrian and bicycle facility needs;
- j. Transit access to meet the diverse needs of residents for populations of all income levels; and
- k. Consideration of last-mile connection to transit stops for local and regional users.

Policy T-2.2.2: Work with neighboring jurisdictions to ensure that new development outside of Kenmore does not unreasonably affect transportation systems, transportation LOS, and the quality of life in Kenmore. Utilize the following approaches:

- 1 a. Promote thoughtful planning by neighboring jurisdictions consistent
- 2 with comprehensive plans and the regional growth strategy; and
- 3 b. Support the establishment of regional traffic planning, expanded
- 4 access to transit, improved non-motorized facilities, and mitigation
- 5 payment system.
- 6
- 7 Policy T-2.2.3: Coordinate transit levels of service with Metro, Sound Transit, and private
- 8 transit operators.
- 9
- 10 Policy T-2.2.4: In partnership with state and other agencies, support development of a
- 11 corridor plan for SR 522 to consistently maintain travel conditions for all
- 12 users along this route.
- 13
- 14 **OBJECTIVE 2.3: Ensure regional transportation improvements and services are**
- 15 **compatible with the Comprehensive Plan and the City's *Layered***
- 16 ***Network*.**
- 17
- 18 Policy T-2.3.1: Continue to take a lead role in the planning, design, and implementation of
- 19 SR 522 improvements within Kenmore. Encourage multi-agency
- 20 cooperation (such as WSDOT and Sound Transit) and ensure that
- 21 improvements in Kenmore are coordinated with adjacent communities.
- 22
- 23 Policy T-2.3.2: Work with the adjacent jurisdictions to coordinate planned improvements
- 24 along connecting roads.
- 25
- 26 Policy T-2.3.3: Work with WSDOT to identify and mitigate the impact that reconstruction
- 27 and existing and planned toll projects have on Kenmore; particularly on SR
- 28 522.
- 29
- 30 **OBJECTIVE 2.4: Work with business leaders, private owners, and other local**
- 31 **organizations to support transportation efforts in reaching mutual**
- 32 **goals.**
- 33
- 34 Policy T-2.4.1: Attract and retain future development to Kenmore by directing growth into
- 35 its Countywide Growth Center and providing multi-modal connections to
- 36 downtown and equitable access to regional transit.
- 37
- 38 Policy T-2.4.2: Provide additional incentives to minimize surface parking within walkable
- 39 areas, such as downtown. Ensure that regulations require appropriate
- 40 parking for business customers.
- 41
- 42 Policy T-2.4.3: Provide local transit connections from the City's residential areas to the
- 43 regional high capacity transit system along the SR 522 corridor.
- 44
- 45 **OBJECTIVE 2.5: Position Kenmore to respond to technological innovations, such as EVs,**
- 46 **connected/autonomous vehicles, and intelligent transportation systems.**

Policy T-2.5.1: Coordinate with PSRC and other regional entities to understand regional plans for EV charging and accommodation of other alternative fuel sources.

Policy T-2.5.2: Review vehicle regulations periodically to ensure accordance with current technologies that can support Kenmore's transportation system.

Policy T-2.5.3: Keep pace with evolving technologies to understand their impacts on the financing, expansion, and evolving operational and maintenance needs for transportation facilities.

Policy T-2.5.4: Explore micromobility transportation options as an alternate transportation mode to SOVs. Implement policies and pilot programs in coordination with other jurisdictions to test their efficacy in Kenmore.

GOAL 3. PROMOTE A TRANSPORTATION SYSTEM THAT IS SUSTAINABLE FROM FISCAL, ENVIRONMENTAL, AND EQUITY PERSPECTIVES WITH PARTICIPATION FROM BOTH THE PUBLIC AND PRIVATE SECTORS.

OBJECTIVE 3.1: Emphasize priorities of the community when prioritizing transportation system improvements needed to fully implement the City's Layered Network, including safety, multi-modal mobility, access to transit, maintenance, and congestion relief.

OBJECTIVE 3.2: Regularly prepare and adopt a Six-Year Transportation Improvement Program to implement the Transportation Element.

Policy T-3.2.1: In preparation of specific planning and implementation documents, including the Six-Year Transportation Improvement Program, the City will involve the public, interested agencies, and other jurisdictions through a clearly stated process that provides opportunities for review and comments regarding the City's priorities and recommendations.

Policy T-3.2.2: Ensure that plans consider the best available lifecycle cost of an improvement, including operation and maintenance costs; environmental, climate change, economic, and social impacts; and any replacement or closure costs.

OBJECTIVE 3.3: Leverage City resources and secure adequate funding sources for transportation improvements and services through a variety of mechanisms, including those required as a result of development.

Policy T-3.3.1: Seek to secure adequate funding sources for transportation through a variety of methods. These methods may include:

- a. Seeking federal and state funds;

- b. Encouraging public/private partnerships for financing transportation projects that remedy existing transportation problems or foster economic growth in Kenmore; and
- c. Encouraging the use of Local Improvement Districts (LIDs) by property owners to upgrade roads to meet City road standards.

Policy T-3.3.2: Ensure shared responsibility of mitigating development impacts between the public and private sector. Require that developers contribute their fair share toward transportation improvements needed to accommodate development through implementation of the City's Traffic Impact Fee program, by providing additional transportation facilities and services in proportion to the impacts and needs generated by the development and encouraging developers to design projects that generate less traffic.

Policy T-3.3.3: Require traffic analyses for new development proposals consistent with the City's *Traffic Impact Analysis Guidelines* that determine the need for transportation improvements that address traffic impacts. Ensure new developments are accordant with the City's vision as a high capacity transit community.

OBJECTIVE 3.4: Ensure improvements to the transportation network occur concurrently with development.

Policy T-3.4.1: Allow development only when those proposals are concurrent with specific documentation or plans showing how the transportation system can adequately support existing and proposed development needs.

OBJECTIVE 3.5: Cooperate regionally and strive locally to mitigate transportation impacts to air quality through interconnected land use and transportation strategies.

Policy T-3.5.1: Support ongoing efforts for improving air quality throughout the Kenmore area and develop a transportation system compatible with the goals of the Federal and State Clean Air Acts.

Policy T-3.5.2: Support local and regional efforts to reduce vehicle emissions. Support installation of EV charging stations on local privately owned property and explore options for the development of charging facilities on publicly owned property. Reduce emissions from City fleet by implementing a green vehicle selection process, identifying green fleet resources for new or replacement vehicles, and installing electric car charging stations in City-owned facilities.

Policy T-3.5.3: Coordinate with Metro, Sound Transit, and other jurisdictions on Commute Trip Reduction (CTR) programs for major employers in Kenmore.

Policy T-3.5.4: Reduce vehicle miles traveled (VMT) of SOVs by implementing Transportation Demand Management (TDM) programs and strategies.

OBJECTIVE 3.6: Reduce impacts to water quality with new development and maintenance of the existing transportation system.

Policy T-3.6.1: Design roadway improvements to be consistent with the City's Surface Water Management Plan, CAP, and stormwater regulations. Implement, where feasible, green stormwater infrastructure to reduce stormwater runoff and minimize and mitigate water quality impacts to aquatic habitats.

Policy T-3.6.2: Determine potential surface water retrofitting or treatments that could be applied in conjunction with transportation improvements.

Policy T-3.6.3: Support expanding stormwater facilities along with new projects to accommodate stormwater runoff adjacent to the project area, when feasible, to expand treatment to undisturbed but currently untreated areas.

GOAL 4. ENCOURAGE PUBLIC TRANSPORTATION, NON-MOTORIZED TRAVEL, AND OTHER TRANSPORTATION STRATEGIES THAT REDUCE THE NEED FOR AUTOMOBILE TRAVEL, ESPECIALLY BY SOVs.

OBJECTIVE 4.1: Support expansion of transit service within Kenmore that provides connections to local destinations as well as the regional high capacity transit network.

Policy T-4.1.1: Support the implementation of Sound Transit's planned and funded regional BRT along SR 522 and prioritize investments that support high capacity transit stations.

Policy T-4.1.2: Work with Metro and other transit providers to establish local transit service that provides Kenmore residents access to the regional high capacity transit network, as well as connections to the Downtown, major commercial and mixed centers in Kenmore, and other key destinations in the City, and destinations in surrounding communities.

Policy T-4.1.3: Examine the opportunities for increasing transit service with Metro and Sound Transit with priorities tailored to meet the needs of the community by:

- a. Requiring transit facilities as mitigation where appropriate for new developments;
- b. Identifying and developing locations that are accessible to public transportation for use as park-and-pool or park-and-ride lots;

- c. Requiring adequate right-of-way, sidewalk, and roadway improvements where transit stops are located;
- d. Adopting design standards that promote safety and aesthetics in accordance with the *Street Planning Toolkit*; and
- e. Encourage development and maintenance of passenger ferry, water taxi, and or other water-based transportation services on Lake Washington to connect Kenmore to other regional destinations

Policy T-4.1.4: Maintain business access and transit (BAT) lanes on SR 522 for use by transit and business access only to encourage transit usage and improvements, and to preserve its use for transit over the long term.

OBJECTIVE 4.2: Work with local and regional transit agencies to site, size, and design park-and-ride facilities that reflect the land use vision for the areas in which they are located.

Policy T-4.2.1: Design structured parking facilities as integrated elements of mixed use developments with ground floor uses that support TOD, improve transit access to support the downtown plan, and improve and encourage non-motorized travel to and from high capacity transit areas.

Policy T-4.2.2: Explore the potential for joint use of park-and-ride lots with the public and private sectors for commercial and residential use.

OBJECTIVE 4.3: Create an accessible sidewalk and pedestrian trail network linking neighborhoods, the Downtown, and key community destinations consistent with that laid out in the *Pedestrian Priority Network*.

Policy T-4.3.1: Focus early sidewalk improvements on the *Pedestrian Priority Network*. Prioritize sidewalk investments consistent with the *Pedestrian Facilities Plan*, which rank projects based on safety, community connections, network connectivity, proximity to schools, connections to opportunities, and potential population served.

Policy T-4.3.2: Prioritize implementation of the Americans with Disabilities Act (ADA) Transition Plan.

Policy T-4.3.3: Require development to provide sidewalks along one side of the roadway or pay a contribution to a sidewalk fund to complete missing links, increase pedestrian safety, and provide linkages to key destinations in accordance with the *Pedestrian Priority Network*.

Policy T-4.3.4: Design and construct accessible pedestrian facilities in accordance with the *Pedestrian Priority Network*, *ADA Transition Plan*, and street classification system.

Policy T-4.3.5: As part of the *Pedestrian Priority Network*, provide crosswalks at key locations such as in the Downtown, on SR 522 near park-and-ride lots and transit stops, near schools, and at other locations with significant pedestrian volumes.

Policy T-4.3.6: Explore opportunities to utilize undeveloped rights of way to develop and maintain safe pedestrian connections.

Policy T-4.3.7: Consider future bond measures to fund pedestrian projects that expand the pedestrian network.

OBJECTIVE 4.4: Implement a comprehensive *Bicycle Priority Network* in Kenmore.

Policy T-4.4.1: Require roadway development to include bicycle facilities in accordance with the *Bicycle Priority Network*.

Policy T-4.4.2: Prioritize future bicycle facility improvements that increase safety for bicyclists, link to key destinations, promote multi-modal trips, complete gaps in the existing bicycle system, provide linkages to the Burke-Gilman Trail and other key off-road facilities, and meet other priorities for bicyclists in Kenmore.

Policy T-4.4.3: Encourage off-road non-motorized vehicle facilities on designated trails. Promote the on-going maintenance and use of the Burke-Gilman Trail.

Policy T-4.4.4: Promote non-motorized vehicle trails in utility corridors or undeveloped rights of way where consistent with environmental constraints.

Policy T-4.4.5: Allow for a secondary pedestrian and bicycle loop around the downtown area with connections to the waterfront and high capacity transit areas.

Policy T-4.4.6: Accommodate bicycles and non-motorized vehicles in the design and management of the City's *Layered Network* in accordance with the *Bicycle Priority Network*.

OBJECTIVE 4.5: Implement programs and regulations that help reduce the use of SOVs.

Policy T-4.5.1: Create and implement development standards that:

- a. Encourage continuous, direct, convenient non-motorized linkages;
- b. Provide sufficient illumination in parking lots and along travel routes to increase visibility and security for non-motorists;
- c. Minimize front yard parking along commercial street fronts, particularly in the Downtown;

- d. Establish standards that discourage excessive parking. Provide options or incentives to reduce underutilized parking lots and encourage alternate modes of travel;
- e. Promote mixed-use development in the Downtown; and
- f. Require minimum densities through floor area ratios, employment levels, and / or business retention and expansion activities in the Downtown and major commercial areas to support transit.

Policy T-4.5.2: Implement the City's CTR Ordinance applicable to large employers in accordance with State laws.

Policy T-4.5.3: Support the goals of the PSRC's Regional TDM Action Plan to manage travel behavior and reduce vehicle trips.

Policy T-4.5.4: Encourage the use of carpools as an alternative to SOVs and implement educational programs to expand awareness of available programs.

GOAL 5. MAINTAIN THE AVAILABILITY OF SAFE AIR TRAVEL SERVICES IN KENMORE.

OBJECTIVE 5.1: Support the continued operation of the Air Harbor to provide private air transportation services to the region and community.

Policy T-5.1.1: Recognize the Kenmore Air Harbor as a business that is economically and historically significant to the community.

Policy T-5.1.2: Provide multimodal connections from Kenmore Air Harbor to downtown commercial areas.

OBJECTIVE 5.2: Plan for appropriate uses and activities in the vicinity to minimize impacts to and from the Air Harbor.

Policy T-5.2.1: In consultation with the State and the Air Harbor operator, comply with State laws requiring plans and regulations that discourage the siting of incompatible uses adjacent to the Air Harbor.

Policy T-5.2.2: Ensure plans and regulations address the Air Harbor as an allowed use and, where appropriate, acknowledge compatibility issues including height hazards, safety, and noise that can affect the long-term viability of the Air Harbor. Consider WSDOT guidelines addressing airports and compatible land use as well as guidance from the PSRC Airport Compatible Land Use Program. Allow compatible uses, buildings, or land or water activities in the vicinity that do not present safety problems to normal Air Harbor operations, or that would not be sensitive to noise from the Air Harbor operations.

OBJECTIVE 5.3: Work with the Air Harbor to ensure compliance with appropriate noise and safety standards.

Policy T-5.3.1: Work in partnership with the Air Harbor to address noise management and compliance with Federal, State and local noise ordinances. Consider a special overlay or property title process that identifies the noise-related impacts of the Air Harbor.

Policy T-5.3.2: Work in partnership with the Air Harbor to ensure safe operations in compliance with Federal and State aeronautic safety requirements.

GOAL 6. PROVIDE A TRANSPORTATION SYSTEM THAT FACILITATES FREIGHT MOBILITY AND ECONOMIC PROSPERITY.

OBJECTIVE 6.1: Support the efficient movement of goods in Kenmore's commercial areas to support the local economy.

Policy T-6.1.1: Consider the needs for delivery and collection of goods at local businesses by truck and ensure future transportation improvements address the needs of large trucks in accordance with the *Freight Priority Network*.

Policy T-6.1.2: Monitor commercial truck traffic to ensure use of appropriate corridors to support efficient movement of goods and safety of local streets. Utilize the WSDOT classification system to determine freight and goods movement routes.

OBJECTIVE 6.2: Accommodate local deliveries and other goods movement that are necessary to serve Kenmore residents.

Policy T-6.2.1: Work with local industries and freight companies to understand their needs for adequately moving goods.

Policy T-6.2.2: Ensure roadway improvements do not unnecessarily impede delivery vans and other small freight trucks.

GOAL 7. PROMOTE TRANSPORTATION EQUITY THROUGH SERVICES AND INFRASTRUCTURE IMPROVEMENTS.

OBJECTIVE 7.1: Promote transportation improvements that provide equitable access and benefits for all Kenmore residents.

Policy T-7.1.1: Support transportation improvements that provide broad access to jobs, healthcare, goods and services, and social opportunities.

Policy T-7.1.2: Perform periodic review and monitoring of socio-demographic, economic, and geographic population trends to identify transportation facilities and services needed for all Kenmore residents.

Policy T-7.1.3: Ensure transportation improvements do not impose external impacts on historically marginalized or underserved communities, such as increased air pollution, infrastructure costs, or crash risk.

Policy T-7.1.4: Prioritize implementation of the ADA Transition Plan

OBJECTIVE 7.2: Provide a transportation network that promotes inclusive and affordable services to all Kenmore residents, regardless of mode choice.

Policy T-7.2.1: Promote projects that expand bicycle and pedestrian facilities and access to transit for historically marginalized or underserved communities.

Policy T-7.2.2: Promote inclusive transportation modes and accessible community development that provide basic mobility to historically marginalized or underserved communities.

Policy T-7.2.3: Incorporate environmental justice criteria into the transportation improvement program review process to identify disproportionate effects on historically marginalized or underserved communities.

OBJECTIVE 7.3: Promote collaborative planning processes through authentic, active partnerships with historically underrepresented community groups.

Policy T-7.3.1: Work with historically marginalized or underserved communities and local organizations to identify transportation facilities improvements.

Policy T-7.3.2: Recognize and support individuals or groups who have historically been underrepresented in transportation planning and/or infrastructure development, such as people of color, indigenous and immigrant populations, to identify and correct structural or system inequities in the transportation network to promote social justice.

GOAL 8. SUPPORT TRANSPORTATION INVESTMENTS THAT MINIMIZE, MITIGATE, AND RESPOND TO THE EFFECTS OF CLIMATE CHANGE.

OBJECTIVE 8.1: Balance transportation demands with environmentally sustainable growth strategies consistent with the City's CAP to minimize long-term climate impacts.

Policy T-8.1.1: Prioritize dense, mixed-use, and transit-oriented development to reduce SOV travel and GHG emissions.

OBJECTIVE 8.2: Reduce VMT by promoting alternative transportation modes and access to high capacity transit.

Policy T-8.2.1: Implement TDM programs and strategies that facilitate transit use.

Policy T-8.2.2: Prioritize infrastructure improvements that include new bicycle and pedestrian connections through project selection.

Policy T-8.2.3: Provide amenities that support bicycle and pedestrian users, such as bike lockers, bike racks, and wayfinding signage near the downtown area.

Policy T-8.2.4: Provide educational and encouragement programming that improves public awareness of Kenmore's bicycle and pedestrian networks.

FUTURE TRANSPORTATION SYSTEM

Kenmore envisions a future transportation system that serves all users and modes of travel by offering a safe and robust network of walkways, bicycle facilities, intersections, and roadways that connect neighborhoods and provide access to transit. This section describes Kenmore's vision for its future transportation network and the infrastructure improvements that will get the City there.

As identified in this element, most of the improvements are focused on the development of a 'layered' transportation network, which focuses less on providing vehicular capacity and more on accommodating all modes of travel. While some of the roadway improvements are needed to meet the City's vehicular LOS standard, most of the future improvements focus on providing safer and more complete facilities for walking, bicycling, and riding transit in order to improve access and mobility for all road users.

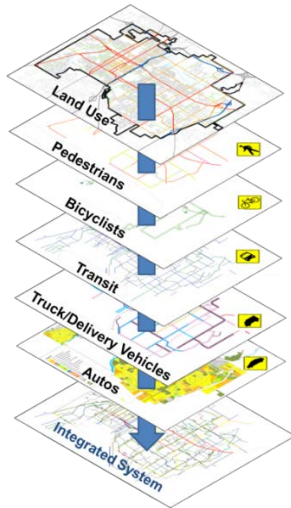
Introduction to the Layered Network

It can be a challenge for a single roadway to meet the demands and expectations of all modes at any given time. Accommodating all users and modes could result in wide or large roadways that are expensive to develop and maintain and do not necessarily reflect the neighborhood character. Alternately, trying to minimize roadway widths and infrastructure costs can result in a lack of facilities and thus less safe conditions for users.

In response to this challenge, the City of Kenmore has adopted a layered network approach that focuses on how the City's transportation network can function as a system to meet the needs of all users. In such a system, individual travel modes are prioritized on different facilities throughout the overall network. This approach promotes a balanced transportation system to serve diverse user needs including sidewalk and bicycle investments, improved access to transit, and roadway improvements for vehicles. **Figure T-16** illustrates the concept of a layered network.

The City implements this layered network through a system of roadway typologies that define each street's user priorities and associated infrastructure needs.

Figure T-16: Layered Network Concept



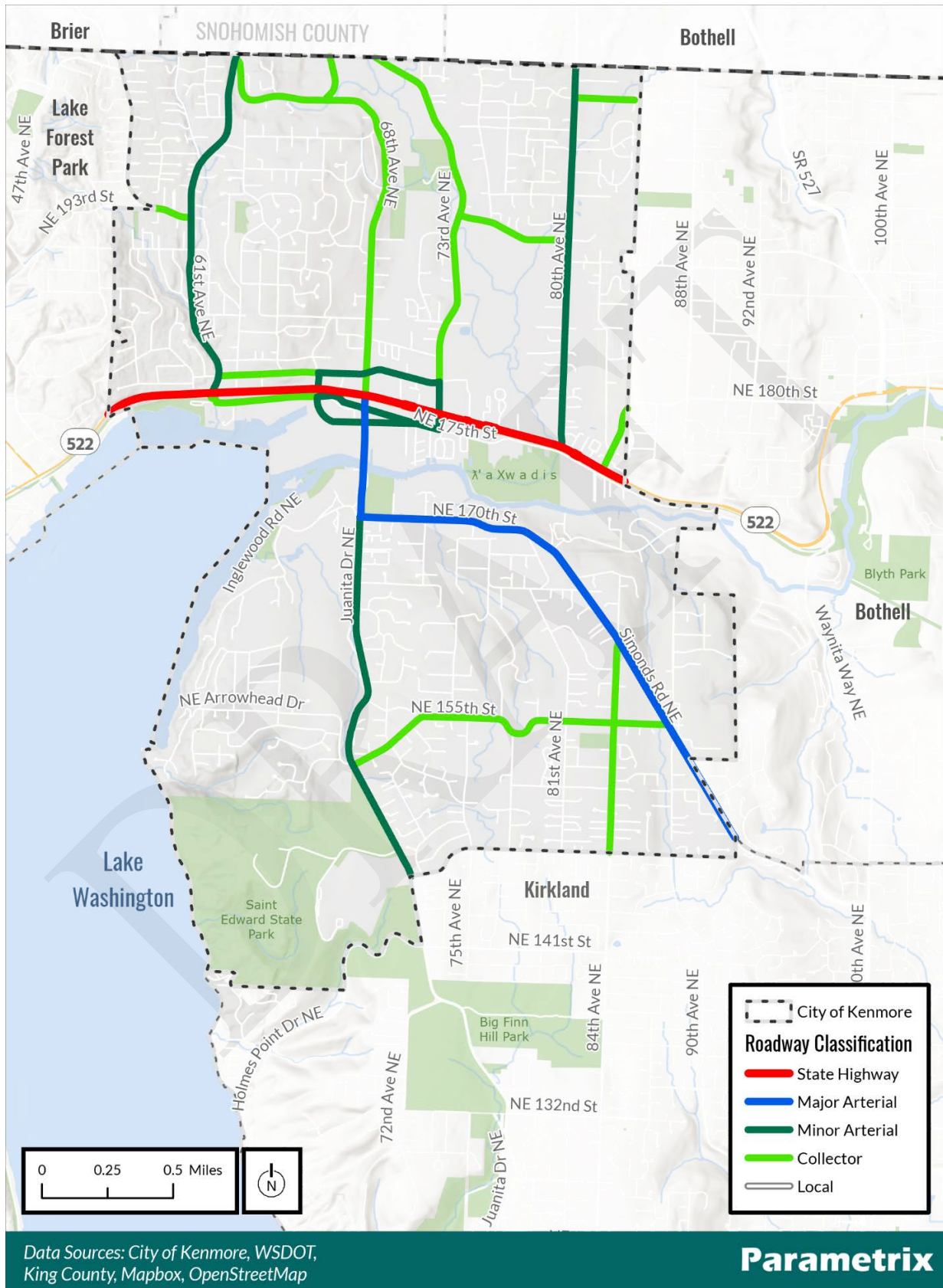
Roadway Typologies

The following street typologies dictate the form and intended functions of roadways in Kenmore. While some roadways are intended to serve regional travel and vehicle circulation, other facilities provide safe options for a more multimodal user base. A description of each roadway type follows and detailed fact sheets are available in **Appendix D-3**.

The roadway types are as follows and are displayed in **Figure T-17**. **In addition to existing classifications, Figure T-17 displays roadways proposed for reclassification from Local to Collector.**

- State Highway/Major Arterial – Most conducive for crosstown trips and focus on transit, freight, and auto mobility.
- Minor Arterial – Signals the entry into a higher-density commercial or residential zone. Emphasizes multimodal interactions and travel experience.
- Collector – Provides a connection between local streets and arterials for a safe travel experience for bicycles and pedestrians.
- Local Street – Prioritizes local access (driveways, on-street parking) and pedestrian travel. Bicycles share the roadway.

1 **Figure T-17: City's Street Network**



2

Modal Networks

As the roadway descriptions specify, each type focuses on and prioritizes a different balance of users, both in terms of trip purpose and travel mode. The transportation network in Kenmore was developed by identifying desirable streets for each mode, combining them to locate overlaps, and then assigning priority to certain modes. The following sections review the priority networks for each mode and establish their LOS standards.




Walking

While Kenmore's local streets generally tend not to need fully separate sidewalks or paths due to their low traffic volumes and slow speeds, the City's state routes, arterials, collectors, and some local streets do warrant pedestrian infrastructure. **Figure T-18** highlights the Pedestrian Priority Network, indicating whether pedestrian infrastructure should be provided on both sides or one side of the street. The Pedestrian Facilities Plan identifies prioritized sidewalk projects throughout the city based on extending the existing sidewalk network, connections to the existing sidewalk network, and creating sidewalk on both sides of arterial and collector roads.

Building on the Pedestrian Priority Network above, **Table T-7** establishes the LOS standard for pedestrian facilities around the City. The best LOS for walking, indicated as the green standard, would provide walkways with buffers as shown in the Pedestrian Priority Network. The yellow LOS standard, which meets the basic needs for safe walking around the City, requires sidewalks or paved shoulders protected by raised curbs on one side of all the streets called out in the Pedestrian Priority Network. Incomplete or missing pedestrian facilities would fall into the red category and not satisfy the City's LOS for walking. The pedestrian LOS standard does not pertain to local streets, as low-volume roadways may be adequate for pedestrians without separated facilities based on their characteristics and should be evaluated on a case-by-case basis.

In addition to the presence of pedestrian facilities along a corridor, the City also emphasizes the importance of safe pedestrian crossings. Particularly downtown and within ½ mile of schools, the City is looking to provide enhanced crossings at regular intervals

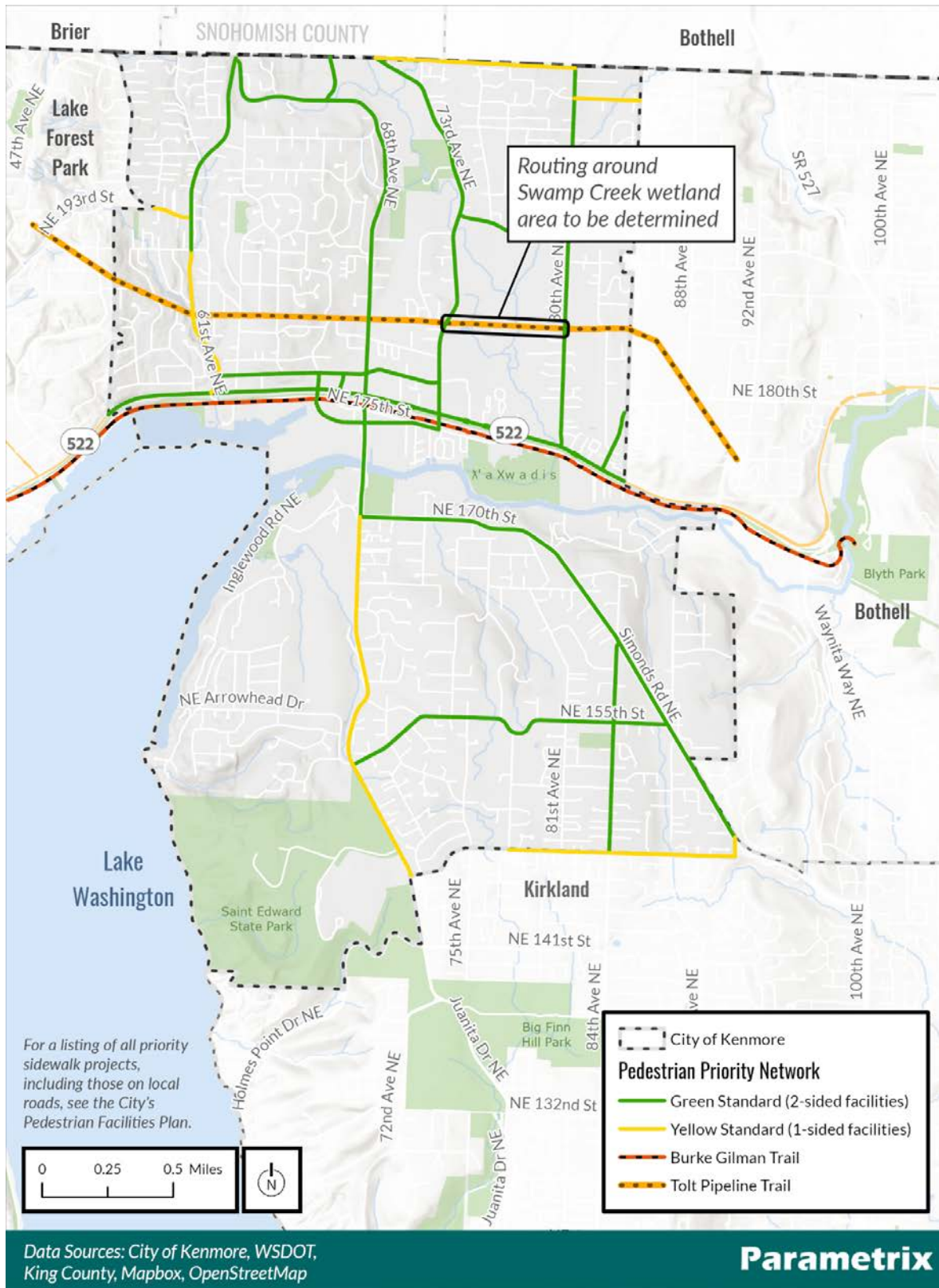
Table T-7. Pedestrian LOS – Sidewalk Requirements

LOS	Within Pedestrian Priority Network*
	Pedestrian facility** on both sides of the street with a buffer as indicated in Pedestrian Priority Network
	Pedestrian facility** provided on one side of the street with or without buffer as indicated in Pedestrian Priority Network
	No pedestrian facility

* The pedestrian LOS standard does not pertain to local streets outside downtown

** Pedestrian facility includes sidewalks and shoulders protected by a raised curb.

1 **Figure T-18: Pedestrian Priority Network – Future Vision**






2

Bicycling

Kenmore already sees significant levels of bicycling along the Burke-Gilman Trail and Juanita Drive, which serve as major commuter and recreational corridors. Connecting to these routes from other areas of the City can be difficult, however, due to challenging topography and limited through streets in some neighborhoods. Key mobility corridors for bicyclists include 68th Avenue / Juanita Drive / Simonds Road which have buffered bicycle facilities.

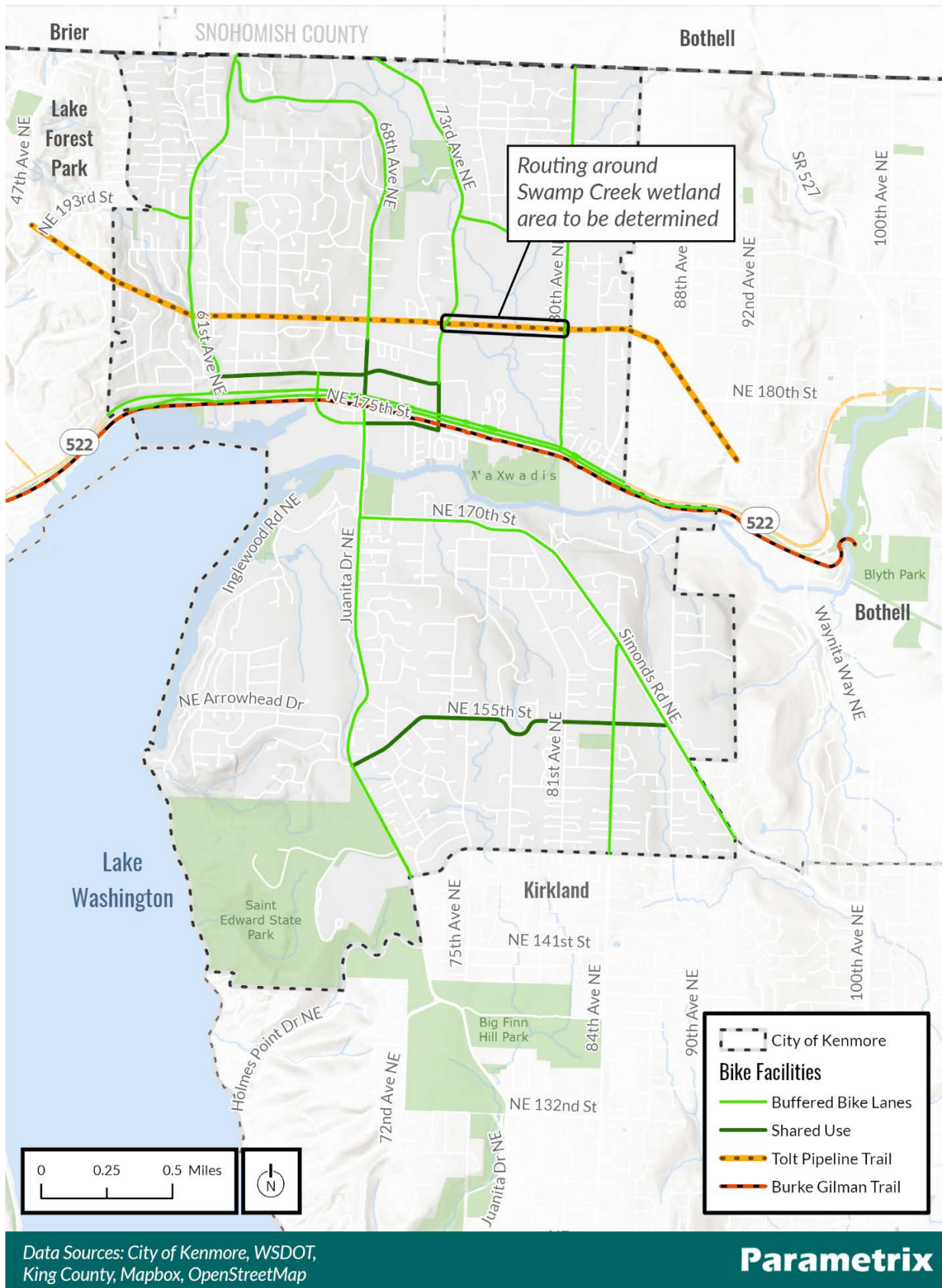
Similar to Pedestrian LOS, the City of Kenmore can strive for the green LOS for bicycling by installing the bicycle facilities depicted in the Bicycle Priority Network or a facility that offers more separation from vehicle traffic. At a minimum, the City plans to provide the yellow LOS by installing some sort of bicycle infrastructure on the streets identified in the Bicycle Priority Network (see **Figure T-19**). These facilities would be signed bike routes. Incomplete or missing bicycle facilities would fall into the red standard and not meet the City's LOS for bicycling. The LOS standards for bicycle facilities are described in **Table T-8**.

Table T-8. Bicycle LOS – Facility Requirements

LOS	Within Bicycle Priority Network
	Provides minimum treatment* recommendation, as shown within Bicycle Priority Network
	Provides a lower-level facility* than recommended in the Bicycle Priority Network
	No bicycle facility

* Bicycle facilities – lowest-level to highest-level of treatment: shared; bike lanes; buffered bike facility; separated trail.

1 **Figure T-19: Bicycle Priority Network – Future Vision**



2




Transit

Transit operations are out of the City's direct control, but Kenmore can still aim to create corridors that are welcoming to transit. The Transit Priority Network identifies the corridors that the City should focus their efforts on and is shown in **Figure T-20**. The City can improve the transit user's comfort and safety by providing:

- Street lighting
- Right of way for bus shelters and benches or requiring installation of transit facilities as a condition of private development
- Safe routes for accessing transit stops

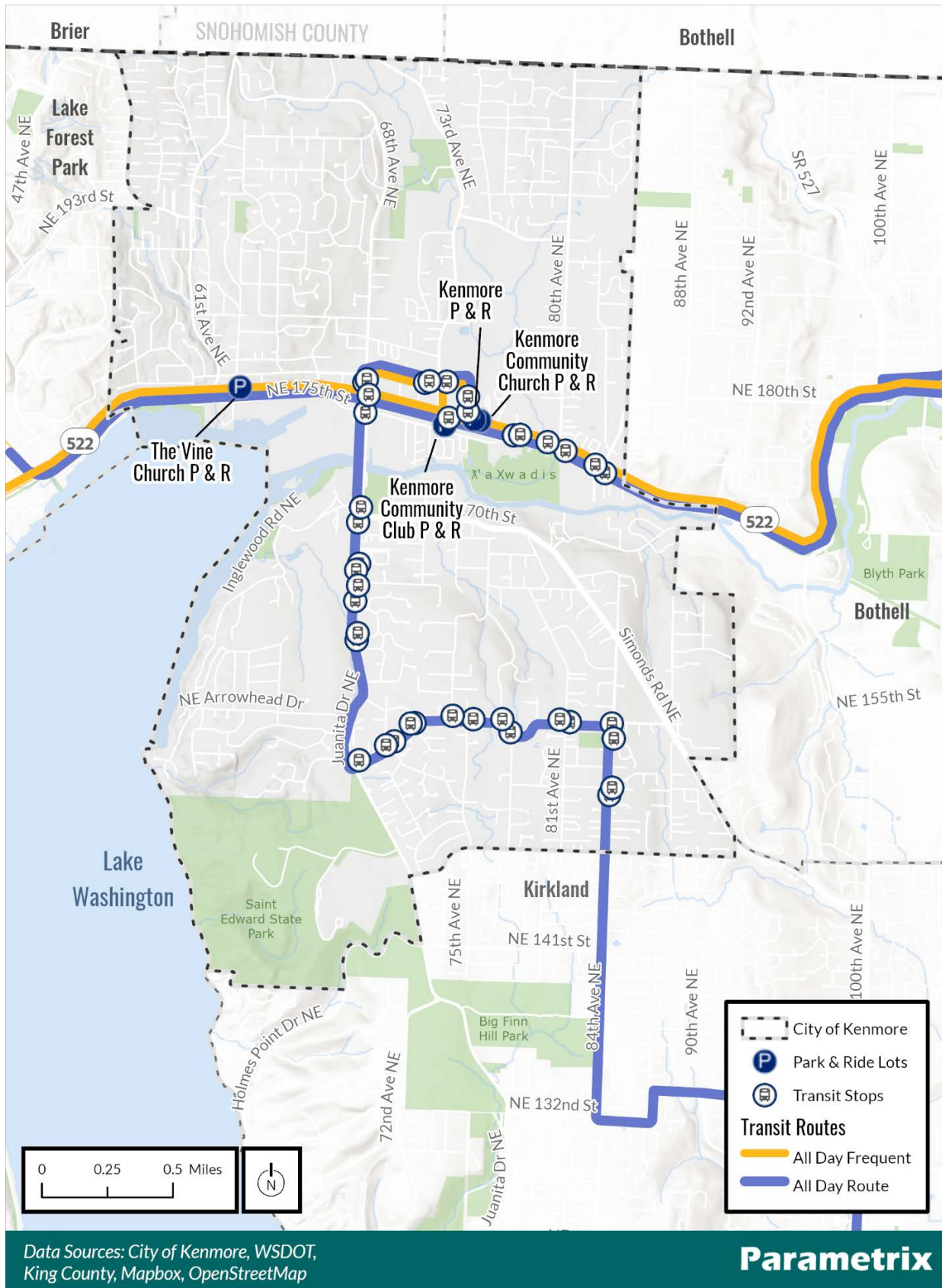
Kenmore's transit LOS is defined based on the amenities, access, and service frequencies discussed above. The City can achieve the green LOS standard by providing a high level of the transit supportive amenities at major stops, installing sidewalks and marked crosswalks at all stops, and encouraging and permitting housing and employment densities that support frequent, all day transit service, including Sound Transit's planned SR 522 BRT service. The yellow standard, which the City has adopted as its minimum target, includes some transit stop amenities, sidewalks and marked crosswalks at some stops, and all day service with headways of 30 minutes or less during the peak hour and 60 minutes or less during midday. Kenmore's measurement of transit LOS is summarized in **Table T-9**.

Table T-9. Transit Priority Corridor Level of Service

LOS	Transit Stop Amenities	Pedestrian Access	Frequency of Service
	High level	Sidewalks and marked crosswalks serving stops	All day service. Peak service 15 minutes or less, midday 30 minutes or less
	Some amenities	Sidewalks and marked crosswalks serving some stops	All day service. Peak services 30 minutes or less, midday service 60 minutes or less
	Few or no amenities	General lack of sidewalks and marked crosswalks	Low level of service

While the City itself does not operate transit, providing amenities and transit supportive uses and densities can encourage residents and employees to use transit and therefore justify additional service hours from Metro and Sound Transit.

1 **Figure T-20: Transit Priority Network**



2

Freight and Auto

Residents and workers in Kenmore use nearly every street in the roadway network at some point each day to access their homes, jobs, and other destinations. The highest volumes of automobile traffic currently occur on arterial and collector roadways whereas local streets do not see significant traffic volumes throughout the day. Similarly, goods movement predominantly utilize arterial and collector roadways, with local streets used mostly for residential deliveries-

Figure T-17 identifies the classification of each of Kenmore's streets, in terms of whether it is a state route, arterial, collector, or local road. These classifications indicate the intended function of each street, specifically in terms of its intended function in facilitating vehicle and freight mobility as well as other models. These classifications (further described in **Appendix D-3**) should guide future investments in streetscape and LOS objectives.

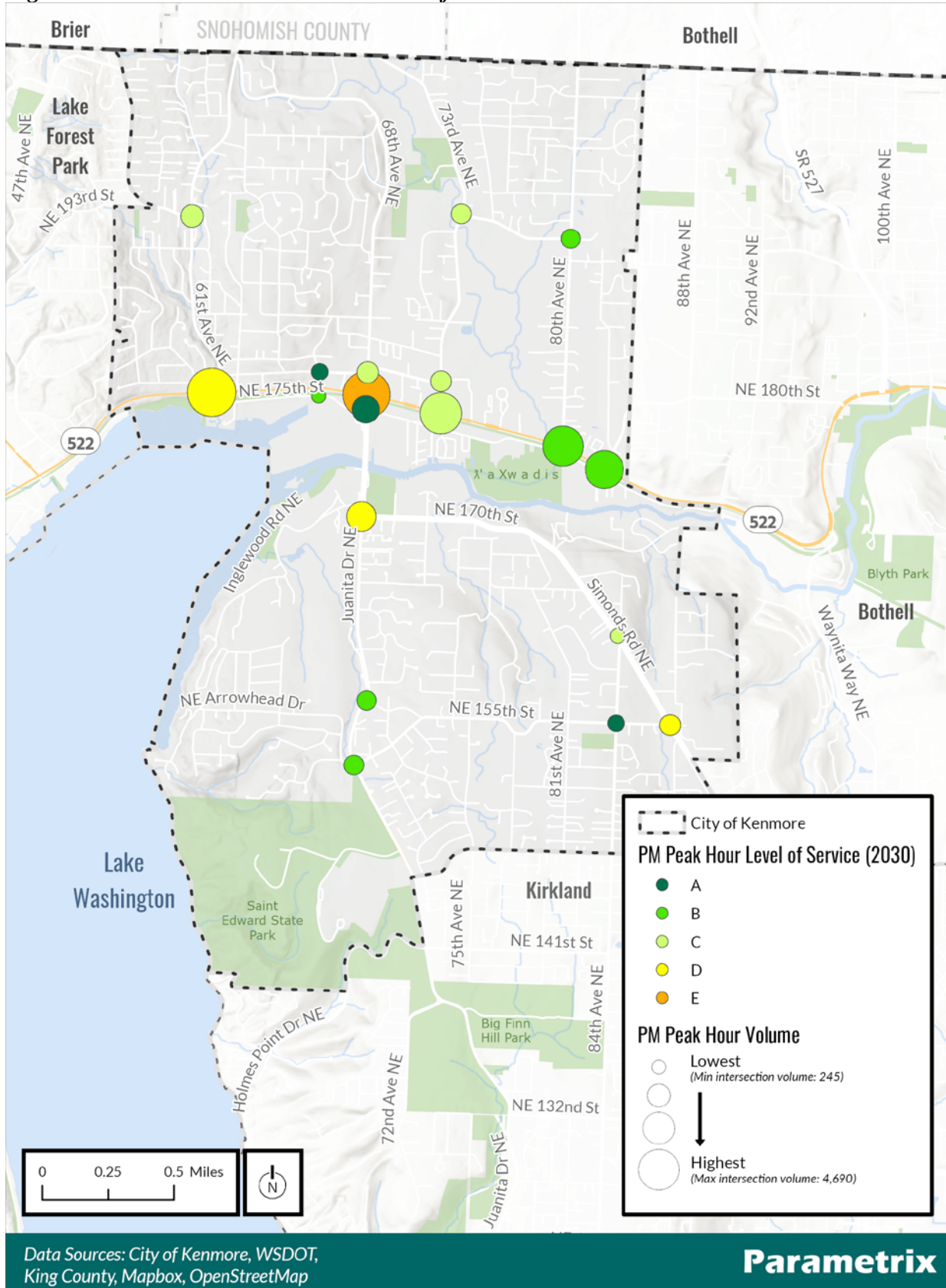
The expected growth in Kenmore and across the region over the next 20 years will generate higher auto volumes on City roadways and increase delay at several intersections. **Figures T-21 and T-22** displays the forecast level of service performance at several intersections in Kenmore's street network in 2030 and 2044, respectively.

While delays are forecasted to increase at some intersections, with the exception of several along SR 522, all intersections in Kenmore are forecast to perform at or better than the adopted LOS standard described in Policy T-1.4.1.

As noted in Policy T-1.4.1, the City measures LOS at the corridor level on SR 522 and 68th Avenue (south of SR 522) / Juanita Drive / Simonds Road rather than at the intersection level. Although several individual intersections on these corridors are forecast to experience longer delays than indicated by the standard, the safety and comfort of pedestrians and bicyclists is prioritized at intersections throughout the city. For this reason, average delay along the corridor is a more meaningful LOS standard than the experience at a single intersection.

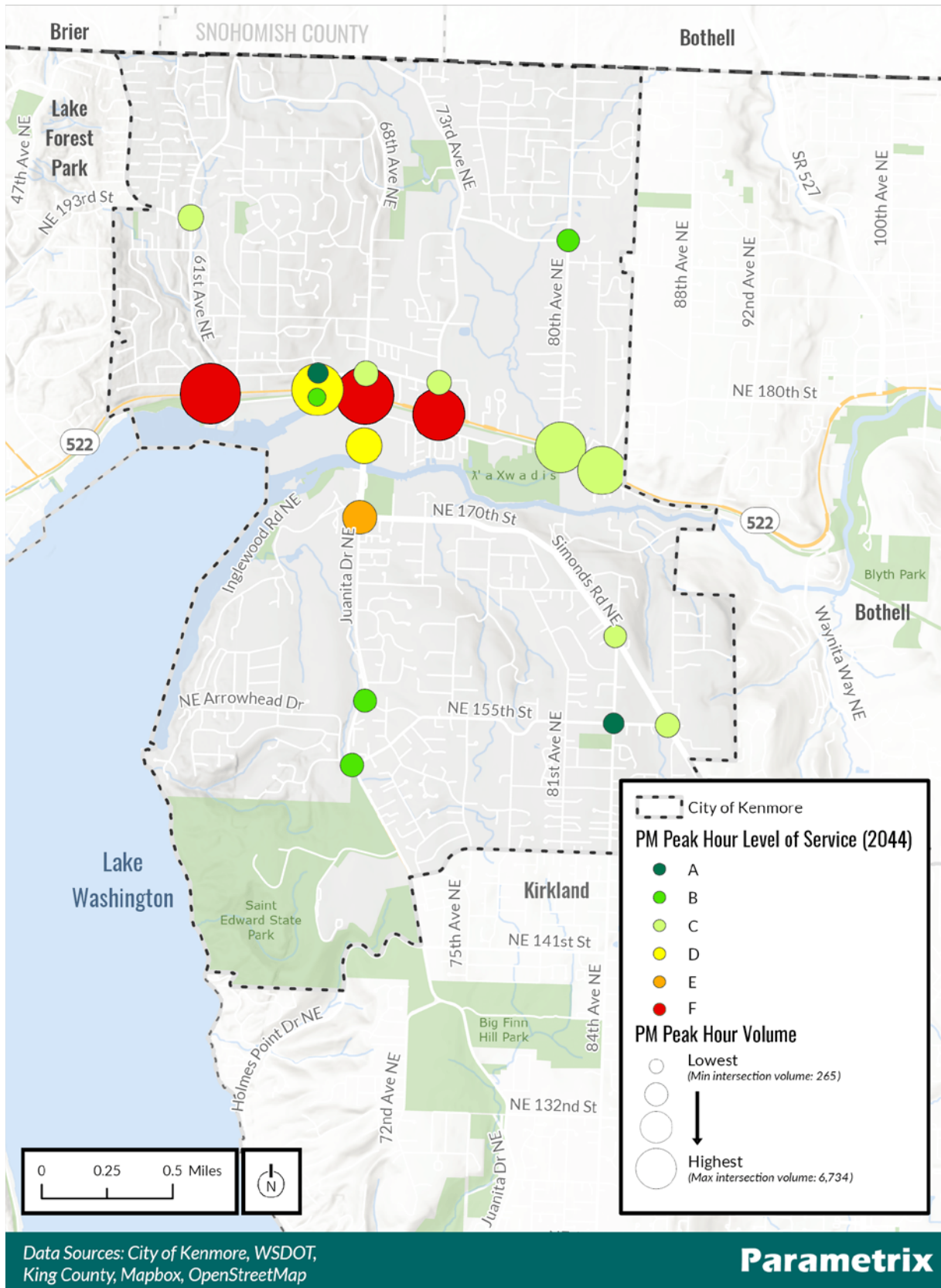
The forecasted level of service along SR 522 in Kenmore does not meet WSDOT's current LOS standard of D but it does meet the City's concurrency standards of LOS E for Major Arterials. As a Highway of Statewide Significance, SR 522 is not subject to City concurrency standards and the City is not responsible for the regional traffic impacts that reduce the performance of the highway. The City notes that WSDOT considers exceeding LOS D to be an operational deficiency and will work with WSDOT as it addresses LOS conditions along SR 522.

1 **Figure T-10: 2030 Forecasted Auto Level of Service and Volumes**



2

1 *Figure T-22: 2044 Forecasted Auto Level of Service and Volumes*



Downtown Parking

The City’s on-street parking supply is currently available on a first-come, first-served basis, with time restrictions. Anticipated development in the Downtown quadrants may necessitate more active parking management in the future as demand for parking increases. The City should monitor parking use in downtown and consider the following actions, as appropriate, to manage demand:

- If parking spillover is perceived as an issue on nearby residential streets, consider establishing residential parking zones to maintain curb space for neighborhood residents.
- As downtown develops, review the City’s parking code to ensure it is aligned with an urban setting.
- Consider encouraging more shared parking by developing a public parking facility that promotes a “park once” concept in the downtown.
- Consider installation of nonmotorized facilities to help balance demand.
- Develop structured parking standards to encourage the design of facilities that can adapt over time as parking demand changes.

There are 722 designated park and ride spaces in Kenmore of which 603 spaces are provided in the Kenmore Park and Ride at 73rd Avenue NE. The remainder of spaces in the City are distributed in two church parking lots and the Kenmore Community Club. The spaces are reserved for transit users who then access Metro and Sound Transit bus service. During weekdays in 2019, total utilization at these facilities were typically filled to 90 percent capacity, with the Kenmore Park and Ride being filled to 100 percent capacity. This results in overflow parking on adjoining streets and properties in the downtown area, thereby reducing the availability of downtown parking. Planned expansion to park and ride capacity may not occur until 2034 and the City will need to continue working with Metro and Sound Transit to identify opportunities to address park and ride demand for high capacity transit areas.

NEAR TERM AND LONG TERM CAPITAL PROJECTS

This section identifies projects that will support implementation of the City's transportation vision. Collectively, this program adds up to over \$118 million in transportation projects to be constructed over the next few decades. Projects are planned across two time frames. The Six Year (near term) list represents years 0 to 6 (2024-2030) and is financially constrained to only those projects that could realistically receive funding over the next six years¹. The Twenty Year (long term) list reaches out to the 20 year time horizon (through 2044) and includes unfunded projects that may stretch beyond this time period. Detailed cost estimates are provided in Appendix D-4.

Table T-10 describes the Six and Twenty Year Project Lists and **Figure T-23** displays the locations of these projects around the City. These projects represent a balance of safety, maintenance, and operational improvements for all modes, with a focus on those that provide the most benefit to Kenmore residents and leverage outside funds to the greatest extent possible. The full set of projects would help complete the layered network and realize the City's transportation vision. The Pedestrian Facilities Plan and ADA Transition Plan will inform the sequence of projects for the Sidewalk Program and ADA Transition Plan Program, respectively, undertaken in both the six and twenty year time horizons. No projects are identified to maintain LOS, as all streets are forecast to operate within the City's adopted LOS standards.

Projects included on the Six Year Project List are considered community priorities that the City would move forward in the near term should funds become available. These projects provide a starting point for the City in developing its financially constrained Six Year CIP, which is updated every two years, and the annually updated 6-year Transportation Improvement Plan, and are developed based on more updated knowledge related to project feasibility and funding availability.

The Twenty Year Project List also represents important projects, but these projects tend not to have identified funding. While the scope of the 20-year project list exceeds revenues from exclusively city sources over the next few decades, it has been sized to fit within reasonable assumptions for grants and other outside funding sources.

The expected City contribution noted in Table T-10 includes anticipated grant funds. It is recognized that the availability of outside funds is not always predictable. As a result, the projects included in the Six and Twenty Year Project Lists could be advanced should funding become available.

¹ It should be noted that it is unlikely that all of the projects on the 6-year list would receive funding. However, at this time, it is uncertain which ones will move forward in the near term and which will not. All of these projects are high priority projects that the City would move forward with if funds are available.

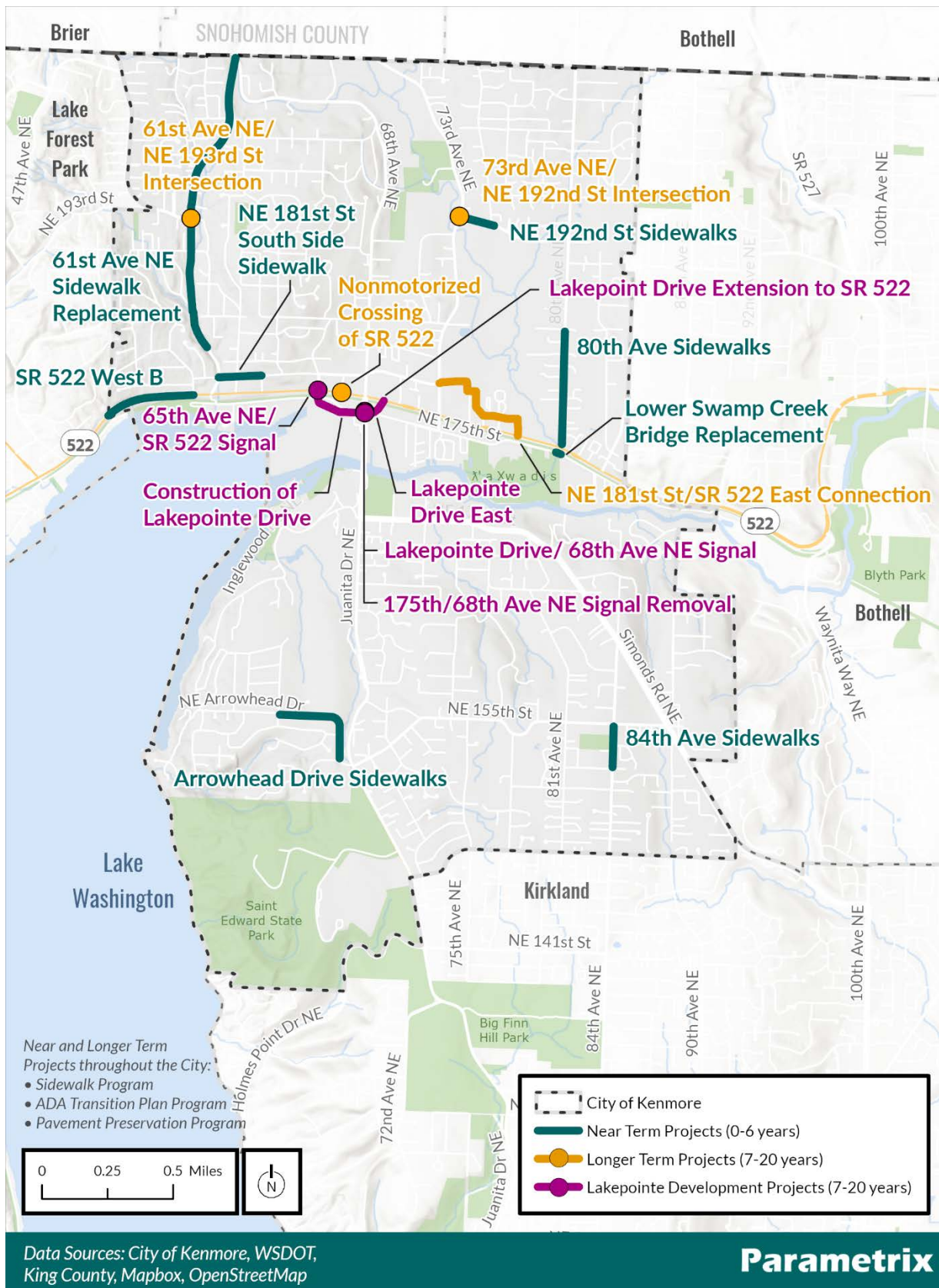
Table T-10. Six- and Twenty-Year Project List

Projects	Benefit to Kenmore	Primary Benefit	Total Cost	Expected City Contribution	Goal Met
<i>Near Term (0-6 year) Projects</i>					
SR 522 West B (West boundary to 61st Ave NE)	Improve pedestrian and bicycle accessibility, improve safety	Regional, Local	\$2,200,000	\$200,000	1, 3, 4, 7, 8
NE 181st St South Side (61st Ave NE-63rd Ave NE) Sidewalk	Improve pedestrian safety and encourage walking	Local	\$1,300,000	\$200,000	1, 3, 4, 7, 8
61st Ave NE Sidewalk Replacement (NE 181st St-62nd Ave NE)	Improve pedestrian safety, add accommodation for bicycles, enhance stream environment	Local	\$5,110,000	\$247,000	1, 3, 4, 7, 8
80th Ave NE Sidewalks (SR 522-NE 185th St)	Improve pedestrian and bicycle accessibility, improve safety	Local	\$2,470,000	\$247,000	1, 3, 4, 7, 8
NE 192nd St Sidewalks (73rd Ave NE - 75th Ave NE)	Improve pedestrian accessibility, improve safety	Local	\$800,000	\$39,000	1, 3, 4, 7, 8
Arrowhead Drive Sidewalks (NE 151st St - 64th Ave NE)	Improve pedestrian accessibility, improve safety	Local	\$2,220,000	\$222,000	1, 3, 4, 7, 8
84th Ave NE Sidewalks (NE 150th St - NE 155th St)	Improve pedestrian and bicycle accessibility, improve safety	Local	\$2,370,000	\$237,000	1, 3, 4, 7, 8
Lower Swamp Creek Bridge Replacement	Safely accommodate all uses by replacing aging bridge, maintain public access to residents.	Local	\$4,100,000	\$50,000	2, 6, 8
Pavement Preservation Program	Maintain the city's investment in roads and the safety for users	Local	\$5,360,000	\$5,360,000	2, 6, 8
ADA Transition Plan Program	Improve pedestrian safety, access, and accommodation for all users	Local	\$2,750,000	\$2,750,000	1, 3, 4, 7, 8

Projects	Benefit to Kenmore	Primary Benefit	Total Cost	Expected City Contribution	Goal Met
Pedestrian Facilities Plan Program (Sidewalk Program)	Improve pedestrian circulation, accessibility, safety, and encourage walking.	Local	\$2,000,000	\$1,000,000	1, 3, 4, 7, 8
Total			\$30,680,000	\$10,552,000	
Longer Term (7-20 year) Projects					
Pedestrian Facilities Plan Program (Sidewalk Program)	Improve pedestrian circulation, accessibility, safety, and encourage walking.	Local	\$31,000,000	\$19,000,000	1, 3, 4, 7, 8
ADA Transition Plan Program	Improve pedestrian safety, access, and accommodation for all users	Local	\$8,750,000	\$8,750,000	1, 3, 4, 7, 8
Pavement Preservation Program	Maintain the city's investment in roads and the safety for users	Local	\$12,000,000	\$12,000,000	2, 6, 8
Lakepointe Development Mitigation	<p>Intersection, pedestrian, bicycle, and access improvements to accommodate increased volumes related to the Lakepointe development. Improvements include:</p> <ul style="list-style-type: none"> • Construction of a new road (Lakepointe Drive) from 65th Avenue/SR522 to 68th Avenue NE • Extending Lakepointe Drive east of 68th Avenue NE • Construction of the new Lakepointe Drive/68th Avenue intersection, including a new traffic signal • Elimination of the signal at 175th Street/68th Avenue • Installation of a signalized full-access intersection at 65th Avenue/SR 522 	Local	To be determined	\$0	1, 2, 3, 4, 7, 8
61st Ave NE/NE 193rd St Intersection	Intersection treatment to improve safety and vehicle operations	Local	\$2,200,000	\$220,000	1, 2, 4, 6, 7

Projects	Benefit to Kenmore	Primary Benefit	Total Cost	Expected City Contribution	Goal Met
73rd Ave NE/NE 192nd St Intersection	Intersection treatment to improve safety and vehicle operations	Local	\$3,700,000	\$740,000	1, 2, 4, 6, 7
Nonmotorized crossing of SR 522	Improved nonmotorized access across SR 522 in the vicinity of 67 th Avenue NE	Local	\$17,160,000	\$3,430,000	1, 2, 4, 6, 7
NE 181st Street/SR 522 East Connection	Improved local access between future developments near the Kenmore Park & Ride, SR 522, and downtown Kenmore	Local	\$14,000,000	\$2,800,000	1, 2, 4, 7
Total			\$88,810,000	\$46,940,000	

Figure T-23: Six- and Twenty-Year Transportation Improvement Projects



Non-City Projects

State Facilities

There are projects outside of Kenmore's purview that will also affect travel in and around the City. WSDOT oversees planning and operations of SR 522, a Highway of Statewide Significance and Kenmore's major east-west corridor. The City coordinates with WSDOT and provides input on potential roadway projects on SR 522, but the State ultimately has control of this corridor.

Another State-controlled project affecting travel in Kenmore is the tolling of the SR 520 Bridge across Lake Washington. Future increases in this toll, or potential tolling of I-90, may cause additional drivers to divert along Lake Washington, adding volume to Kenmore's already busy 68th Avenue / Juanita Drive and SR 522 corridors. The City will continue to monitor congestion changes along these corridors and work with the State to identify potential solutions.

Downtown Development South of SR 522

The southern two downtown quadrants between SR 522 and the Sammamish River (including the Lakepointe properties, Glacier/Cal Portland properties and properties within the Plywood Supply Special Study Area) have long been envisioned as sites for future master planned urban mixed-use development. These properties are subject to additional development regulations called P-Suffix regulations. P-Suffix regulations are property specific and include requirements for transportation infrastructure improvements that would need to be in place to accommodate full development.

Transportation infrastructure improvements described within the P-Suffix regulations include:

- Construction of a new road (Lakepointe Drive) from 65th Avenue/SR522 to 68th Avenue NE
- Extending Lakepointe Drive east of 68th Avenue NE
- Construction of the new Lakepointe Drive/68th Avenue intersection, including a new traffic signal.
- Elimination of the signal at 175th Street/68th Avenue.
- Installation of a signalized full-access intersection at 65th Avenue/SR 522.
- Construction of a pedestrian overcrossing of SR 522.

The approved Master Plan for the southern two downtown quadrants was originally approved in 1998 and did not account for many of the existing and planned transportation investments that currently and will influence travel to, from, and within Kenmore. For example, Sound Transit's Stride BRT service was not a consideration when assessing the impacts of these developments. Additional traffic modelling would be required in accordance with future planned development for these sites. Modifications to the transportation infrastructure improvements described within the P-Suffix regulations and/or new projects or additional improvements, including revised SR522 connection points, may be necessary.

The City assumes that the Lakepointe property will redevelop within the next 20 years, accompanied by construction of the required transportation improvements. All of the required improvements are expected to be fully funded by the developer(s) of the Lakepointe properties,

with the exception of the SR 522 pedestrian crossing. The City anticipates contributing to the cost of this improvement, which may include securing grant funding. Should the redevelopment not be fully realized in the 20-year horizon, the associated transportation improvements would not be implemented in that time frame.



IMPLEMENTATION STRATEGIES

The Transportation policies would require new, continuing, or increased commitments of City resources to implement projects and programs, create educational or incentive programs, or coordinate with adjacent jurisdictions. Implementing the Transportation Element will require close coordination among the City departments, citizens, businesses, and other agencies within the region.

In order to guide the City's implementation of the transportation element, project priorities should be assigned to assist in assembling an updated six-year CIP, working toward the 2044 planning horizon. This section summarizes the recommended future projects and documents the criteria used to prioritize them.

The Transportation Element is a living document and serves as the blueprint for transportation in Kenmore over the next several years. Several implementation steps should be initiated over the next couple of years to determine if changes are needed, or to reaffirm a particular strategy.

Overview of Costs and Revenues

A key GMA planning requirement is the concept of fiscal restraint in transportation planning. A fiscally constrained Transportation Element must first allow for operation and maintenance of existing facilities, and then capital improvements. To introduce fiscal constraint into the Transportation Element, an inventory of revenues and costs was undertaken to identify funds that are likely to be available for capital construction and operations.

The proposed Transportation Element for the City of Kenmore contains a variety of projects that will likely cost the city approximately \$118.5 million over 20 years. **Table T-11** summarizes the costs of the major types of transportation improvements. The Transportation Element focuses on capital projects that will complete the layered network plan. The Transportation Element also includes ongoing pavement maintenance to ensure that the roadway network is kept in good condition.

Table T-11. Costs of Kenmore Transportation Element (20 years)

<i>Project Needs</i>	<i>Description</i>	<i>Estimated Costs</i>			<i>Expected City Cost</i>
		<i>2024-2030</i>	<i>2030-2044</i>	<i>Total</i>	
Auto/Truck Priority Projects	Bridges, traffic signals, intersection channelization, SR 522 improvements	\$6,300,000	\$19,900,000	\$26,200,000	\$3,810,000
Pedestrian Projects	Sidewalks, crossings	\$19,020,000	\$39,750,000	\$58,770,000	\$32,692,000
Multimodal Projects	Multimodal corridors, SR 522 crossings	\$0	\$17,160,000	\$17,160,000	\$3,430,000
Pavement Maintenance	Overlay and pavement repair	\$5,360,000	\$12,000,000	\$17,360,000	\$17,360,000
Total				\$119,490,000	\$57,492,000

*Costs denoted in millions; 2022 dollars used (no escalation)

Revenues for transportation capital and operations include those from outside sources and grants, general city funds, real estate excise taxes, impact fees, photo enforcement fees, and gas tax receipts. If the city were able to maintain this level of revenue, the City could afford between \$80-\$100 million in transportation projects over the next 20 years. Other potential revenue sources include:

- Proceeds from General Obligation Bonds
- Creation of LIDs
- Reciprocal impact fees with adjacent jurisdictions
- Business license fee per employee

Table T-12 identifies the anticipated funding sources for transportation projects in the City through 2044.

Table T-12. Costs of Kenmore Anticipated Transportation Funding Sources (20 years)

<i>Funding Sources</i>	<i>Estimated Funding Level</i>		
	<i>2024-2030</i>	<i>2030-2044</i>	<i>Total</i>
Local (City), including Transportation Impact Fees	\$10,552,000	\$46,940,000	\$57,492,000
Other Agencies/Jurisdictions (State and Local)	\$0	\$0	\$0
Grants (State and Federal)	\$20,128,000	\$41,870,000	\$61,998,000
New Taxes and Fees	\$0	\$0	\$0
Total	\$30,680,000	\$88,810,000	\$119,490,000

The comparison of revenues to costs indicates that the city will need to carefully prioritize its projects, since not all of the transportation needs are likely to be affordable with existing revenue sources during the 20-year period. If this occurs, the City has several options:

- Increase the amount of revenue from existing sources, including impact fees, real estate excise taxes, transportation benefit district, or increased general fund revenues.
- Adopt new sources of revenue.
- Lower the LOS standard, and therefore reduce the need for some transportation improvements.

The city can explore the feasibility and likely revenue amounts from these or other sources as the Transportation Element is implemented over the next several years. A summary of potential project funding sources is included in Appendix D-5.

Setting Priorities

Project prioritization is needed to help identify when best to fund and implement the projects since funding is limited. Criteria were established to help prioritize the projects and implementation. These unweighted criteria include:

- (1) Meets City's transportation goals
- (2) Maintains/improves safety of traveling in Kenmore
- (3) Provides improved mobility and accessibility within Kenmore
- (4) Leverages non-city (federal, state, private) funds freeing up city revenues for additional projects
- (5) Responds to capacity needs using strategies identified in the Comprehensive Plan.

Using these criteria, the identified projects will need to be evaluated and ranked based on how well each could meet the criteria. Since one of the criteria relates to funding availability, priorities may shift over time as fund sources change.

High priority projects for Kenmore are those that meet multiple criteria in terms of effectiveness, benefit to the community, and ability to be implemented. These attributes will allow the City to take advantage of a variety of public and private funding sources to complete key projects.

DRAFT

TRANSPORTATION ELEMENT

ATTACHMENT 2

INTRODUCTION

EXECUTIVE SUMMARY

Since its incorporation in 1998, the City of Kenmore has continuously made investments that enhance its position as a vibrant community in which to live, work, and play. New civic facilities, The new City Hall, Library, Fire Station, and the businesses and streetscape investments around them contribute toward a vibrant downtown and multimodal transportation facilities throughout the City have been key contributors that the City intends to the City's vitality. Building on previous improvements, this Transportation Element aims to support the vision of Kenmore as a high-capacity transit community with an activated, thriving downtown, as described in the Land Use Element. It also describes a network that supports travel by walking, biking, and riding transit throughout Kenmore, in addition to supporting adequate mobility when traveling by car in Kenmore through 2035.

The 2044. The Element supports the City's Diversity, Equity, and Inclusion Policy, adopted in 2020, to allocate resources in areas with historically disadvantaged communities. Recognizing that vehicle emissions are Washington State's largest contributor to greenhouse gases, the Element reflects the goals and policies described in overall vision for Kenmore's Climate Action Plan (CAP), emphasizing a shift to transportation modes and technologies that reduced vehicle emissions. Transportation Element is to provide a safe, balanced, and efficient multi-modal transportation system that is consistent with the City's overall vision and adequately serves anticipated growth. Guidance from City staff, the Planning Commission, the Pedestrian & Bicycle Safety Ad Hoc Citizen Committee, stakeholders, and citizens helped identify several priorities:

- Improve safety for all road users in Kenmore through street designs that accommodate all modes
- Provide connectivity to support local travel in Kenmore while allowing through trips to occur in a timely fashion
- Encourage placemaking and the creation of a vibrant, walkable identity for Kenmore's downtown

The Transportation Element sets a framework for understanding, prioritizing, measuring, and creating a transportation network to help Kenmore achieve its vision. This document includes six chapters:

• Chapter 1 – Introduction:

Describes the purpose of the Transportation Element and the planning requirements it need to address. Also provides an overview of Kenmore's position in the region and the outreach activities that occurred as a part of this plan.

Purpose

The purpose of the Transportation Element is to describe the City's vision for a safe, balanced, and efficient multi-modal transportation system that supports the Land Use element. The Transportation Element includes goals, policies, and objectives for maintenance and development of Kenmore's transportation system. It also identifies future transportation investments needed to realize the city's vision for multi-modal mobility within Kenmore. The Transportation Element informs the development of the Capital Improvement Program (CIP) by identifying the types of projects the City should undertake to support future transportation needs in the 6- and 20-year horizons. The plan also evaluates how these projects coincide with the City's financial resources.

This Transportation Element includes the following sections:

- **Existing Conditions:** and **Trends:** Describes conditions for all travel modes in the existing transportation system. This section chapter also identifies current challenges and trends that will affect Kenmore's transportation network in the future.
- **Chapter 3 — Transportation Vision and Goals, Objectives, and Policies:** Explains Kenmore's vision for transportation and the goals that serve as the basis for the Transportation Element.
- **Chapter 4 — Future Transportation Vision: System:** Describes the City's **Introduces a** layered **transportation** network concept **to** that forms the foundation of this plan to **accommodate all modes of travel and create a complete, multimodal** transportation network in Kenmore. This section also **details how to accommodate each travel mode and establishes the City's level of service (LOS) standards.**
- **Chapter 5 — Near Term and Long Term Capital Projects: Plans:** Provides near-term and long-range project lists based on the community values expressed in the transportation goals and layered network.
- **Chapter 6 — Implementing the Transportation Element: Implementation Strategies:** **Evaluates** Kenmore's financial conditions over the next 20 years and provides guidance on plan implementation.

To serve as a useful document for community, including both City staff and the general public, this Transportation Element focuses on the City's vision and the projects and programs intended to meet that vision. Technical and supporting information are available in technical appendices.

CHAPTER 1: INTRODUCTION

Since incorporating in 1998, the City of Kenmore has made strides toward becoming a vibrant community in which to live, work, and play. The new City Hall, Library, Fire Station, and the businesses and streetscape investments around them contribute toward a vibrant downtown that the City intends to strengthen. This Transportation Element aims to support travel by walking, biking, and riding transit, in addition to supporting adequate mobility when traveling by car in Kenmore through 2035.

PURPOSE

The overall vision for Kenmore's Transportation Element is to provide a safe, balanced, and efficient multi-modal transportation system that is consistent with the City's overall vision and

adequately serves anticipated growth. Guidance from City staff, the Planning Commission, the Pedestrian & Bicycle Safety Ad Hoc Citizen Committee, stakeholders, and citizens helped identify several priorities:

- Improve safety for all road users in Kenmore through street designs that accommodate all modes
- Provide connectivity to support local travel in Kenmore while allowing through trips to occur in a timely fashion
- Encourage placemaking and the creation of a vibrant, walkable identity for Kenmore's downtown

PLANNING REQUIREMENTS

Regional Context

The Transportation Element sets a framework for understanding, prioritizing, measuring, and creating a transportation network to help Kenmore achieve its **land use** vision. Kenmore's regional setting, shown in **Figure T-1**, is important. Nestled on the north shore of Lake Washington, the City forms the northern edge of King County and is bisected by State Route 522 (SR 522), a Highway of Statewide Significance. Given this strategic location, transportation conditions in the City are strongly influenced by pass-through traffic **travelling connecting** between Seattle and east side cities, as well as growth in Snohomish County. The Kenmore Air Harbor provides connections to additional regional destinations, such as the Olympic Peninsula, the San Juan Islands, and British Columbia. The City must coordinate its transportation planning with a variety of jurisdictions, including **neighboring cities**, King County (including King County Metro), Sound Transit, the Puget Sound Regional Council (PSRC), and the Washington State Department of Transportation (WSDOT), State of Washington. **Figure 1** shows the location of Kenmore in this regional setting.

Figure T-1: City of Kenmore and Surrounding Area



GMA

The State's Growth Management Act of 1990 requires communities to prepare a transportation plan that ties directly to the City's land use decisions and financial planning. This Transportation Element Update fulfills the mandate.

In addition to this state act, the Washington State Department of Transportation (WSDOT) controls SR 522, which runs east-west through Kenmore. As such, this plan aims to coordinate with WSDOT and other neighboring communities to ensure that SR 522 and all of Kenmore's streets serve local as well as regional travel needs.

Growth Management Act (GMA)

The State's Growth Management Act (GMA) of 1990 requires communities to prepare a transportation plan consistent with the City's Land Use Element. Specific GMA requirements for the Transportation Element include addressing:

- Land use assumptions used in estimating travel
- Estimated traffic impacts to state-owned transportation facilities resulting from growth
- Future transportation facilities and services needs, including those for air, water, and ground transportation
- LOS standards for arterials, state highways, and transit routes
- Specific actions and requirements for bringing locally owned transportation facilities and services into compliance with established LOS standards
- Forecasts of future traffic based on the adopted land use plan
- State and local system needs to meet current and future demands
- Financing capability to judge needs against probable resources
- A multiyear financing plan based on needs, which will serve as the basis for the City's six-year transportation program
- Strategies to address issues if probable funding falls short of meeting identified needs
- Intergovernmental coordination efforts
- Demand-management strategies
- Bicycle and pedestrian improvements

This Transportation Element addresses the required transportation components of the GMA.

Other plans VISION 2050

The Puget Sound Regional Council (PSRC) is the region's metropolitan planning organization made up of cities, towns, counties, ports, tribes, transit agencies, and major employers. PSRC has

set policy for King, Pierce, Snohomish, and Kitsap Counties through Vision 2040, which lays out the long term goals for growth management, economic, and transportation issues.

The Puget Sound Regional Council (PSRC) is the region's metropolitan planning organization. Comprising cities, towns, counties, ports, tribes, transit agencies, and major employers, PSRC sets regional growth policies for King, Pierce, Snohomish, and Kitsap Counties. Adopted in 2020, VISION 2050, establishes the long term goals for growth management, economic, and transportation issues. This Transportation Element is consistent with the VISION 2050 priorities.

VISION 2040-2050 identifies several key goals for transportation in the region:

- **Maintenance, Management, and Safety** – Maintain, preserve, and operate the existing transportation system in a safe and usable state.
- **Support the Growth Strategy** – Support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network.
- **Greater Options, Mobility, and Access** – Invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy.

This Transportation Element is consistent with the Vision 2040 priorities.

ROLE OF THE TRANSPORTATION ELEMENT

Countywide Planning Policies (CPPs) The Regional Growth Strategy identifies Transportation Element serves both as a network of walkable, compact, functional plan to guide the City's transportation investments and transit-oriented communities, including the city of Kenmore, as the overarching framework for transportation in Kenmore's Comprehensive Plan. The document also ensures coordination with the City's Land Use Element and other major planning efforts, including improvements along Juanita Drive and SR 522.

In essence, the Transportation Element informs the development of the Capital Improvement Program by identifying the types of projects the City of Kenmore should undertake to support future travel trends. The plan also evaluates how these projects coincide with the community's values and financial resources.

PUBLIC OUTREACH

This plan included public outreach through workshops and committee meetings. The City held an open public workshop in May, 2014 to gain insight on how Kenmore citizens would like to prioritize transportation for the next 20 years. City staff and the consultant team met with City Council, the Planning Commission, and the Pedestrian & Bicycle Safety Ad Hoc Citizen Committee throughout the course of the planning effort.

REGIONAL COORDINATION

As part of the planning process the City reached out to other agencies and government bodies that are the focus of urban development. The Regional Growth Strategy envisions an efficient, multimodal have an interest in or influence on transportation in Kenmore. Groups that the City has met with include:

- Neighboring cities and counties
- Transit providers in the region
- Schools and senior centers

The City is also coordinating relevant planning efforts with Bothell and Kirkland to ensure a smooth transition on facilities that cross jurisdictional boundaries.

PLAN ORGANIZATION

This Transportation Element includes five chapters in addition to the Introduction (**Chapter 1**):

- **Chapter 2 – Conditions and Trends:**

Describes conditions for all travel modes in the existing transportation system that provides various options for moving people and goods into and among centers. This chapter also identifies current challenges and trends that will affect Kenmore's transportation network in the future.

- The overarching **Chapter 3 – Transportation Vision and Goals:**

Explains Kenmore's vision for transportation goal in and the Countywide Planning Policies (CPPs) is goals that serve as the region is well served by an integrated, multimodal basis for the Transportation Element.

- **Chapter 4 – Future Transportation Vision:**

Introduces a layered network concept that forms the foundation of this plan to accommodate all modes of travel and create a complete transportation system that supports the regional vision for growth, efficiently moves people and goods, and is environmentally and functionally sustainable over the long term". The CPPs support network in Kenmore. This section also details how to accommodate each travel mode and establishes the City's level of service standards.

- **Chapter 5 – Near Term and Long Term Capital Plans:**

Provides near term and long range project lists based on the community values expressed in the transportation vision in the Regional Growth Strategy with policies focused on: goals and layered network.

- Supporting Growth – focusing on serving the region with a transportation system that furthers the Regional Growth Strategy;
- Mobility – addressing the full range of travel modes necessary to move people and goods efficiently within the region and beyond; and
- System Operations – encompassing the design, maintenance, and operation of the transportation system to provide for safety, efficiency.
- **Chapter 6 – Implementing the Transportation Element:**
- Evaluates Kenmore's financial conditions over the next 20 years and sustainability.

Other Plans

WSDOT controls SR 522, which runs east-west through Kenmore. As such, the City coordinates with WSDOT and neighboring communities regarding impacts to and needed investments on SR 522.

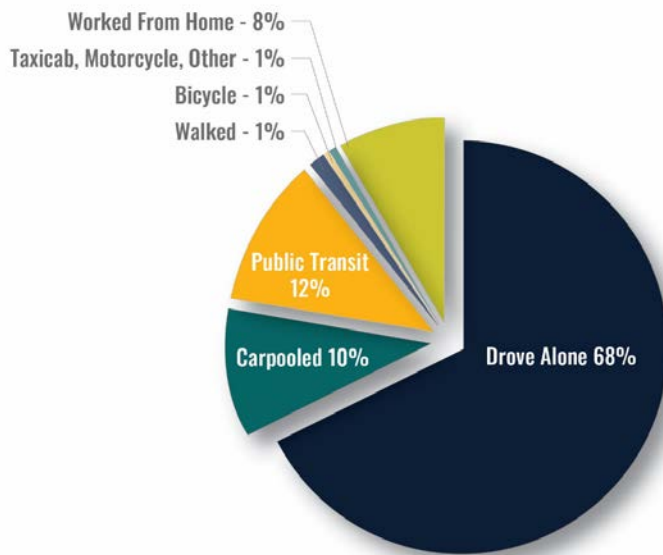
Sound Transit provides regional, high capacity transit service throughout the Puget Sound via Link light rail, Sounder commuter rail, and ST Express bus service. Sound Transit is currently advancing the capital and service investments included in the ST2 and ST3 ballot measures approved in 2008 and 2016, respectively. The ST2 ballot measure included funding for the

Lynnwood Link light rail extension, planned for completion in 2024. The Shoreline South/148th Street and Shoreline North/185th Street stations will be the closest light rail stations to Kenmore, providing nearby access for Kenmore residents wishing to ride transit to destinations throughout the Puget Sound region. Sound Transit's Stride bus rapid transit (BRT) service on SR 522 was funded by the ST3 ballot measure. Planned for guidance on plan implementation in 2026, Stride will provide high-capacity transit service directly in Kenmore, providing residents with a direct connection to light rail in Shoreline and Stride service on I-405.

Metro Connects is King County Metro's (Metro's) 30-year vision for mobility. It is a long-range service and capital vision that describes planned future service networks and the capital investments needed to support those networks. The plan envisions multimodal connections to the places people want to go with safe and secure operations and facilities for passengers, employees, and communities. Metro Connects emphasizes Metro's core values of safety, equity, and sustainability, incorporates the recommendations of the King County Metro Mobility Framework, and aligns with Metro's Strategic Plan for Public Transportation and its Service Guidelines. The service networks envision changes to Kenmore's transit services, particularly in relation to the implementation of Sound Transit's investments in the regional high capacity transit (HCT) system.

CHAPTER 2: CONDITIONS AND TRENDS**EXISTING CONDITIONS****Transportation Network Overview**

Kenmore's transportation network accommodates many modes of travel, including walking, bicycling, public transit, driving, and flying. Vehicular travel for commuting to work, which generally occurs during the morning (AM) and evening (PM) peak when traffic volumes are highest, is the primary choice for many travelers in and around Kenmore, as shown in the Census journey-to-work data (see **Figure T-2**). The peak volumes for vehicles, pedestrians, bicyclists, and transit can occur during different times by location. For example, areas near schools are influenced by the start and end of classes, resulting in increased pedestrians and vehicles volumes during these times.

Figure T-2: Commute Mode to Work

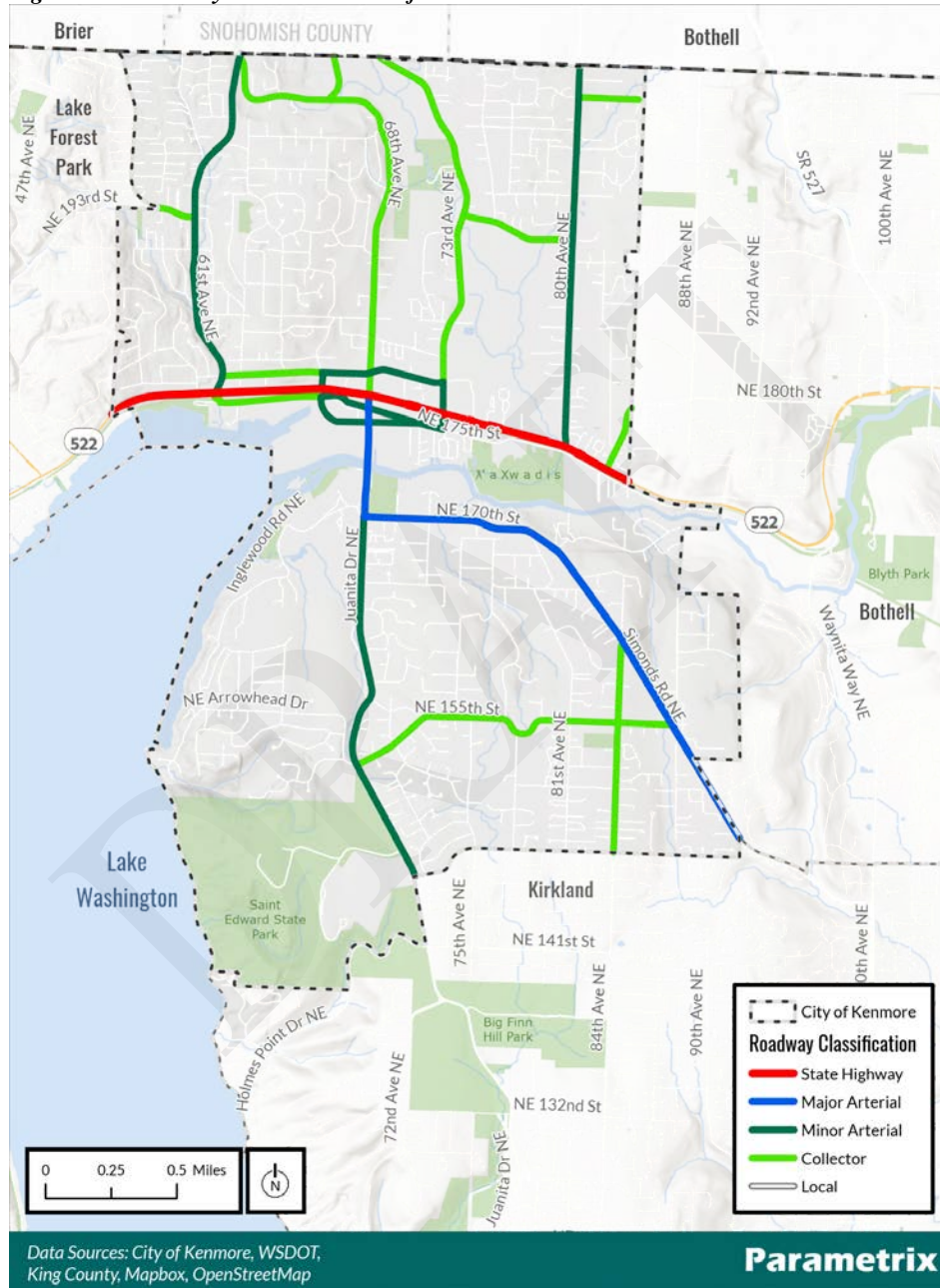
Source: American Community Survey 2019 5-Year Journey to Work Data

City streets form the backbone of the transportation framework with roadways shaping how residents and visitors experience Kenmore. The City of Kenmore currently classifies its roadways into **major principal** arterials, minor arterials, collectors, and local streets, as shown in **Table T-1** and displayed in **Figure T-3**. Examples of each roadway type and the intended uses served are described in below **Table T-1**.

Table T-1. Functional Classification of Roadways

Roadway Type	Description / Purpose	Example
Major Principal Arterial	A roadway that serves through trips and connects Kenmore with the rest of the area.	<ul style="list-style-type: none"> • SR 522 • Simonds Road NE • 68th Avenue NE (SR 522 to NE 170th Street)
Minor Arterial	Minor arterial streets provide inter-neighborhood connections and serve both local and through trips.	<ul style="list-style-type: none"> • 61st Avenue NE • NE 181st Street (65th Avenue NE to 73rd Avenue NE) • Juanita Drive NE
Collectors	Collectors distribute trips between local streets and arterials and serve as transition roadways to or from residential areas.	<ul style="list-style-type: none"> • 68th 84th Avenue NE (north of SR 522) • 73rd Avenue NE • NE 153rd Place
Local	Local streets provide circulation and access within residential neighborhoods.	<ul style="list-style-type: none"> • 62nd 64th Avenue NE • NE 150th Street

Figure T-3: Roadway Functional Classification



There are approximately 45 miles of concrete sidewalks and 120 marked enhanced crosswalks in the City have been installed since incorporation from King County, but sidewalks are still absent from many streets. On quiet residential streets, sidewalks may not be necessary; however, Kenmore has a number of arterials connecting residents from their homes to commercial areas, employment centers, schools, and transit stops that lack adequate pedestrian facilities.

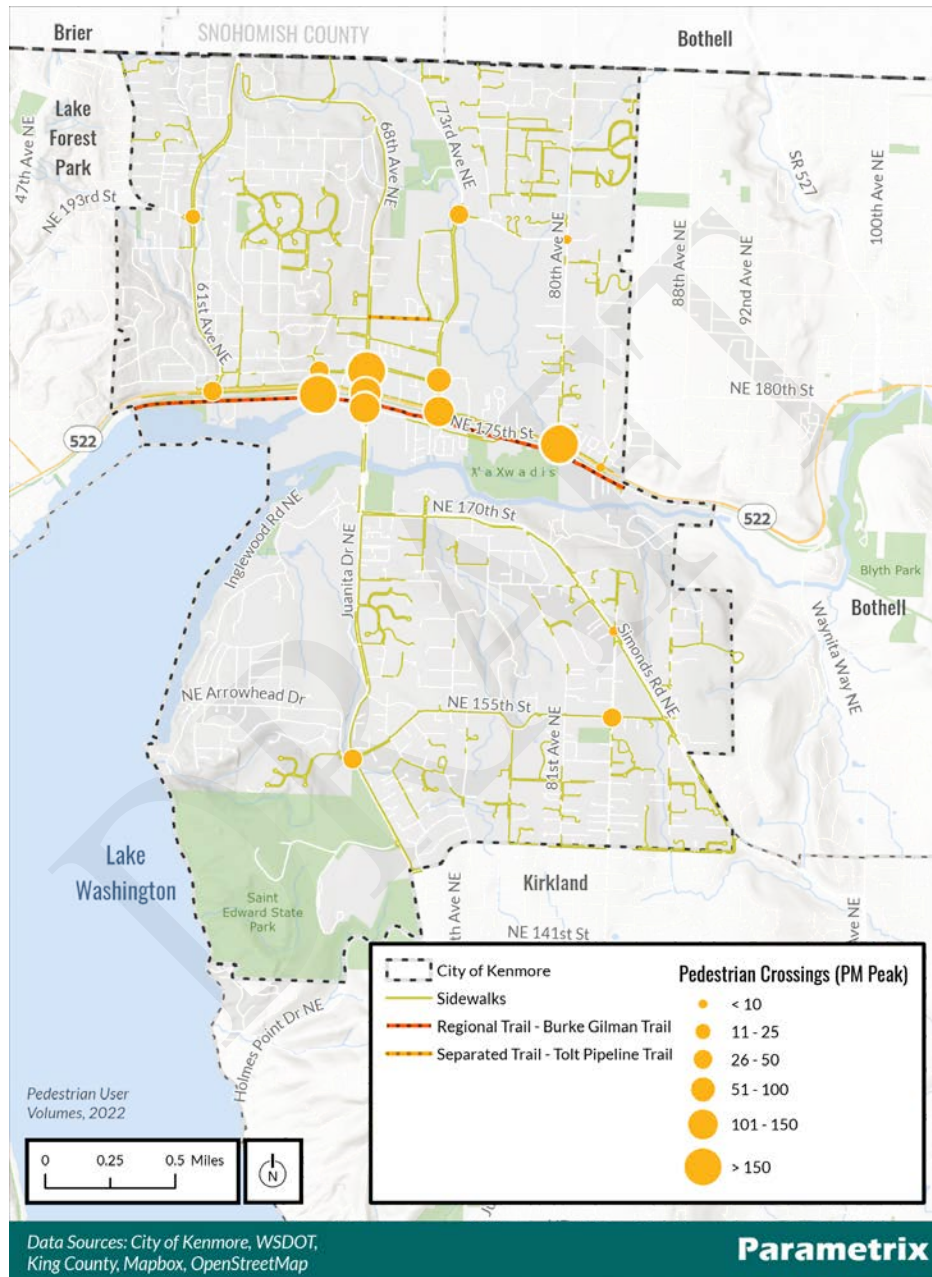
Figure T-4 displays different types of existing pedestrian infrastructure in Kenmore and Figure T-5 shows where existing sidewalks and trails these facility types are located spatially as well as average pedestrian volumes (2022) at key intersections during the 2-hour evening peak for vehicular traffic. the number of pedestrians that were observed on each facility in the fall of 2013.

Figure T-4: Existing Sidewalks, Shoulders, and Pedestrian Crossings-Trails



Source: Google Maps, City of Kenmore

Figure T-5: Existing Sidewalks, Shoulders, and Trails



Pedestrian Crossings

Kenmore hosts a section of the Burke-Gilman Trail, a regional multi-use trail that connects residents to Seattle and other area cities. However, for many Kenmore residents, connecting from home to the Burke-Gilman Trail or other non-motorized facilities can be challenging due to the topography and curvilinear streets in parts of the city. SR State Route 522 and 68th Avenue NE / Juanita Drive NE create additional barriers to bicycling in Kenmore due to their high traffic volumes and difficult crossings. Figure T-6 presents Kenmore's existing bicycle facilities, network as identified in the 2008 Transportation Element, as well as average bicyclist volumes (2022) at key intersections during the 2-hour evening peak for vehicular traffic the number of cyclists counted at key locations in fall 2013.



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Figure T-6: Existing Priority Bicycle Facilities Routes and Volumes

Many Kenmore residents and employees use public transit for trips around and outside of the City. Public transit in Kenmore consists of fixed-route and dial-a-ride bus service provided by King County Metro and Sound Transit. Metro also provides on-demand, point-to-point transportation between south Kenmore, North Kirkland, and downtown Bothell. The Northshore Senior Center also provides door-to-door shuttle service to many of its patrons. The potential King County Metro service cuts are a particular concern to the Kenmore community, as these will likely affect the level of public transit service provided in the City. Figure 7 provides further information about the twelve



Goods movement in Kenmore runs predominantly along the City's primary arterials of 68th Avenue, NE 170th Street, Simonds Road NE, and SR 522, as shown in Figure 8. Because 68th Avenue provides the only Sammamish River crossing option in Kenmore, this roadway plays a particularly important role in facilitating commerce. Beyond these primary routes, delivery vehicles use many other streets to reach their final destination. For example, NE 175th Street sees a fair amount of freight traffic due to the nature of the surrounding land uses it serves.



Figure T-7 and **Table T-2** display the Spring 2019 transit routes serving Kenmore, average daily boardings at each stop, and park and ride utilization. These volumes reflect a high level of bus ridership in the City, particularly on routes that serve SR 522. SR 522 and the corridor south of SR 522 currently served by Route 225 (previously served by Routes 234 and 244) have been designated as high capacity transit lines by PSRC. The Kenmore Park and Ride and the park and ride at the Vine Church, both located on SR 522, were 100 and 96 percent full, respectively, on an average weekday. As shown, there was no service in the City north of SR 522/NE 181st Street.

Transit ridership declined dramatically throughout the Puget Sound region during the COVID-19 pandemic. Metro and Sound Transit reduced service levels across their networks, including the elimination of several routes in Kenmore. Additionally, both transit agencies restructured several routes that serve the city in conjunction with the opening of the North Link light rail extension in October 2021. Sound Transit Route 522, which previously provided service between Woodinville and downtown Seattle, was revised to serve the Roosevelt Link station. This change required riders to transfer to light rail to continue to downtown Seattle. A new peak only route, Route 320, was created, providing service connecting Kenmore to the Northgate Link station, South Lake Union, and downtown Seattle. Additionally, a new leased park and ride was opened at the Kenmore Community Club. Fall 2021 ridership in Kenmore is summarized in **Table T-2**.

Table T-2. Bus Service in Kenmore

Route	Service Type	2019 Average Daily Weekday Spring Boardings	2021 Average Daily Weekday Fall Boardings
225	All Day	N/A	100
234	All Day	249	N/A
243	Peak Only	1	N/A
244	Peak Only	28	N/A
309	Peak Only	110	N/A
312	Peak Only	440	N/A
320	Peak Only	N/A	21
331	All Day	98	72

City of Kenmore

Comprehensive Plan

Route	Service Type	2019 Average Daily Weekday Spring Boardings	2021 Average Daily Weekday Fall Boardings
342	Peak Only	36	8
372	All Day	527	204
522	All Day	680	154
981	DART	1	2

Source: King County Metro

Figure T-7: Existing Transit Routes, Facilities, and Boardings (2019)



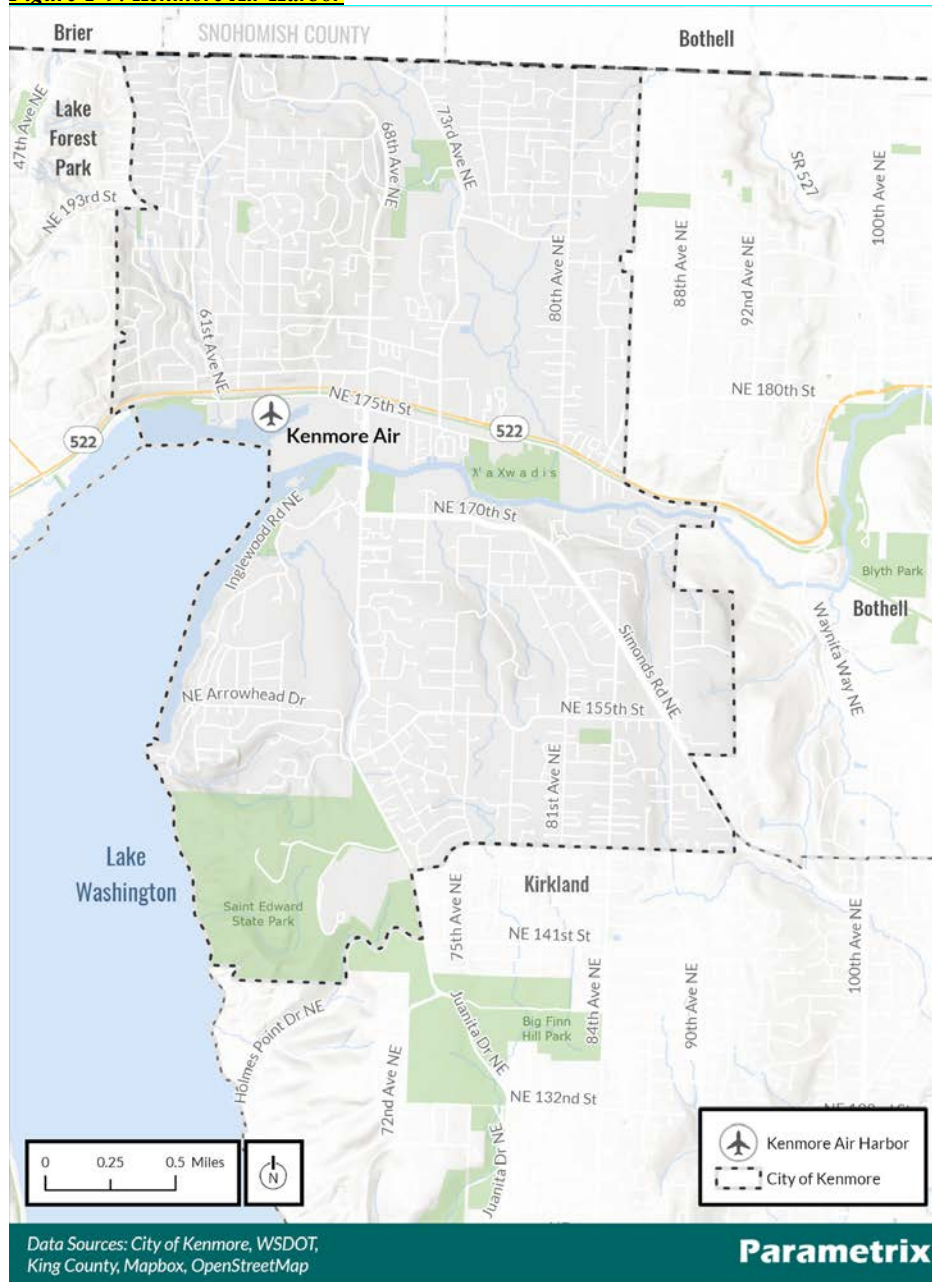
Washington State's Freight and Goods Transportation System (FGTS) classifies the state's freight corridors by modes based on annual freight tonnage moved through truck, rail and waterway freight corridors. Goods movement in Kenmore runs predominantly along the City's major arterials of 68th Avenue, NE 170th Street, Simonds Road NE, and SR 522 existing level of service policy sets the following standards for its roadways: Primary. Because 68th Avenue provides the only Sammamish River crossing option in Kenmore, this roadway plays a particularly important role in facilitating commerce. FGTS classified routes in the City of Kenmore are shown in **Figure T-8**.

Beyond these primary routes, delivery vehicles use many other streets to reach their final destination. For example, although it is not an FGTS classified route (and thus not displayed on **Figure T-8**), NE 175th Street sees a fair amount of freight traffic due to the nature of the surrounding land uses it serves. Additionally, a wide array of freight companies provide deliveries to residents and businesses using all types of roadways, including local streets.

The Kenmore Air Harbor is also a facility of the City's transportation network. The location of the Kenmore Air Harbor is displayed on **Figure T-9** and a description of its area, fleet size, operations, and travel take-off and landing areas on Lake Washington and general aircraft flight paths used on take-off and landing can be found in the Land Use element.

Figure T-8: WSDOT FGTS Classified Truck Routes

Figure T-9: Kenmore Air Harbor



Most Kenmore residents (about 68 percent 80%) choose motor vehicles as their primary mode of transportation to work. Moreover, many more non-resident travelers pass through the City on SR 522 / 68th Avenue / Juanita Drive / Simonds Road. Severe congestion during peak hours illustrates this issue with many intersections experiencing long delays (see **Figure T-10**).

Analysis of Kenmore's congestion for motorists is based on the traffic counts collected in October 2013. To understand the level of congestion experienced during the evening commute, 19 intersections were evaluated based on their ability to accommodate PM peak hour demand in their existing configuration (number of lanes, traffic control, etc). Based on this analysis, intersections were scored into one of six level of service (LOS) categories that describe their operations in terms of vehicle delay. **Table 2** describes the Level of Service definitions laid out in Chapter 16 of the *Highway Capacity Manual* (HCM) (Transportation Research Board, 2000), which is the methodology currently applied to Kenmore's transportation network.

Analysis of Kenmore's congestion for motorists is based on the traffic counts collected in January 2022. Since March 2020, traffic volumes have decreased in response to COVID-19 related initiatives. As future traffic volumes are built from forecasting from baseline conditions, the goal is to model an existing 2022 baseline condition that best reflects overall trends from the past several years. Overestimating volumes can lead to future forecasts that may be too high, potentially leading to infrastructure that is overbuilt for future conditions. Conversely, underestimating baseline conditions could lead to future forecasts that may be too low, leading to infrastructure that would be potentially underbuilt for future conditions.

Table 2: Level of Service Definitions

Level of Service	Description
A	Free flowing conditions.
B	Stable operating conditions.
C	Stable operating conditions, but individual motorists are affected by the interaction with other motorists.
D	High density of motorists, but stable flow.
E	Near capacity operations, with speeds reduced to a low but uniform speed.
F	Over capacity, with delays.

The City's existing level of service policy sets the following standards for its roadways:

- Primary Arterials — LOS E or better
- Minor Arterials — LOS D or better
- Collectors — LOS C or better

To monitor changes in travel volumes related to the COVID-19 pandemic, the City of Kenmore collected weekly travel data between May 2020 and August 2021. The data shows as of August 2021, the annual average daily traffic volumes in 2021 were 7 percent lower than 2019 volumes. Therefore, to be conservative, traffic counts collected in January 2022 for this analysis were adjusted upward by 7 percent.

To understand the level of congestion experienced during the evening commute, 19 intersections were evaluated based on their ability to accommodate PM peak hour demand in their existing configuration (number of lanes, traffic control, etc.). As noted previously, the peak volumes for vehicles, pedestrians, bicyclists, and transit can occur during different times by location. The PM peak period in Kenmore generally ranges between 3:00 PM and 6:00 PM. The PM peak period for each analyzed intersection is summarized in **Appendix D-1**. Based on this analysis, intersections were scored into one of six LOS categories that describe their operations in terms of vehicle delay. **Table T-3** describes the LOS definitions laid out in the Highway Capacity Manual 6th Edition (Transportation Research Board, 2016), which is the methodology currently applied to Kenmore's transportation network.

Table T-3. Level of Service Definitions

Level of Service	Description	Average Control Delay at (seconds per vehicle)	
		Signalized/Roundabout Intersections	Unsignalized Intersections
A	Free-flowing conditions.	< 10	< 10
B	Stable operating conditions.	> 10 and < 20	> 10 and < 15
C	Stable operating conditions, but individual motorists are affected by the interaction with other motorists.	> 20 and < 35	> 15 and < 25
D	High density of motorists, but stable flow.	> 35 and < 55	> 25 and < 35
E	Near-capacity operations, with speeds reduced to a low but uniform speed.	> 55 and < 80	> 35 and < 50
F	Over capacity, with delays.	> 80	> 50

The City's LOS policy sets the following standards for its roadways:

- Major Arterials – LOS E or better
- Minor Arterials and collectors – LOS D or better
- Local roads Collectors – LOS C or better
- Roadways in Kenmore Countywide Growth Center
 - Signalized intersections shall operate at LOS F or better and not exceed 100 seconds of average total vehicle delay of all movements
 - Unsignalized intersections shall operate at LOS F or better on the minor street approach until a signal warrant is met using the current version of the Manual for Uniform Traffic Control Devices

It should be noted that as a highway of statewide significance, SR 522 is exempted from the City's LOS standards.

Figure T-10 shows weekday traffic volumes and **Figure T-11** shows the calculated LOS at each of the 19 intersections. As the figures show, Kenmore's major primary arterials see high traffic volumes and lower corresponding low levels of service. The traffic spillback that occurs at the intersection of SR 522 and Juanita Drive / 68th Avenue over the course of several signal cycles creates worse congestion than displayed in isolated intersection results. Field observation found nearly all intersections on SR 522 and some on 68th Avenue operating at LOS E or F. Detailed reports of LOS are available in **Appendix D-1**.

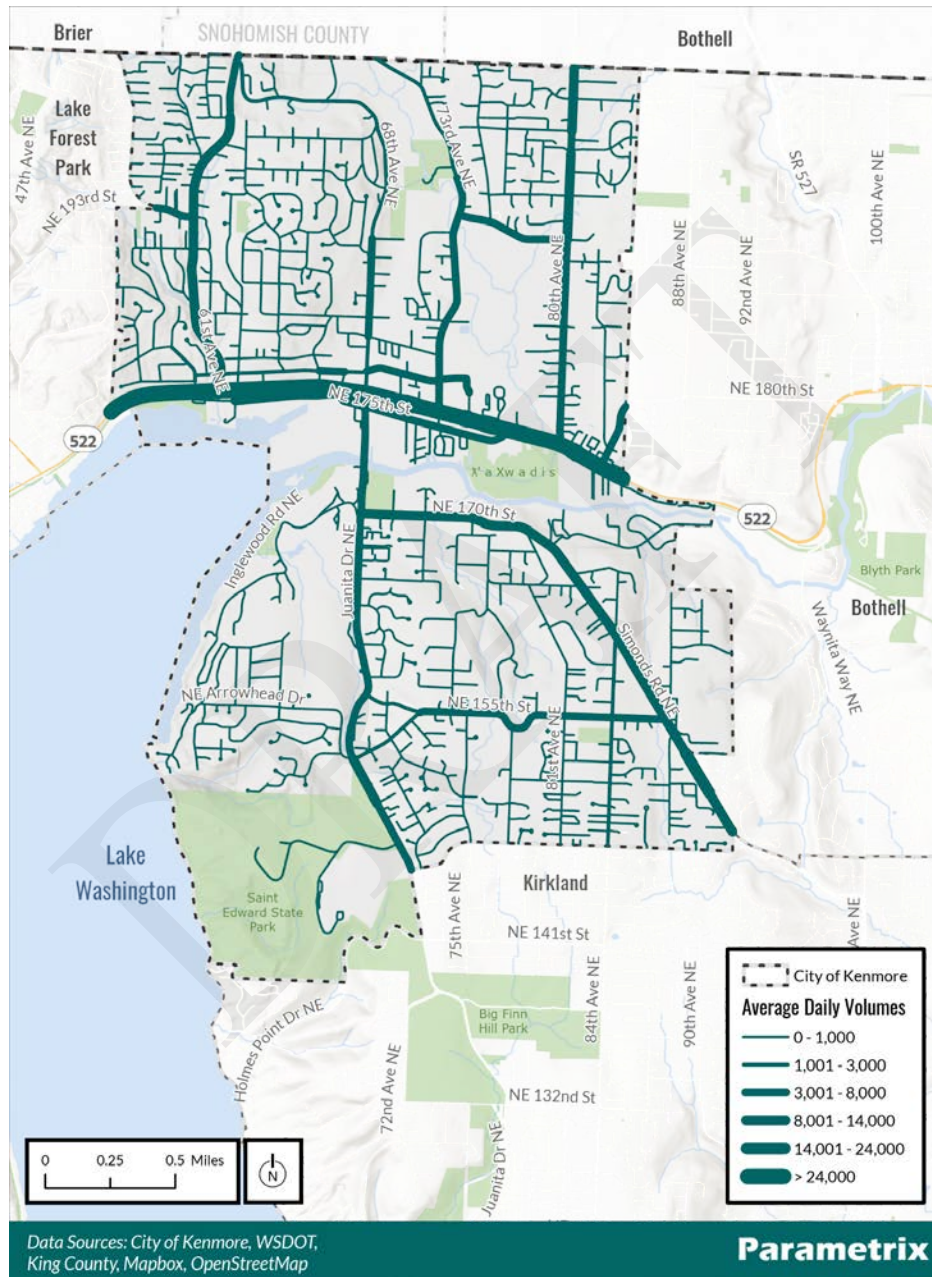
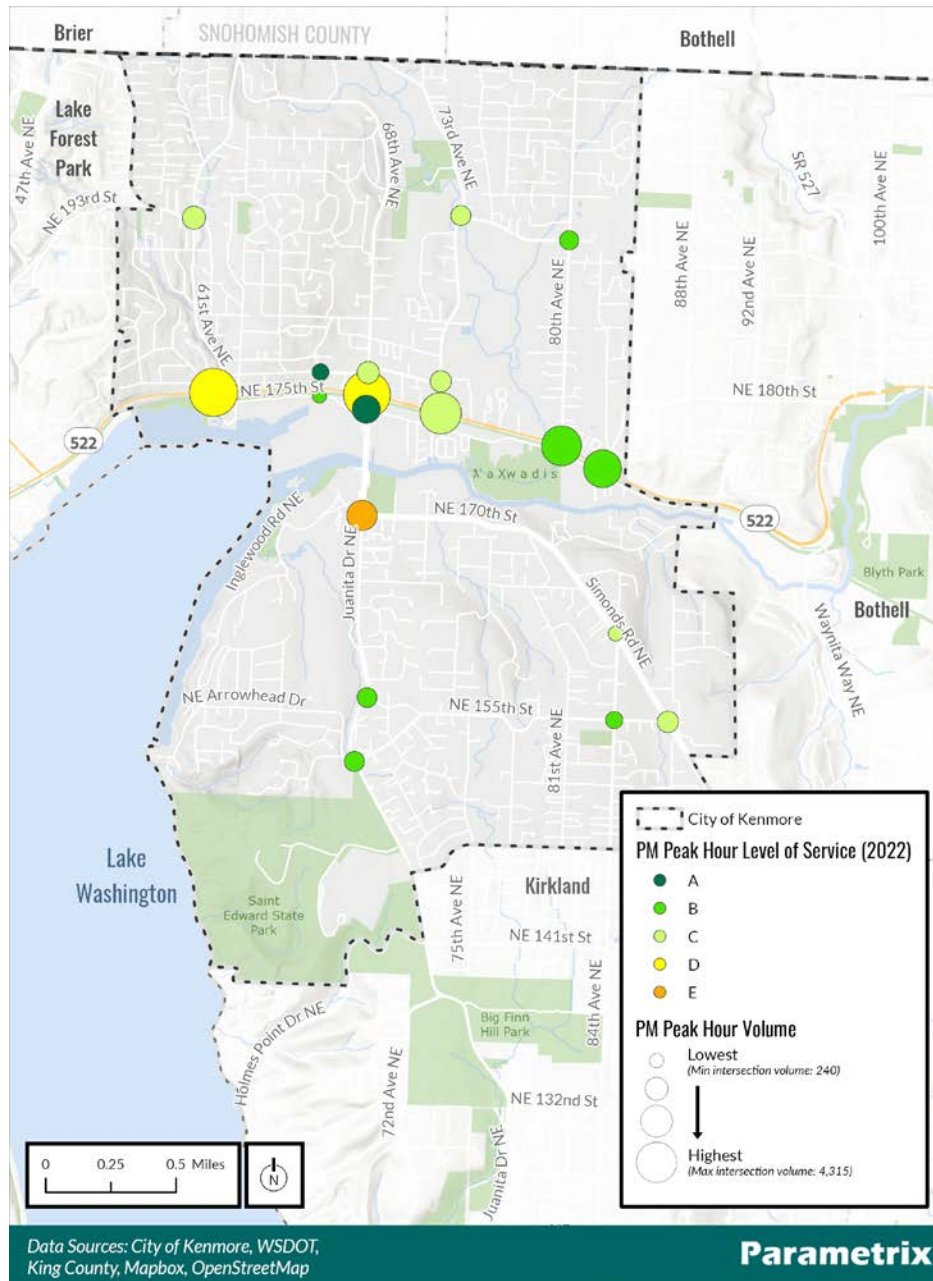
Figure T-10: Auto Average Daily Volumes

Figure T-9: Auto Level of Service and Volumes

Current Challenges and Observations

The City of Kenmore has several important challenges to face as it prepares for future growth and the development of its downtown core. Although Kenmore continues to invest in its multimodal transportation system, motor vehicle travel dominates the City's transportation framework currently and many travelers view Kenmore as a "pass-through town." Kenmore is planning working to be create a walkable, bikeable, high-capacity transit community with -more vibrant downtown and addressing the following these transportation challenges will be a key to the City's success:

- Safety and comfort, especially for pedestrians and bicyclists
- Transit availability and access to high capacity transit
- Limited north-south connectivity for all users

Bicycle and Pedestrian Safety

Safe Routes for All, especially Pedestrians and Bicycles

Since 20172008, Kenmore has experienced nearly 175200 traffic collisions per year. Of the 8714,125 collisions in Kenmore from January 20172008 to August 2021, September 2013, 445 occurred on SR 522 and 207206 occurred on the 68th Avenue / Juanita Drive corridor – 6158 percent of the total city-wide.

Highlighting this issue, the period from Winter 2017 through Summer fall 2013 to spring 2014 saw 41 several deaths in crashes that involved involving vehicles hitting pedestrians and bicyclists, including one pedestrian fatality. Figure T-12 displays traffic crashes for all modes within the City. Figure T-13 shows injury severity and Figure T-14 shows crashes involving bicycles and pedestrians over around the City over a five-year period spanning 2017-2021-2008-2013.

Crash severity is categorized by WSDOT into the following five categories:

- **Fatal Injury:** Any injury that results in death within 30 days after the motor vehicle crash in which the injury occurred.
- **Suspected Serious Injury:** Any injury other than fatal which results in one or more of the following: Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood; broken or distorted extremity (arm or leg); crush injuries; suspected skull, chest or abdominal injury other than bruises or minor lacerations; significant burns (second and third degree burns over 10 percent or more of the body); or unconsciousness when taken from the crash scene.
- **Suspected Minor Injury:** Any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle).
- **Possible Injury:** Any injury reported or claimed which is not a fatal injury, suspected by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.

- No Apparent Injury: Situation where there is no reason to believe that the person received any bodily harm from the motor vehicle crash. There is no physical evidence of injury and the person does not report any change in normal function.



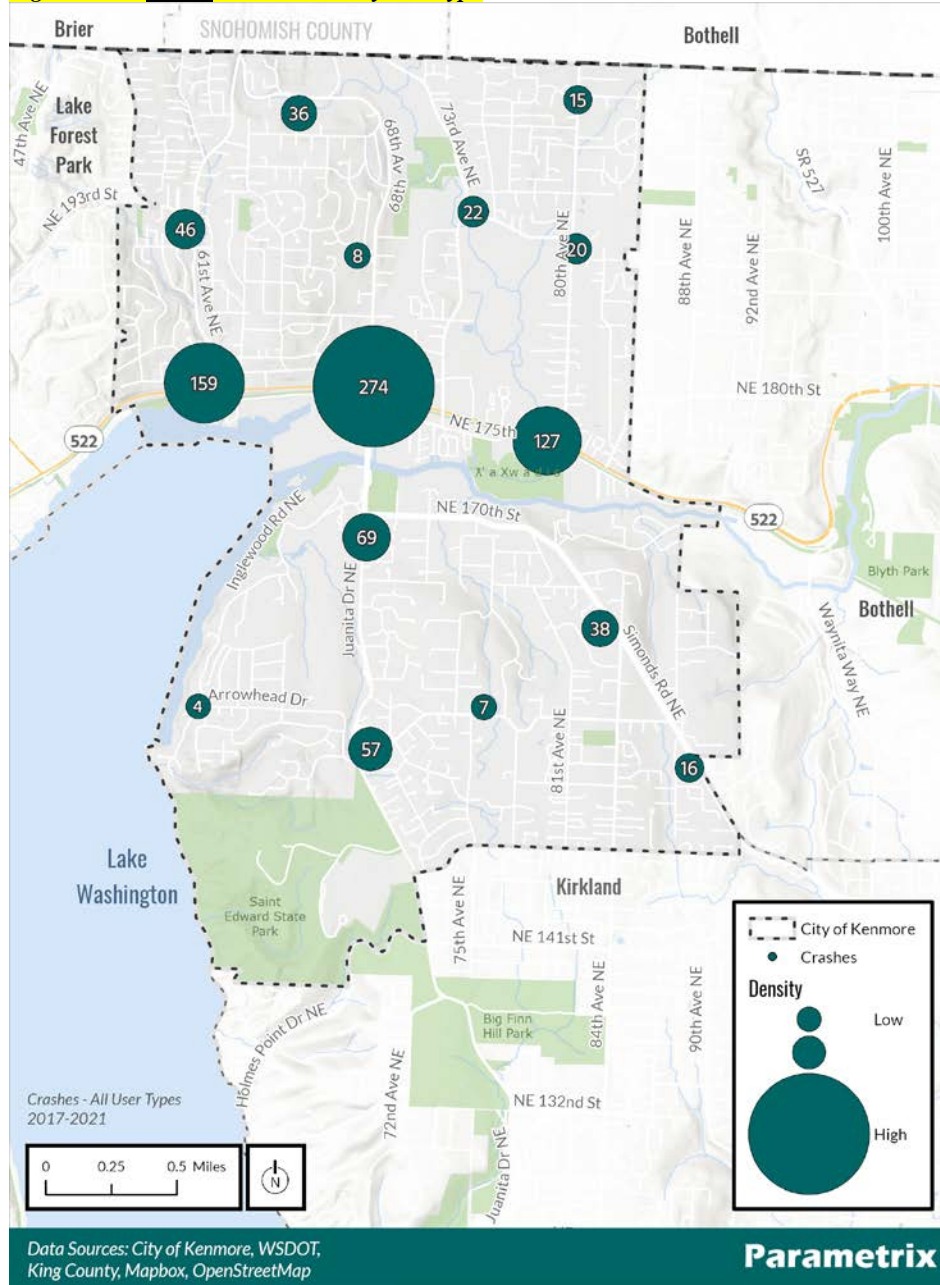
Figure T-10: Crash Collision Density and Type

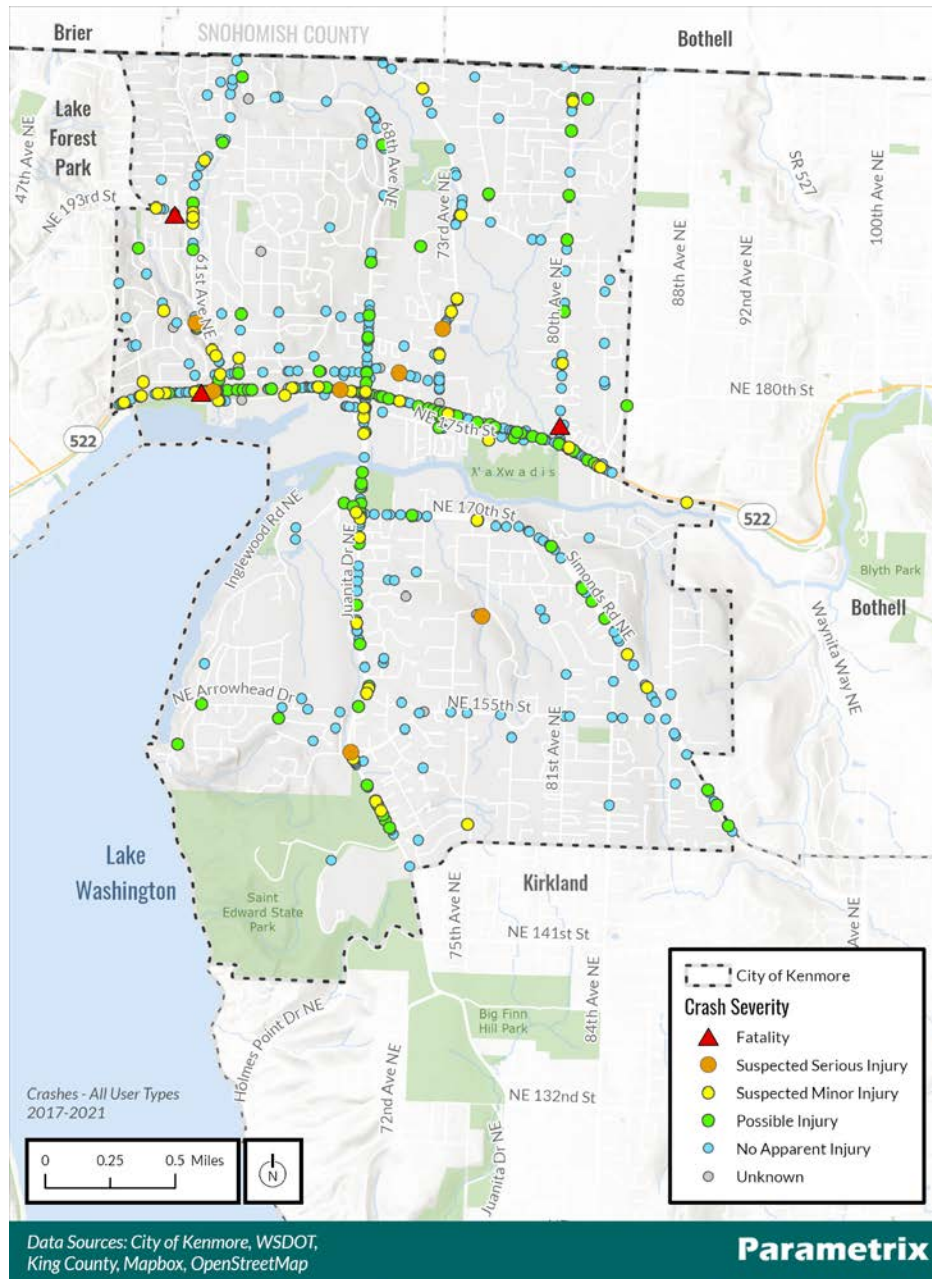
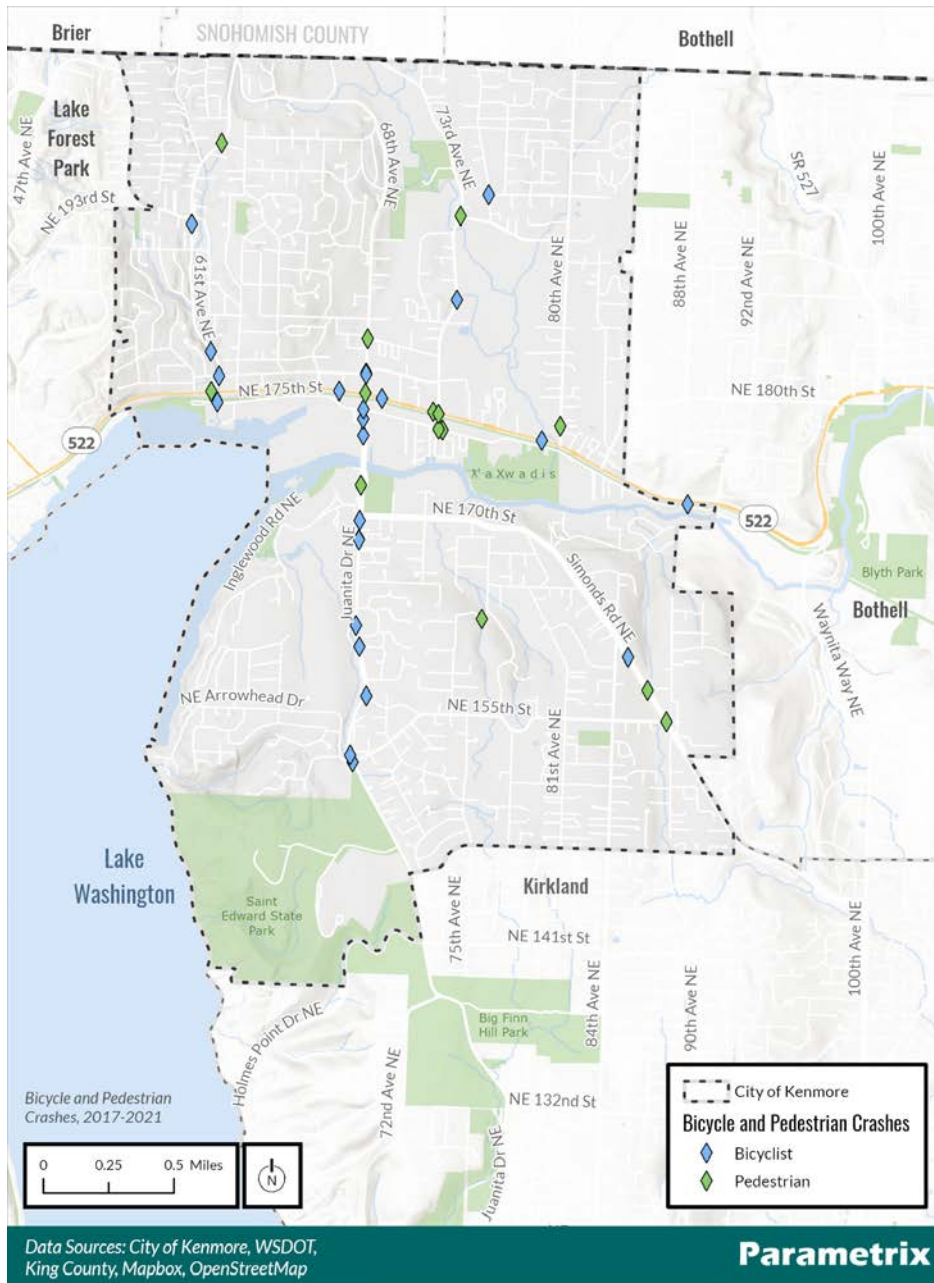
Figure T-11: Crash Severity

Figure T-14: Crashes Involving Bicycles and Pedestrians

The City of Kenmore's Target Zero Initiative was adopted in April of 2014. The goal of this program is to achieve zero pedestrian and bicyclist fatalities and serious injuries in Kenmore by 2025 by increasing awareness of pedestrian, bicyclist, and driver safety issues. The City works toward its Target Zero goal by engaging the Three E's: Engineering, Enforcement, and Education. These efforts include creating safer pedestrian and bicycle pathways, offering helmets at a low price, educating bicyclists, pedestrians, and drivers through events and pamphlets, offering safety vests annually at no charge (while supplies last), and enforcing traffic safety laws for all road users - among many other citywide improvements.

Kenmore has made many pedestrian improvements in recent years as the City strives for a more walkable/bikeable city downtown core. Sidewalk and crosswalk improvements along SR 522 have created a better environment for pedestrians moving around the City's commercial areas and connecting with public transit services or the Burke Gilman Trail. There are seven pedestrian actuated crossings that are also Americans with Disabilities Act (ADA) compliant. Four are located near SR 522 and In 2014, the City has installed rectangular rapid flashing beacons (RRFBs) along Juanita Drive, 61st Avenue NE and three are located near Juanita Drive and NE 170th Street as well as at other citywide arterial crossing locations.

The Burke-Gilman Trail provides a major bicycle route through Kenmore and is a major asset to the community for both transportation and recreational purposes. Creating safer and more attractive connections from neighborhoods to the trail will encourage residents to make more walking and biking trips and visitors to patronize local businesses near the trail. In July 2014, the City removed a travel lane on 61st Avenue and installed bike lanes to support north-south bicycle mobility and reduce conflicts with motor vehicles.

As a part of Walkways & Waterways, a voter-approved bond passed in 2016, the 68th Avenue/Juanita Drive corridor received pedestrian and bicycle safety treatments:

- (1) Juanita Drive NE Pedestrian and Bicycle Safety Improvements: 1.5 miles of new sidewalk on the east side of Juanita Drive from 143rd Street to NE 170th Street, buffered bicycle lanes in each direction, bus stop improvements, improved lighting, and some traffic signal modifications.
- (2) The 68th Avenue NE Pedestrian and Bicycle Improvements: 1.5 miles of new sidewalk on one side of 68th Avenue NE from NE 182nd Street to 61st Place NE, new bicycle lanes in each direction, and lighting improvements. In addition to the Walkways and Waterways projects, several other projects were initiated and completed that provided sidewalk and/or bicycle safety treatments: The West Sammamish River Bridge Replacement Project: New sidewalk and bike facilities on the west side of the road between NE 170th Street and NE 175th Street, lighting improvements and some traffic signal improvements
- (3) SR522 West A Project: New sidewalk on the north and south side of SR522 from 61st Avenue NE to 65th Avenue NE along with street lighting and traffic signal improvements.
- (4) Simonds Road Overlay: New bike lanes added from 92nd Avenue NE to 84th Avenue NE.
- (5) 62nd Avenue NE Sidewalk Project: New sidewalk on the east side of 62nd Avenue NE from SR522 to 185th Avenue NE.

- (6) NE 181st Street Sidewalks: New sidewalk along the north and south side of NE 181st from 68th Avenue NE to 73rd Avenue NE and new sidewalk on the north side from 65th Avenue NE to 67th Avenue NE. Improvements included new street lighting.
- (7) 73rd Avenue NE Overlay: New bike lanes added from NE 181st St to NE 192nd St.
- (8) NE 153rd Street Sidewalks: New sidewalks on the south side of NE 153rd Street from 70th NE to Juanita Drive.

Transit Availability and Access to High Capacity Transit

Many people use public transit in Kenmore, as evidenced by 2019 ridership and park-and-ride occupancy levels. The opening of the Lynnwood Link light rail extension in 2024, particularly the Shoreline South/148th Street station, will provide an opportunity to greatly expand options for Kenmore residents wishing to ride transit to destinations throughout the Puget Sound region. Sound Transit's BRT Stride service on SR 522, planned for implementation in 2026, will provide high-capacity transit service directly in Kenmore, providing residents with a direct connection to light rail in Shoreline and Stride service on I-405. There are no planned improvements to parking capacity in Kenmore, by Sound Transit or Metro, until 2034. Robust local transit options and nonmotorized access improvements that connect Kenmore neighborhoods to bus service on SR 522 will be critical components to facilitating reliable access to these regional transit investments.

Kenmore is also interested in creation of a Metro-operated water taxi route that would connect the City to the University of Washington, providing another transit option for residents to access this regional employment and education center.

The potential King County Metro service cuts are likely to may hurt public transit as an attractive travel mode so the City should closely monitor these developments and advocate for its desire to maintain quality service. Additionally, infrequent or poorly timed service connections might further dissuade residents from using transit if it does not provide a fast and reliable trip compared with auto travel. While Kenmore cannot control transit service levels, the City's land use vision is designed City can strive to create a supportive welcoming environment for transit.

Limited Nonmotorized Connectivity North-South connectivity

The existing transportation network in Kenmore was developed with limited facilities that can accommodate travel across the City. The 68th Avenue Bridge is the only public crossing The 68th Avenue Bridge over the Sammamish River in the City and currently acts as one of Kenmore's most biggest congested points for all roadway users. In 2022, the City completed replacement of the southbound bridge, which included construction of new sidewalk and bicycle facilities on the west side of the road between NE 170th Street and NE 175th Street. Even with the bridge improvements, the The narrow right of way limits motor vehicle throughput and the congestion levels make walking and bicycling unattractive options on the corridor. The intersection with SR 522 frequently backs up traffic for long stretches during peak hours.

Similarly, SR 522 serves as another major barrier to north-south connectivity. Its wide cross-section and limited number of signalized crossings affect affects all modes of travel, particularly

and pedestrians and cyclists. Additional signalized mid-block pedestrian crossings where warranted would improve crossing options for nonmotorized travelers, in particular.

East-west travel is also challenging, particularly north of SR 522 east of 73rd Avenue NE. A lack of walkways or paths for non-motorized users results in long, circuitous routes for pedestrians and cyclists wishing to travel in this area. Development of new non-motorized facilities could help to provide these connections.

Trends

Aside from existing conditions and challenges, there are other factors that will affect Kenmore's transportation system. Growth in downtown Kenmore and throughout the region generally plays a role in how the City will plan the improvements to its transportation network for the future.

Transportation Related Climate Impacts

The City of Kenmore's CAP establishes a multi-faceted approach for reducing greenhouse gas (GHG) emissions associated with transportation. The CAP describes policies, programs, and infrastructure investments that will help the City achieve its goal of net zero GHG emissions by 2050. Changes to municipal operations, construction of dense, mixed-use, and transit-oriented development (TOD), reduced single-occupancy vehicle (SOV) trips, and incentives for drivers to use electric vehicles (EVs) are the key transportation-focused strategies included in the CAP.

Downtown Development

In 2021, King County updated the 2021 Countywide Planning Policies to include a new category—Countywide Growth Centers—with zoned densities that support high capacity transit along existing or planned transit corridors. Designated countywide growth centers make efficient use of urban land by sufficiently providing housing, employment, and services in a compact form and density near the high capacity transit areas. Additionally, designated countywide growth centers use strategies to mitigate identified displacement impacts of residents and businesses, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees; low-income populations; people with disabilities; and other communities at greatest risk of displacement.

Downtown Kenmore is preliminarily designated as a Countywide Growth Center. Policies focus on mixed use, higher density development, including affordable housing, in the downtown area as it develops along the SR 522 high capacity transit corridor. The City is reshaping its downtown area to become more vibrant and walkable. Future redevelopment will add mixed use projects to provide housing, dining, shopping, and other services in the downtown. These land uses will generate additional travel in the downtown area and, while many people will be able to walk or use public transit for these trips, the transportation network must be able to support this concentrated growth.

Regional Growth

Regional development outside of the City itself is the other major aspect of growth affecting Kenmore by 2044 2035. South Snohomish County, Bothell, and Woodinville are all expected to add a substantial number of residents and jobs during this time period and many of them travel through Kenmore en route to other regional destinations. The continued toll on the SR 520 bridge and potential tolling of SR520 bridge and expected regional growth south of Kenmore are likely to have a continued impact on SR522. on I-90 may also cause further congestion along SR 522 if drivers opt for the route around Lake Washington to avoid the toll.

Kenmore Travel Demand Forecasting

The Growth Management Act (GMA) requires that the Transportation Element supports the land uses envisioned in the Comprehensive Plan. Thus, an important component of the work was forecasting how the future land uses envisioned in the City, as well as regional growth, would influence demand on Kenmore's transportation network. A description of the travel demand modeling process is summarized provided below with more detail about land use assumptions in Appendix D-2.

- The Tool.** As a part of the 2008 update, the City created a travel model with the Visum software package. This model forecasted traffic volumes during the evening commute hour (5-6pm) along many of Kenmore's key streets and intersections. This tool provides a reasonable foundation developing year 2035 forecasts, as the underlying land use assumptions have been updated to match the land use forecasts for the current Comprehensive Plan. The PSRC regional Activity Based Travel Demand model was used for travel demand forecasting.
- Estimate Land Use Growth in the City.** As a part of the Comprehensive Plan update, the City is planning for expected growth in housing units and employment over the next 20 years through 2035, 2044. Based on growth estimates from the Puget Sound Regional Council (PSRC) and review by City staff, Kenmore is preparing for 3,682 new housing units and 3,217 new workers by 2035. The City then allocates the growth throughout Kenmore based on adopted zoning, observed development patterns, and other city policies.
- Capture Regional Growth Patterns.** Other communities throughout the region are going through this very same process, based on direction from PSRC. Since travel does not stop at a jurisdiction's borders, it is important to capture how regional growth could influence travel patterns on Kenmore's streets.
- Translating Land Uses into Trips.** The next step is evaluating how the City and regional growth assumptions described above translate into walking, biking, transit, and auto trips. The travel model represents the number of housing units and employees in spatial units called traffic analysis zones (TAZs). TAZs can be as small as a few street blocks to as large as an entire neighborhood. They provide a simplified means to represent trip making rather than modeling individual parcels. The travel model estimates trips generated from each TAZ (both inside and outside of the City) using established relationships between different

land use types with trip making. These trips are then assigned onto the roadway network to estimate how much traffic would be on each street during the evening commute hour.

- **Model Refinements.** The final step is refining the forecasts based on reality checks that the travel model may not capture. In this case, forecasts were refined to reflect the more walkable, urban characteristic planned for Kenmore's downtown, by recognizing that some short trips could be made by walking and biking, rather than driving. Moreover, travel patterns were refined to reflect existing driver preferences, including recognizing the relative attractiveness of the Simonds Road / 170th Corridor over Juanita Drive.

DRAFT

CHAPTER 3: TRANSPORTATION GOALS, OBJECTIVES, AND POLICIES

Kenmore has established ~~eight~~ ~~six~~ goals to accomplish its overall vision for transportation in the future. The goals establish overarching priorities that serve the vision of this Transportation Element while objectives and policies lay out specific actions. The consolidated set of goals, objectives, and policies is included in this chapter.

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

~~The City recognizes the importance of people being able to reach local destinations conveniently as well as travel to other parts of the region by walking, bicycling, riding transit, and driving. Safety of all road users is the highest priority for the transportation network and the City will evaluate safety for all modes when considering roadway projects that are part of the planned future transportation system.~~

- ~~Goal T-2: Coordinate with local, regional, state, and federal agencies as well as non-governmental entities to develop and operate the transportation system.~~

~~The City of Kenmore is not the only body that has a stake in the future transportation system. Neighboring cities, King and Snohomish Counties, the State of Washington, and other agencies and organizations play a role in getting around Kenmore. The City of Kirkland has plans to improve safety along Juanita Drive and Kenmore is actively coordinating with Kirkland to support continuity along the corridor. Around the region, Kenmore is working with King County Metro and Sound Transit to support transit operations in the City. SR 522, Kenmore's primary east-west corridor, is operated by WSDOT and the City works with the department consistently to maintain travel conditions along the route. The City also works with local schools, advocacy groups, senior centers, and other organizations that have interests in transportation.~~

- ~~Goal T-3: Promote a transportation system that is sustainable from both fiscal and environmental perspectives with participation from both the public and private sectors. Kenmore values and supports its environment through taking both monetary and environmental cost into account when considering improvements to the transportation network. The City leads the way by establishing plans and policies that support sustainability and expects other bodies from the public and private sectors to follow suit in pursuing these same interests.~~

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

~~many Kenmore residents choose to travel by car for nearby trips and to go elsewhere, the City supports providing options for people to get around by more active transportation modes. By creating a safe and welcoming transportation system for all users, the City can support a vibrant downtown core that is accessible in several ways. Kenmore's geographic size makes walking, bicycling, and transit attractive options for getting around with proper facilities in place.~~

- ~~Goal T-5: Maintain the availability of safe air travel services in Kenmore.~~

The Kenmore Air Harbor is an important employer and provider of regional transportation services. Any future improvements to the City's transportation network will recognize the role of the Air Harbor and be planned accordingly.

- **Goal T-6:** Provide a transportation system that facilitates freight mobility and economic prosperity.

In addition to moving people around Kenmore, the City also recognizes the importance of moving goods to support the local and regional economy. Stores need items to stock their shelves while manufacturers must get their products to customers outside of the City and all of these needs rely on freight and delivery trucks. While not all streets in Kenmore need to support these large vehicles, there are important routes that the City prioritizes to support goods movement and economic activity.

GOAL T-1. PROVIDE A COMPREHENSIVE COMPLETE TRANSPORTATION NETWORK THAT SERVES LOCAL AND REGIONAL CIRCULATION NEEDS AND SAFELY ACCOMMODATES LOCAL AND REGIONAL TRAVEL FOR PEDESTRIANS, BICYCLISTS, TRANSIT-ALL USERS, AND MOTORIZED VEHICLES.

OBJECTIVE 1.1: Develop and maintain a Layered Network that provides connectivity and recognizes that not all streets provide the same quality of travel experience. Classify streets as State Highways, Major Arterials, Minor Arterials, Collectors, Boulevards, Urban Avenues, Neighborhood Connections, and Local Roads Streets.

Policy T-1.1.1: Ensure that the Layered Network continues to provide for all varieties of street uses including regional mobility and cross-town trips, commuting, shopping, and recreational travel, property and business access, and parking, regardless of mode.

Policy T-1.1.2: Guide the development of new streets and maintenance of existing streets to form a well-connected network that accommodates provides for safe, direct, and convenient access to the existing roadway network for automobiles, bicycles, and pedestrians, bicyclists, transit, and automobiles. Prioritize non-motorized connections to. Transportation investments downtown that reinforce the City's vision of developing a compact pedestrian-friendly and robust downtown transit-oriented center shall be the City's investment priority.

Policy T-1.1.3: New residential development should be consistent with the Future Roadway Network and new streets or extensions should be publicly owned. Cul-de-sac construction should require the approval of the City engineer. Engineer. Pedestrian facilities identified

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~~Policy T-1.1.4: Develop a Street Planning Toolkit that recognizes and balances the competing needs of mobility and safety in the City's Sidewalk Priority Network should be prioritized using the Pedestrian Facilities Plan. Bicycle facilities should be considered for streets identified within the Bicycle Priority Network.~~ ~~residential neighborhoods~~

~~Policy T-1.1.45: Coordinate with park-and-ride and transit service providers to reinforce the City's designation as a high capacity transit community, attracting residential and employment densities that support ridership along the high capacity corridors. Pursue~~ ~~pursue~~ improvement projects that are consistent with the Layered Network and which benefit transit users in Kenmore.

Policy T-1.1.56: Continue to enhance the City's Layered Network by using the following methods:

- a. Require dedication of rights-of-way as a condition for development when the need for such rights-of-way is linked to the development or where shown on the Future Roadway Network;
- b. Request donations of rights-of-way to the public;
- c. Purchase rights-of-way in accordance with State laws and procedures; ~~and~~
- d. Acquire development rights and easements from property owners; ~~and~~
- e. Implement traffic impact fees with new development consistent with the City's Traffic Impact Analysis Guidelines to allocate funding for new multimodal facilities.

Policy T-1.1.67: Maintain criteria to consider street vacations. Criteria should address:

- ~~f.a.~~ State laws regarding street vacations;
- ~~g.b.~~ Consistency with the Layered Network, including the effects of the street vacation on existing and future circulation;
- ~~h.c.~~ Ability to utilize excess right-of-way for other public purposes such as parks, recreation, waterfront access, viewpoints, stormwater management, view points, or affordable housing;
- ~~i.d.~~ Public benefit of the street vacation; and
- ~~j.e.~~ Fair compensation.

OBJECTIVE T-1.2: Design and maintain transportation facilities ~~streets~~ consistent with the community vision.

Policy T-1.2.1: Consider the environmental consequences of street design standards and maintenance practices. Design City-sponsored transportation projects to minimize impacts to wildlife habitat, the environment, and water quality to the greatest extent feasible. When preparing City-sponsored transportation project designs ~~street or driveway design projects or~~ reviewing development proposals, the City should follow steps outlined in the *Street Planning Toolkit* (Figure T-15).

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- Policy T-1.2.2: Require new development to minimize and consolidate access points along all major principal and minor arterials, but especially along SR 522 and any new arterials that may be developed. Coordinate this effort with local businesses, property owners, and WSDOT.
- Policy T-1.2.3: Protect rights-of-way from encroachment by structures, fences, retaining walls, substantial landscaping, or other obstructions obstruction to preserve the public's use of the right-of-way, safety, and mobility. Protection methods may include minimum setback requirements for property improvements allowing future roadway expansion, street use agreements, and development of specific guidelines regarding installation and maintenance of landscaping within the public right-of-way.
- Policy T-1.2.4: Maintain a right-of-way use permit application process and criteria to ensure that temporary development and utility construction activities do not create adverse safety, environmental, or traffic impacts.
- Policy T-1.2.5: Ensure pedestrian facilities are designed consistent with ADA guidelines and that existing infrastructure is updated per the city's ADA Transition Plan to accommodate users of all ages and abilities. Design curb cuts, ramps, and other facilities to accommodate pedestrians with a disability or mobility challenges.
- Policy T-1.2.6: Implement the Street Planning Toolkit to provide uniform street design and maintenance methods that enhance safety for pedestrians, bicyclists, and motorists.
- Policy T-1.2.7: Ensure structured parking facilities incorporate context sensitive, preemptive designs that can accommodate changing parking demand as a result of increased walkability in high-density areas, such as downtown.

Figure 42-T-15 Street Planning Toolkit

When planning for new streets or redesigning existing ones, the City should **implement** ~~select~~ uniform designs and maintenance methods that create a safe, effective, environmentally sensitive, and welcoming transportation system for all users in line with **the City's vision and other** Comprehensive Plan policies. Throughout this process, the City must consider the various financial and non-financial costs of development and operation of the transportation system in addition to the concerns of interested parties.



- Align and locate transportation facilities away from environmentally sensitive areas, consistent with other Comprehensive Plan policies;
- Minimize and mitigate** ~~Mitigate~~ significant environmental impacts whenever possible, **including the incorporation of improvements, such as larger stormwater treatment facilities, to respond to the impacts of climate change. Minimize and mitigate impacts from the transportation network to the environment, terrestrial animal habitat, and aquatic habitats.**
- Whenever **practical possible**, incorporate the use of native grasses, shrubs, and trees, **and drought-resistant species, and pervious pavement** in the design of streets, landscape strips, and medians.
- Enhance the safety of pedestrians, bicyclists, and motorists through sidewalk **or other separated pedestrian facilities** and on-street facility location, design, and maintenance, lighting requirements, signs, lane widths and geometrics, and access to properties using the Layered Network as a guide.
- Consider the conflicts between different users in the design of multi-purpose paths, including the use of separate paths, striping different lanes for pedestrians and cyclists, speed limits, and increased use of protected bicycle facilities on streets to provide additional options for cyclists.

Comprehensive Plan

- Establish parking standards that discourage excessive parking. Provide options or through shared parking, demand studies, and other incentives or requirements to reduce underutilized parking lots and encourage alternate modes of travel.

OBJECTIVE T-1.3: Improve street safety and function with a particular reference to emphasis on the “Target Zero” goal (adopted City Resolution 14-235) —by 2025 to have no pedestrian or bicycle deaths or serious injuries as the result of a collision with a motorized vehicle.

Policy T-1.3.1: Continue to collect data on traffic speed and volume counts and collisions to support studies, operational changes, and designs, enhance efforts when possible.

~~Policy T-1.3.2: Concentrate collision analysis at the most critical locations through identifying areas with a high number of incidents.~~

Policy T-1.3.23: Include emergency service providers in review of roadway designs to ensure emergency vehicle passage. Design considerations include dead-end street lengths, turn-arounds, travel lane widths, maximum road grades, and parking location.

- Policy T-1.3.3: Implement the City’s Target Zero ~~Develop a~~ strategy to focus on transportation improvements, that addresses education, and enforcement measures to improve safety conditions for pedestrians and bicyclists on Kenmore’s streets. Use the Local Road Safety Plan to identify and prioritize low-cost, quick build, effective enhancements.

OBJECTIVE T-1.4: Develop a transportation system that achieves the following level of service (LOS) metrics:




Policy T-1.4.1: Vehicular LOS:

- Major Arterials: boulevards should exhibit LOS E or better
- Minor Arterials, urban avenues and Connectors neighborhood connections LOS D or better
- Local Streets, and local streets LOS C or better
- Roadways in the Kenmore countywide growth center
 - Signalized intersections shall operate at LOS F or better and not exceed 100 seconds of average total vehicle delay of all movements
 - Unsignalized intersections shall operate at LOS F or better on the minor street approach until a signal warrant is met using the current version of the Manual for Uniform Traffic Control Devices

LOS along SR 522 and 68th Avenue (south of SR 522) / Juanita Drive will be measured as average delay at the corridor level rather than the intersection level.

Policy T-1.4.2: Pedestrian LOS as described in Table T-4, bicycle LOS as described in Table T-5, and transit LOS as described in Table T-6




Table T-4. Pedestrian LOS – Sidewalk Requirements

LOS	Within Pedestrian Priority Network*
	Pedestrian facility** on both sides of the street with a buffer as indicated in Pedestrian Priority Network
	Pedestrian facility** provided on one side of the street with or without a buffer as indicated in Pedestrian Priority Network
	No pedestrian facility

* The pedestrian LOS standard does not pertain to local streets outside downtown




** Pedestrian facility includes sidewalks and paved shoulders protected by a raised curb.

Table T-5. Bicycle LOS – Facility Requirements

LOS	Within Bicycle Priority Network
	Provides minimum treatment* recommendation, as shown within Bicycle Priority Network
	Provides a lower-level facility* than recommended in the Bicycle Priority Network
	No bicycle facility

* Bicycle facilities – lowest-level to highest-level of treatment: shared; bike lanes; buffered bike facility; separated trail.




Table T-6. Transit Priority Corridor Level of Service

LOS	Transit Stop Amenities	Pedestrian Access	Frequency of Service
	High level	Sidewalks and marked crosswalks serving stops	All day service. Peak service 15 minutes or less, midday 30 minutes or less
	Some amenities	Sidewalks and marked crosswalks serving some stops	All day service. Peak services 30 minutes or less, midday service 60 minutes or less
	Little or no amenities	General lack of sidewalks and marked crosswalks	Low level of service

OBJECTIVE T-1.5: Perform periodic review and monitoring (every 2-4 years) of the transportation system to ensure it adequately serves existing and future land uses.


- Policy T-1.5.1: Forecast travel to identify needed transportation improvements. The forecasts should:
- Account for expected changes in personal travel behavior, **funded capital improvements**, and feasibility of mode choices;
 - Use current data and policies;
 - Be compatible with other **jurisdictions and the regional growth strategy**; and
 - Reflect the Vision Statement and land use policies.
- Policy T-1.5.2: Identify the improvements and strategies needed to fully implement the City's *Layered Network* and meet **LOS the level of service** requirements for transportation.
- Policy T-1.5.3: Monitor growth in population and employment in relation to the land use and growth assumptions of the Transportation Element. Reassess the Land Use and Transportation Elements as needed to ensure that planned improvements will address the potential impacts of growth.
- Policy T-1.5.4: Require construction of necessary transportation improvements from the private or public sector at the time of development or within six years of development.



PEDESTRIAN LOS – SIDEWALK REQUIREMENTS

LOS	Within Pedestrian Priority Network
	Pedestrian facility* where indicated in Pedestrian Priority Network, with a buffer
	Pedestrian facility* provided on one side of the street
	No pedestrian facility

*Pedestrian facility includes sidewalks and shoulders protected by a raised curb.



BICYCLE LOS – FACILITY REQUIREMENTS

LOS	Within Bicycle Priority Network
	Provides recommended treatment* recommendation, as shown within Bicycle Priority Network

	Provides a lower-level facility* than recommended in the Bicycle Priority Network
	No Facility

*Bicycle facilities—lowest level to highest level of treatment: shared; bike lanes; buffered bike facility; separated trail.

TRANSIT PRIORITY CORRIDOR LEVEL OF SERVICE

LOS	Transit Stop Amenities	Pedestrian Access	Frequency of Service
	High level	Sidewalks and marked crosswalks serving stops	All day service. Peak service 15 minutes or less, midday 30 minutes or less
	Some amenities	Sidewalks and marked crosswalks serving some stops	All day service. Peak services 30 minutes or less, midday service 60 minutes or less

GOAL T-2. COORDINATE WITH LOCAL, REGIONAL, STATE, AND FEDERAL AGENCIES AS WELL AS NON-GOVERNMENTAL ENTITIES TO DEVELOP AND OPERATE THE TRANSPORTATION SYSTEM.

OBJECTIVE T-2.1: Support and complement the transportation functions of the State of Washington, transit agencies, and other entities responsible for transportation facilities and services to meet Kenmore's needs.

Policy T-2.1.1: Coordinate planning, construction, and operation of transportation facilities and programs with the State, Counties, neighboring cities, PSRC Puget Sound Regional Council, Metro, Sound Transit, and other entities. This coordination will be achieved by:

- Participating in the transportation-related activities of King County and other advisory committees;
- Working with other jurisdictions to plan, fund, and implement multi-jurisdictional projects necessary to meet shared transportation needs; and
- Making transportation decisions consistent with the City's adopted transportation plans in coordination plan and with the State, PSRC Puget Sound Regional Council, transit agencies, King County, Snohomish County, and neighboring jurisdictions.

Policy T-2.1.2: Support increased transit service for the Kenmore Downtown area based upon existing and future population and employment densities. Support additional market demand for TOD along the SR 522 corridor to promote

Kenmore's status as a High Capacity Transit community and provide residents with access to regional transit.

Policy T-2.1.3: Work with private property owners to create multimodal transportation options ~~a loop road circulation system~~ around the Downtown area ~~providing for automobile and non-motorized travel to~~ achieve a walkable city center that reinforces the community identity and provides connections to housing and community destinations, linkages, and economic development goals.

Policy T-2.1.4: Coordinate planning, construction, and operation of transportation facilities and programs with the State, Counties, neighboring cities, PSRC Puget Sound Regional Council, Metro, Sound Transit, and other entities to minimize impacts to the environment and aquatic habitats and ensure critical infrastructure is in place to respond to both natural disasters, and human-caused disasters, and climate change impacts.

OBJECTIVE T-2.2: Cooperate with neighboring cities, King and Snohomish Counties, transit agencies, PSRC Puget Sound Regional Council, and WSDOT the Washington State Department of Transportation to address regional transportation issues.

Policy T-2.2.1: In partnership with State, regional and local agencies, address regional transportation issues. These include:

- a. Regional air, rail, and water transportation facilities and services;
- b. Operation of and improvements to the State highway network, including SR 522;
- c. Improvements to roadways connecting Kenmore to the surrounding region, including SR 522;
- d. Improvements to major roadways bordering, yet having an influence upon internal traffic flows within Kenmore, including those located in Snohomish County;
- e. Improved access to I-5 and I-405 corridors and other employment corridors;
- f. Regional pedestrian and bicycle facility needs; ~~and~~
- g. Transit access connections to meet the diverse needs of residents for populations of all income levels; and
- h. Consideration of last-mile connection to transit stops for local and regional users region's urban centers.

Policy T-2.2.2: Work with neighboring jurisdictions to ensure that new development outside of Kenmore does not unreasonably affect transportation systems,

Comprehensive Plan

transportation LOS levels of service, and the quality of life in Kenmore. Utilize the following approaches:

- a. Promote thoughtful planning by neighboring jurisdictions consistent with comprehensive plans and the regional growth strategy; and
- b. Support the establishment of a regional traffic planning, expanded access to transit, improved non-motorized facilities, and mitigation payment system.

Policy T-2.2.3: Coordinate transit levels of service with King County Metro, Sound Transit, and private transit operators.

Policy T-2.2.4: In partnership with state and other agencies, support development of a corridor plan for SR 522 to consistently maintain travel conditions for all users along this route.

OBJECTIVE T-2.3: Ensure regional transportation improvements and services are compatible with the Comprehensive Plan and the City's Layered Network.

Policy T-2.3.1: Continue to take a lead role in the planning, design, and implementation of SR 522 improvements within Kenmore. Encourage multi-agency cooperation (such as WSDOT and Sound Transit) and ensure that improvements in Kenmore are coordinated with adjacent communities, such as Lake Forest Park and Bothell.

Policy T-2.3.2: Work with the adjacent jurisdictions City of Kirkland to coordinate planned improvements along connecting roads Juanita Drive.

Policy T-2.3.3: In conjunction with WSDOT, study potential improvements along SR 522, including at 68th Avenue and potential future Sammamish River crossings, to address better north-south travel in the community.

Policy T-2.3.34: Work with WSDOT to identify and mitigate the impact that reconstruction and existing and planned toll projects have on Kenmore; particularly on SR 522.

OBJECTIVE T-2.4: Work with business leaders, private owners, and other local organizations to support transportation efforts in reaching mutual goals.

Policy T-2.4.1: Attract and retain future development business enterprises to Kenmore by directing managing traffic growth into its Countywide Growth Center and providing through multi-modal connections to downtown and equitable access to improvements including local and regional transit, improvements, carpool and vanpool programs.

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City of Kenmore

Comprehensive Plan

pedestrian and bicycle improvements, transportation demand management measures, and roadway efficiency improvements.

Policy T-2.4.2: Provide additional incentives to minimize surface parking within walkable areas, such as downtown. Ensure that regulations require appropriate parking for business customers.

Policy T-2.4.3: Provide local transit connections from the City's residential areas to the regional high capacity transit system along the SR 522 corridor.

OBJECTIVE T-2.5: Position Kenmore to respond to technological innovations, such as EVs, connected/autonomous electric vehicles, and intelligent transportation systems driverless cars.

Policy T-2.5.1: Coordinate with PSRC and other regional entities to understand regional plans for EV electric vehicle charging and accommodation of other alternative fuel sources.

Policy T-2.5.2: Review vehicle regulations periodically to ensure accordance with current technologies that can support Kenmore's transportation system.

Policy T-2.5.3: Keep pace with evolving technologies to understand their impacts on the financing, expansion, and evolving operational and maintenance needs for transportation facilities.

Policy T-2.5.4: Explore micromobility transportation options as an alternate transportation mode to SOVs. Implement policies and pilot programs in coordination with other jurisdictions to test their efficacy in Kenmore.

GOAL T-3. PROMOTE A TRANSPORTATION SYSTEM THAT IS SUSTAINABLE FROM BOTH FISCAL, AND ENVIRONMENTAL, AND EQUITY PERSPECTIVES WITH PARTICIPATION FROM BOTH THE PUBLIC AND PRIVATE SECTORS.

OBJECTIVE T-3.1: Emphasize priorities of the community when prioritizing transportation reviewing circulation system improvements needed to fully implement the City's Layered Network, including addressing safety, multi-modal mobility, access to transit, maintenance, and congestion relief, multi-modal projects, transit, and growth.

OBJECTIVE T-3.2: Regularly prepare and adopt a Six-Year Transportation Improvement Program to implement the Transportation Element.

Policy T-3.2.1: In preparation of specific planning and implementation documents, including the Six-Year Transportation Improvement Program, the City will involve the public, interested agencies, and other jurisdictions through a

clearly stated process that provides opportunities for review and comments regarding the City's priorities and recommendations.

- Policy T-3.2.2: Ensure that plans consider the best available lifecycle cost of an improvement, including operation and maintenance costs; environmental, climate change, economic, and social impacts; and any replacement or closure costs.

OBJECTIVE T-3.3: Leverage City resources and secure adequate funding sources for transportation improvements and services through a variety of mechanisms, including those required as a result of development.

- Policy T-3.3.1: Seek to secure adequate funding sources for transportation through a variety of methods. These methods may include:

- a. Seeking federal and state funds;
- b. Encouraging public/private partnerships for financing transportation projects that remedy existing transportation problems or foster economic growth in Kenmore; and
- c. Encouraging the use of Local Improvement Districts (LIDs) by property owners to upgrade roads to meet City road standards.
- d. Requiring impact fees for new development.

- Policy T-3.3.2: Ensure shared responsibility of mitigating development impacts between the public and private sector. Require that developers contribute their fair share toward transportation improvements needed to accommodate development through implementation of the City's Traffic Impact Fee program, by mitigation efforts may include:

- a. Requiring developers to assist in providing additional transportation facilities and services in proportion to the impacts and needs generated by the development and encouraging
- b. Encouraging developers to design projects that generate less traffic. and
- e. Requiring impact fees for new development.

- Policy T-3.3.3: Require traffic analyses for new development proposals consistent with the City's Traffic Impact Analysis Guidelines that determine the need for transportation improvements that address traffic impacts. Ensure new developments are accordant with the City's vision as a high capacity transit community.

OBJECTIVE T-3.4: Ensure improvements to the transportation network occur concurrently with development.

Comprehensive Plan

Policy T-3.4.1: Allow development only when those proposals are concurrent with specific documentation or plans showing how the transportation system can adequately support existing and proposed development needs.

OBJECTIVE T-3.5: Cooperate regionally and strive locally to mitigate transportation impacts to improve air quality through interconnected land use and transportation strategies surface water quality.

Policy T-3.5.1: Support ongoing efforts for improving air quality throughout the Kenmore area and develop a transportation system compatible with the goals of the Federal and State Clean Air Acts. The City will:

- a. Support vehicle emissions testing and cleaner burning fuels;
- b. Coordinate with King County Metro, Sound Transit, and other jurisdictions on Commute Trip Reduction programs for major employers in Kenmore; and
- c. Promote Transportation Demand Management programs.

Policy T-3.5.2: Support local and regional efforts to reduce vehicle emissions. Support installation of EV charging stations on local privately owned property and explore options for the development of charging facilities on publicly owned property. Reduce emissions from City fleet by implementing a green vehicle selection process, identifying green fleet resources for new or replacement vehicles, and installing electric car charging stations in City-owned facilities.

Policy T-3.5.3: Support travel modes that minimize air pollutants and greenhouse gas emissions. Coordinate with Metro, Sound Transit, and other jurisdictions on Commute Trip Reduction (CTR) programs for major employers in Kenmore

Policy T-3.5.4: Reduce vehicle miles traveled (VMT) of SOVs by implementing Transportation Demand Management (TDM) programs and strategies.

OBJECTIVE 3.6: Reduce impacts to water quality with new development and maintenance of the existing transportation system.

Policy T-3.6.1: Design roadway improvements to be consistent with the City's Surface Water Management Plan, CAP, and stormwater regulations. Implement, install permeable pavements and biofiltration swales where feasible, green stormwater infrastructure possible to reduce stormwater runoff and minimize and mitigate water quality impacts to aquatic habitats.

Policy T-3.6.2: Determine potential surface water retrofitting or treatments that could be applied in conjunction with transportation improvements.

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City of Kenmore

Comprehensive Plan

Policy T-3.6.3: Support expanding stormwater facilities along with new projects to accommodate stormwater runoff adjacent to the project area, when feasible, to expand treatment to undisturbed but currently untreated areas.

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GOAL ~~T-4~~. ENCOURAGE PUBLIC TRANSPORTATION, NON-MOTORIZED TRAVEL, AND OTHER TRANSPORTATION STRATEGIES THAT REDUCE THE NEED FOR AUTOMOBILE TRAVEL, ESPECIALLY BY ~~SOVs~~. ~~SINGLE OCCUPANT VEHICLES (SOV)~~.

OBJECTIVE ~~T-4.1~~: Support expansion of local and regional transit service within Kenmore that provides connections linkages to local regional destinations as well as the regional high capacity transit network.

Policy T-4.1.1: Support the implementation of Sound Transit's planned and funded regional BRT along SR 522 and prioritize investments that support high capacity transit stations.

Policy T-4.1.2: Work with Metro and other transit providers to establish local transit service that provides Kenmore residents access to the regional high capacity transit network, as well as connections to the Downtown, major commercial and mixed centers in Kenmore, and other key destinations in the City, and destinations in surrounding communities.

Policy T-4.1.3: Examine the opportunities for increasing transit service with Metro and Sound Transit with priorities tailored to meet the needs of the community by:

~~a. Supporting additional routes or connections to surrounding communities and employment centers;~~

~~b. a. Requiring transit facilities as mitigation where appropriate for new developments;~~

~~c. b. Identifying and developing locations that are accessible to public transportation for use as park-and-pool or park-and-ride lots;~~

~~d. c. Requiring adequate right-of-way, sidewalk, and roadway improvements where transit stops are located; and~~

~~e. d. Adopting design standards that promote safety and aesthetics in accordance with the Street Planning Toolkit; and~~

~~e. Encourage development and maintenance of passenger ferry, water taxi, and or other water-based transportation services on Lake Washington to connect Kenmore to other regional destinations~~

Policy T-4.1.2: Work with Metro and other transit providers to establish a local circulator transit service that provides intra-community transit service, connecting north and south Kenmore. The local circulator service would provide connections to the Downtown, major commercial and mixed centers in Kenmore, park and ride lots, and other key destinations.

Policy T-4.1.4: Maintain business access and transit (BAT) HOV lanes on SR 522 for use by transit and business access only to encourage transit usage and

improvements, and to preserve its use for transit over the long term. ~~Support high capacity transit service, preferably light rail, on or along SR 522, along with a light rail station in Kenmore.~~

~~Policy T-4.1.5: Encourage development and maintenance of passenger ferry or other water-based transportation services on Lake Washington to connect Kenmore to other regional destinations.~~

OBJECTIVE T-4.2: ~~Work with local King County and regional transit agencies to site, size, provide appropriate locations and design encourage maximum usage of park-and-ride facilities that reflect the land use vision for the areas in which they are located.~~

Policy T-4.2.1: Design structured parking facilities ~~as integrated elements of mixed use developments with ground floor uses that support TOD retail to encourage transit-oriented development,~~ improve transit access to support the downtown plan, and improve and encourage non-motorized travel to and from ~~high capacity transit areas park-and-ride lots.~~

Policy T-4.2.2: Explore the potential for joint use of park-and-ride lots with the public and private sectors for commercial and residential use.

OBJECTIVE T-4.3: ~~Create an accessible sidewalk and pedestrian trail network linking neighborhoods, the Downtown, and key community destinations consistent with that laid out in the Pedestrian Priority Network.~~

Policy T-4.3.1: Focus early sidewalk improvements on the *Pedestrian Priority Network*. ~~Prioritize The first priority should be completing the sidewalk investments consistent with the Pedestrian Facilities Plan, which rank projects based system on Urban Avenues safety, community connections, network connectivity, proximity to schools, connections to opportunities, and potential population served.~~

Policy T-4.3.2: ~~Prioritize implementation of the Americans with Disabilities Act (ADA) Transition Plan. Prioritize future pedestrian facility improvements that increase pedestrian safety, link to key destinations, promote multi-modal trips, improve conditions for the elderly and persons with disabilities, maintain safe condition of existing sidewalks, and meet other priorities for pedestrians in Kenmore.~~

Policy T-4.3.3: Require development to provide ~~additional~~ sidewalks along ~~both sides of streets or on~~ one side of the roadway ~~or pay a in return for~~ contribution to a sidewalk fund to complete missing links, increase pedestrian safety, and provide linkages to key destinations in accordance with the *Pedestrian Priority Network*.

Policy T-4.3.4: ~~Based upon the City's sidewalk inventory, denote some neighborhoods Design and construct accessible pedestrian facilities the streets within them~~

Comprehensive Plan

as “sidewalk free”, considering the criteria laid out in accordance with the *Pedestrian Priority Network*, *ADA Transition Plan*, and street classification. Also establish a mitigation fee system, applicable to new development in “sidewalk free” areas to complete critical sidewalk links along adjoining streets or desirable trails.

Policy T-4.3.5: As part of the *Pedestrian Priority Network*, provide crosswalks at key locations such as in the Downtown, on SR 522 near park-and-ride lots and transit stops, near schools, and at other locations with significant pedestrian volumes.

Policy T-4.3.6: Explore opportunities to utilize undeveloped rights of way to develop and maintain safe pedestrian connections.

Policy T-4.3.7: Consider future bond measures to fund pedestrian projects that expand the pedestrian network.

OBJECTIVE T-4.4: Implement Create a comprehensive Bicycle Priority Network in Kenmore.

Policy T-4.4.1: Require roadway development along the *Bicycle Priority Network* to include bicycle facilities in accordance with the *Bicycle Priority Network*.

Policy T-4.4.2: Prioritize future bicycle facility improvements that increase safety for bicyclists, link to key destinations, promote multi-modal trips, complete gaps in the existing bicycle system, provide linkages to the Burke-Gilman Trail and other key off-road facilities, and meet other priorities for bicyclists in Kenmore.

Policy T-4.4.3: Encourage off-road non-motorized vehicle facilities on designated trails. Promote the on-going maintenance and use of the Burke-Gilman Trail.

Policy T-4.4.4: Promote non-motorized vehicle trails in utility corridors or undeveloped rights of way such as the Tolt Pipeline where consistent with environmental constraints.

Policy T-4.4.5: Allow for a secondary pedestrian and bicycle loop around the downtown area with waterfront connections to the waterfront and high capacity transit areas.

Policy T-4.4.6: Accommodate bicycles and non-motorized vehicles in the design and management of the City’s *Layered Network* in accordance with the *Bicycle Priority Network*.

OBJECTIVE T-4.5: Implement programs and regulations that help reduce the use of SOVs, single occupant vehicles (SOV).

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- Policy T-4.5.1: Create and implement development standards that:
- Encourage continuous, direct, convenient non-motorized linkages;
 - Provide sufficient illumination in parking lots and along travel routes to increase visibility and security for non-motorists;
 - Minimize front yard parking along commercial street fronts, particularly in the Downtown;
 - Establish parking standards that discourage excessive parking, through shared parking, demand studies, and other incentives or requirements. Provide options or to reduce underutilized parking lots and encourage alternate modes of travel;
 - Promote mixed-use development in the Downtown; and
 - Require minimum densities through floor area ratios, employment levels, and / or business retention and expansion activities in the Downtown and major commercial areas to support transit.

Policy T-4.5.2: Implement the City's CTR ~~Prepare a Commute Trip Reduction~~ Ordinance applicable to large employers in accordance with State laws.

Policy T-4.5.3: Support the goals of the PSRC's Puget Sound Regional Council's Regional TDM Action Plan Strategy to manage travel behavior and reduce vehicle trips.

Policy T-4.5.4: Encourage the use of carpools as an alternative to SOVs and implement educational programs to expand awareness of available programs.

GOAL ~~T-5~~. MAINTAIN THE AVAILABILITY OF SAFE AIR TRAVEL SERVICES IN KENMORE.

OBJECTIVE ~~T-5.1~~: Support the continued operation of the Air Harbor to provide private air transportation services to the region and community.

Policy T-5.1.1: Recognize the Kenmore Air Harbor as a business that is economically and historically significant to the community.

Policy T-5.1.2 Provide multimodal connections from Kenmore Air Harbor to downtown commercial areas.

OBJECTIVE ~~T-5.2~~: Plan for appropriate uses and activities in the vicinity to minimize impacts to and from the Air Harbor.

Policy T-5.2.1: In consultation with the State and the Air Harbor operator, comply with State laws requiring plans and regulations that discourage the siting of incompatible uses adjacent to the Air Harbor.

Comprehensive Plan

Policy T-5.2.2: Ensure plans and regulations address the Air Harbor as an allowed use and, where appropriate, acknowledge compatibility issues including height hazards, safety, and noise that can affect the long-term viability of the Air Harbor. Consider WSDOT guidelines addressing airports and compatible land use as well as guidance from the **PSRC Puget Sound Regional Council** Airport Compatible Land Use Program. Allow compatible uses, buildings, or land or water activities in the vicinity that do not present safety problems to normal Air Harbor operations, or that would not be sensitive to noise from the Air Harbor operations.

OBJECTIVE T-5.3: Work with the Air Harbor to ensure compliance with appropriate noise and safety standards.

Policy T-5.3.1: Work in partnership with the Air Harbor to address noise management and compliance with Federal, State and local noise ordinances. Consider a special overlay or property title process that identifies the noise-related impacts of the Air Harbor.

Policy T-5.3.2: Work in partnership with the Air Harbor to ensure safe operations in compliance with Federal and State aeronautic safety requirements.

GOAL T-6. PROVIDE A TRANSPORTATION SYSTEM THAT FACILITATES FREIGHT MOBILITY AND ECONOMIC PROSPERITY.

OBJECTIVE T-6.1: Support the efficient movement of goods in Kenmore's commercial areas to support the local economy.

Policy T-6.1.1: Consider the needs for delivery and collection of goods at local businesses by truck and ensure future transportation improvements address the needs of large trucks **in accordance with** ~~on~~ the *Freight Priority Network*.

Policy T-6.1.2: Monitor commercial truck traffic to ensure use of appropriate corridors to support efficient movement of goods and safety of local streets. Utilize the WSDOT classification system to determine freight and goods movement routes.

OBJECTIVE T-6.2: Accommodate local deliveries and other goods movement that **are is necessary to serve Kenmore residents.**

Policy T-6.2.1: Work with local industries and freight companies to understand their needs for adequately moving goods.

Policy T-6.2.2: Ensure roadway improvements do not unnecessarily impede delivery vans and other small freight trucks.

GOAL 7. PROMOTE TRANSPORTATION EQUITY THROUGH SERVICES AND INFRASTRUCTURE IMPROVEMENTS.

OBJECTIVE 7.1: Promote transportation improvements that provide equitable access and benefits for all Kenmore residents.

Policy T-7.1.1: Support transportation improvements that provide broad access to jobs, healthcare, goods and services, and social opportunities.

Policy T-7.1.2: Perform periodic review and monitoring of socio-demographic, economic, and geographic population trends to identify transportation facilities and services needed for all Kenmore residents.

Policy T-7.1.3: Ensure transportation improvements do not impose external impacts on historically marginalized or underserved communities, such as increased air pollution, infrastructure costs, or crash risk.

Policy T-7.1: Prioritize implementation of the ADA Transition Plan

OBJECTIVE 7.2: Provide a transportation network that promotes inclusive and affordable services to all Kenmore residents, regardless of mode choice.

Policy T-7.2.1: Promote projects that expand bicycle and pedestrian facilities and access to transit for historically marginalized or underserved communities.

Policy T-7.2.2: Promote inclusive transportation modes and accessible community development that provide basic mobility to historically marginalized or underserved communities.

Policy T-7.2.3: Incorporate environmental justice criteria into the transportation improvement program review process to identify disproportionate effects on historically marginalized or underserved communities.

OBJECTIVE 7.3: Promote collaborative planning processes through authentic, active partnerships with historically underrepresented community groups.

Policy T-7.3.1: Work with historically marginalized or underserved communities and local organizations to identify transportation facilities improvements.

Policy T-7.3.2: Recognize and support individuals or groups who have historically been underrepresented in transportation planning and/or infrastructure development, such as people of color, indigenous and immigrant populations, to identify and correct structural or system inequities in the transportation network to promote social justice.

GOAL 8. SUPPORT TRANSPORTATION INVESTMENTS THAT MINIMIZE, MITIGATE, AND RESPOND TO THE EFFECTS OF CLIMATE CHANGE.

OBJECTIVE 8.1: Balance transportation demands with environmentally sustainable growth strategies consistent with the City's CAP to minimize long-term climate impacts.

Policy T-8.1.1: Prioritize dense, mixed-use, and transit-oriented development to reduce SOV travel and GHG emissions.

OBJECTIVE 8.2: Reduce VMT by promoting alternative transportation modes and access to high capacity transit.

Policy T-8.2.1: Implement TDM programs and strategies that facilitate transit use.

Policy T-8.2.2: Prioritize infrastructure improvements that include new bicycle and pedestrian connections through project selection.

Policy T-8.2.3: Provide amenities that support bicycle and pedestrian users, such as bike lockers, bike racks, and wayfinding signage near the downtown area.

Policy T-8.2.4: Provide educational and encouragement programming that improves public awareness of Kenmore's bicycle and pedestrian networks.

FUTURE TRANSPORTATION SYSTEM VISION

Kenmore envisions a future transportation system that serves all users and modes of travel by offering a safe and robust network of walkways, bicycle facilities, intersections, and roadways that connect neighborhoods and provide access to transit. This section chapter describes Kenmore's vision for its future transportation network and the infrastructure improvements that will get the City there.

As identified in this element plan, most of the improvements are focused on the development of a 'layered' transportation network, which focuses less on providing vehicular capacity and more on accommodating all modes of travel. While some of the roadway improvements are needed to meet the City's vehicular level of service (LOS) standard, most of the future improvements focus on providing safer and more complete facilities for walking, bicycling, and riding transit in order to improve access and mobility for all road users.

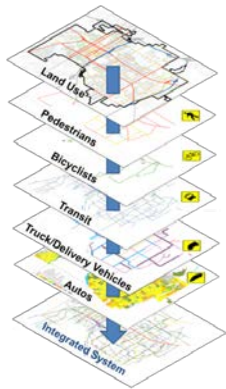
Introduction to the Layered Network

It can be a challenge for a single roadway to meet the demands and expectations of all modes at any given time. This is also generally Accommodating all users and modes could result in wide or large roadways that are expensive to develop and maintain and do not necessarily reflect the neighborhood character. Alternately, trying to minimize roadway widths and infrastructure costs can result in a user or a planning perspective lack of facilities and thus less safe conditions for users.

In response to this challenge, the City of Kenmore has adopted a layered network approach that focuses on how the City's transportation network can function as a system to meet the needs of all users. In such a system, individual travel modes are prioritized on different facilities throughout the overall network. This approach promotes a balanced transportation system to serve diverse user needs including sidewalk and bicycle investments, improved access to transit, and roadway improvements for vehicles. **Figure T-16** **Figure 13** illustrates the concept of a layered network.

The City implements will implement this layered network through a system of roadway typologies that define each street's user priorities and associated infrastructure needs.

Figure T-12: Layered Network Concept



Roadway Typologies

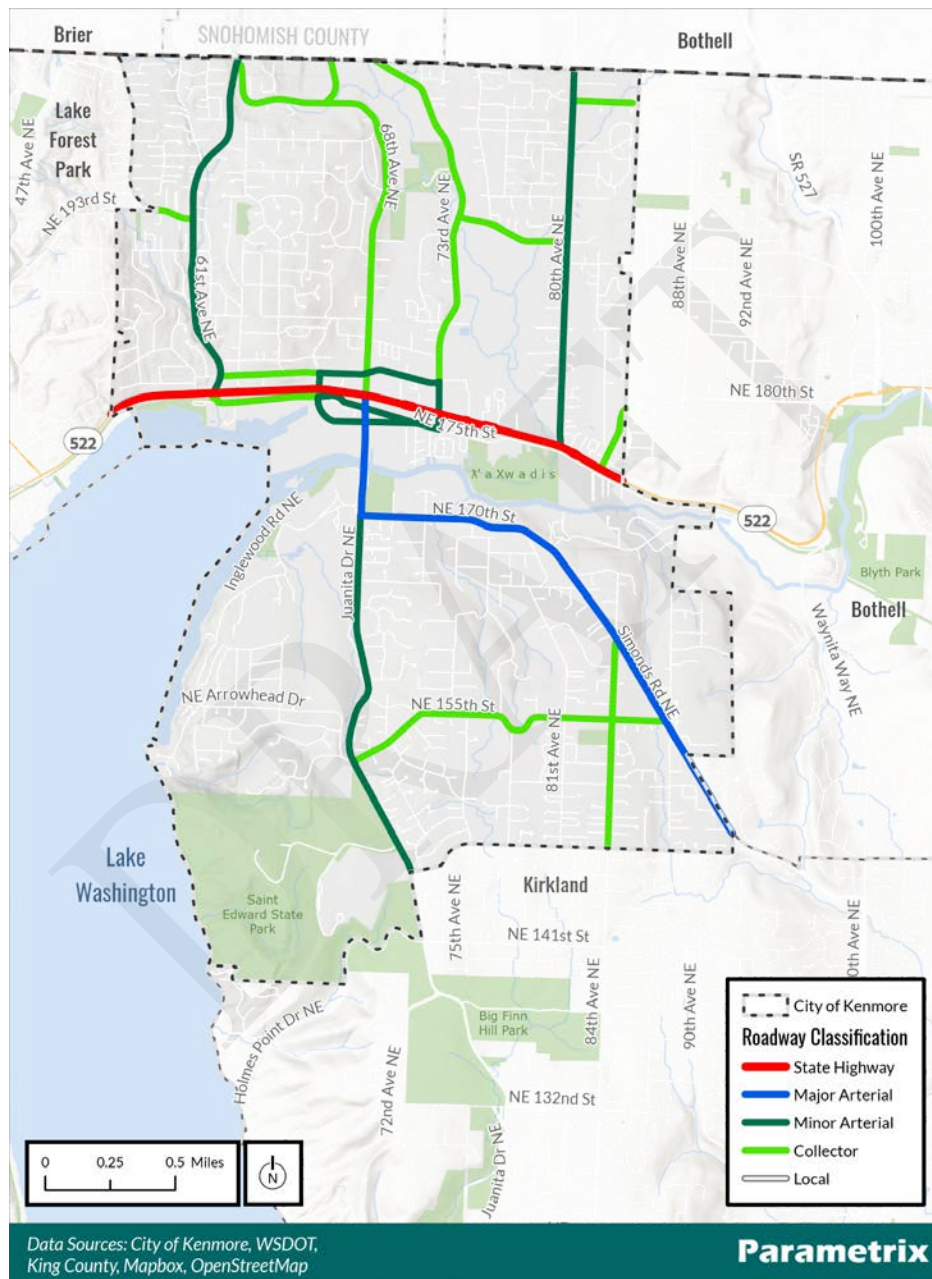
The following street typologies dictate the form and intended functions of roadways in Kenmore. While some roadways are intended to serve regional travel and vehicle circulation, other facilities provide safe options for a more multimodal user base. A description of each roadway type follows and detailed fact sheets are available in **Appendix D-3**.

The roadway types are as follows and are summarized displayed in Figure T-17; Figure 14... In addition to existing classifications, **Figure T-17** displays roadways proposed for reclassification from Local to Collector.

- State Highway/Major Arterial Boulevard – Most conducive for crosstown trips and focus on transit, freight, and auto mobility.
- Minor Arterial Urban Avenue – Signals the entry into a higher-density commercial or residential zone. Emphasizes multimodal interactions and travel experience.
- Collector Neighborhood Connection – Provides a connection between local streets and arterials for a safe and enjoyable travel experience for bicycles and pedestrians.
- Local Street – Prioritizes local access (driveways, on-street parking) and pedestrian travel. Bicycles share the roadway.

MODAL NETWORKS**Modal Networks**

As the roadway descriptions specify, each type focuses on and prioritizes a different balance of users, both in terms of trip purpose and travel mode. ~~Determining how the entire transportation network fits together in Kenmore requires identifying desirable streets for each mode, combining them to locate overlaps, and then assigning priority to certain modes. The following sections review the priority networks for each mode and establish their level of service standards.~~ ~~The transportation network in Kenmore was developed by identifying desirable streets for each mode, combining them to locate overlaps, and then assigning priority to certain modes. The following sections review the priority networks for each mode and establish their LOS standards.~~

Figure T-13: City's Street Layered Network




Walking

While Kenmore's local streets generally tend not to need fully separate sidewalks or paths due to their low traffic volumes and slow speeds, the City's state routes, arterials, collectors, boulevards, urban avenues, and some local streets neighborhood connections do warrant pedestrian infrastructure. Dense areas with commercial land uses and streets that serve schools are particularly important for safe walking, as they support more pedestrians and may have a larger portion of vulnerable users than other streets. Figure 15 Figure T-18 highlights the Pedestrian Priority Network, indicating including examples of walking facilities that Kenmore should include on these streets, as well as whether pedestrian infrastructure should be provided on both sides or one side of the street. The Pedestrian Facilities Plan identifies prioritized sidewalk projects throughout the city based on extending the existing sidewalk network, connections to the existing sidewalk network, and creating sidewalk on both sides of arterial and collector roads.

Building on the Pedestrian Priority Network above, Table 3T-7 establishes the LOS level of service standard for pedestrian facilities around the City. The best LOS level of service for walking, indicated as in the green standard row, would provide walkways with buffers exactly as shown in the Pedestrian Priority Network. The yellow LOS standard level of service, which meets the basic needs for safe walking around the City, requires sidewalks or paved shoulders protected by raised curbs on one side of all the streets called out in the Pedestrian Priority Network. Incomplete or missing pedestrian facilities would fall into the red category and not satisfy the City's LOS for walking. The pedestrian LOS standard does not pertain to local streets, as low-volume roadways may be adequate for pedestrians without separated facilities based on their characteristics and should be evaluated on a case-by-case basis.

In addition to the presence of pedestrian facilities along a corridor, the City also emphasizes the importance of safe pedestrian crossings. Particularly downtown and within ½ mile of schools, the City is looking to provide enhanced crossings at regular intervals

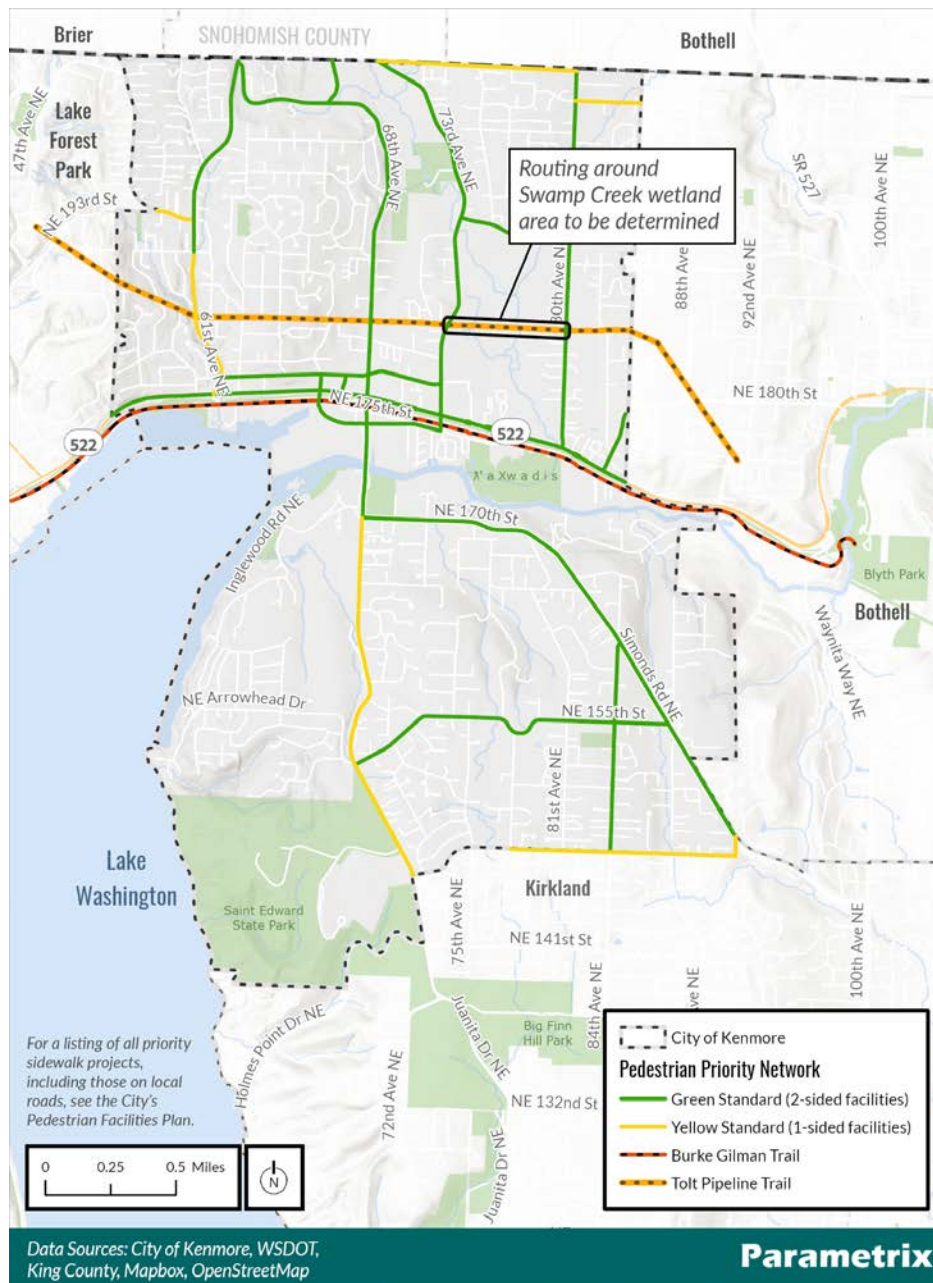
Table 3T-7: Pedestrian LOS – Sidewalk Requirements

LOS	Within Pedestrian Priority Network*
	Pedestrian facility** on both sides of the street with a buffer as where indicated in Pedestrian Priority Network, with a buffer
	Pedestrian facility** provided on one side of the street with or without buffer as indicated in Pedestrian Priority Network
	No pedestrian facility

* The pedestrian LOS standard does not pertain to local streets outside downtown

** Pedestrian facility includes sidewalks and shoulders protected by a raised curb.

Figure T-14: Pedestrian Priority Network – Future Vision






Bicycling

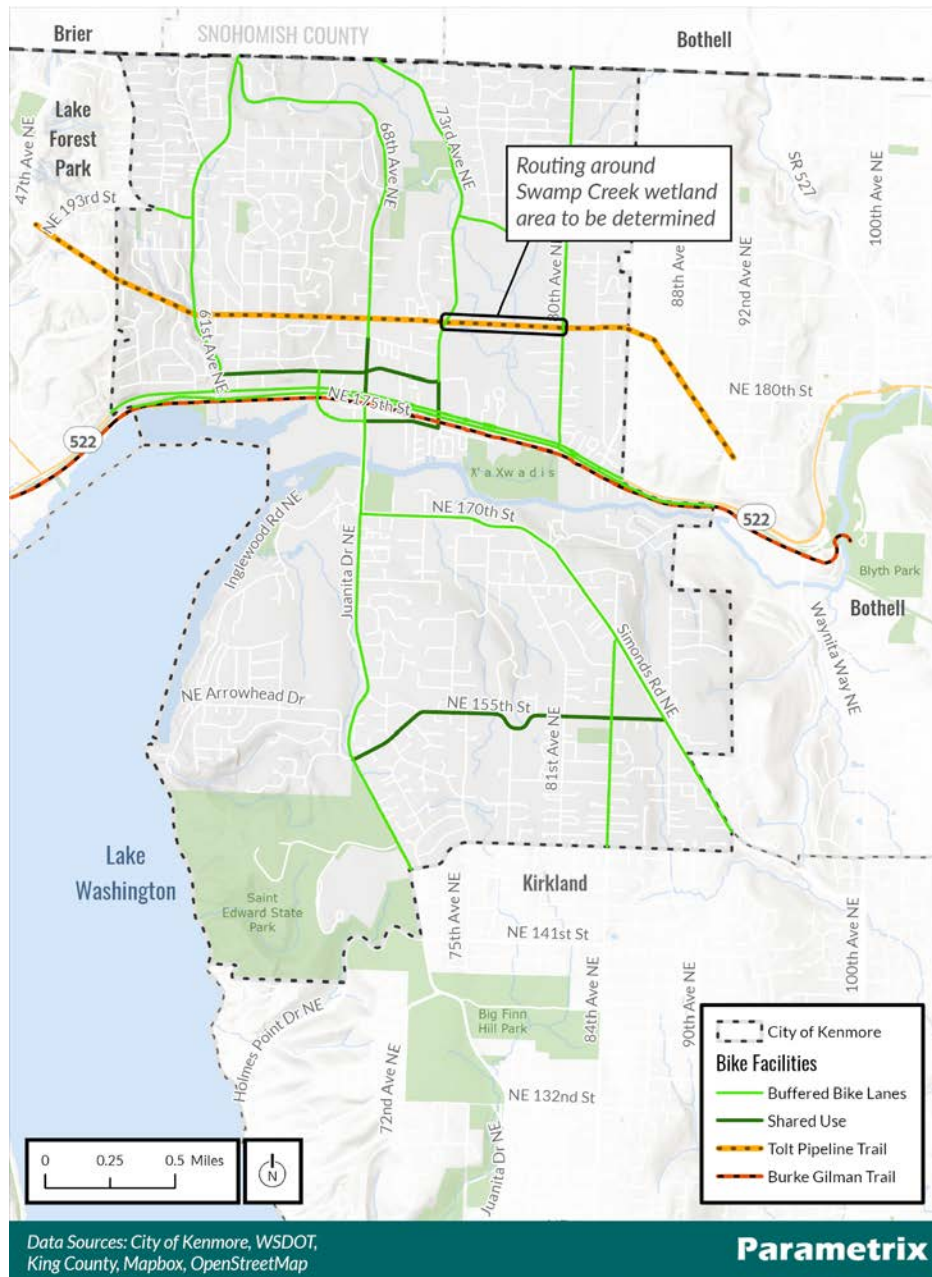
Kenmore already sees significant levels of bicycling along the Burke-Gilman Trail and Juanita Drive, which serve as major commuter and recreational corridors. Connecting to these routes from other areas of the City can be difficult challenging, however, due to challenging topography and limited through streets in some neighborhoods, the lack of bicycle infrastructure. Key mobility corridors for bicyclists include such as 68th Avenue / Juanita Drive / Simonds Road which have buffered would be best served with separated bicycle facilities, while Class II bike lanes and shared lane markings would suffice on other streets.

Similar to Pedestrian LOS, the City of Kenmore can strive for the green LOS level of service for bicycling by installing the bicycle facilities depicted in the Bicycle Priority Network or a facility that offers more separation from vehicle traffic. At a minimum, the City plans to provide the yellow LOS by installing some sort of bicycle infrastructure on the streets identified in the Bicycle Priority Network (see Figure T-19, Figure 16). At a minimum, these facilities would be signed bike routes. Incomplete or missing bicycle facilities would fall into the red standard and not meet the City's LOS for bicycling. The LOS level of service standards for bicycle facilities are described in Table 4 T-8 below.

Table 4 T-8: Bicycle LOS – Facility Requirements

LOS	Within Bicycle Priority Network
	Provides minimum treatment* recommendation, as shown within Bicycle Priority Network
	Provides a lower-level facility* than recommended in the Bicycle Priority Network
	No bicycle facility Facility

* Bicycle facilities – lowest-level to highest-level of treatment: shared; bike lanes; buffered bike facility; separated trail.

Figure T-4615: Bicycle Priority Property Network Green Standard – Future Vision




Transit

Transit operations are out of the City's direct control, but Kenmore can still aim to create corridors that are welcoming to transit. The Transit Priority Network identifies the corridors that the City should focus their efforts on and is shown in **Figure T-20 Figure 17**. The City can **improve the** **boost** transit **user's comfort and safety use** by **providing offering**:

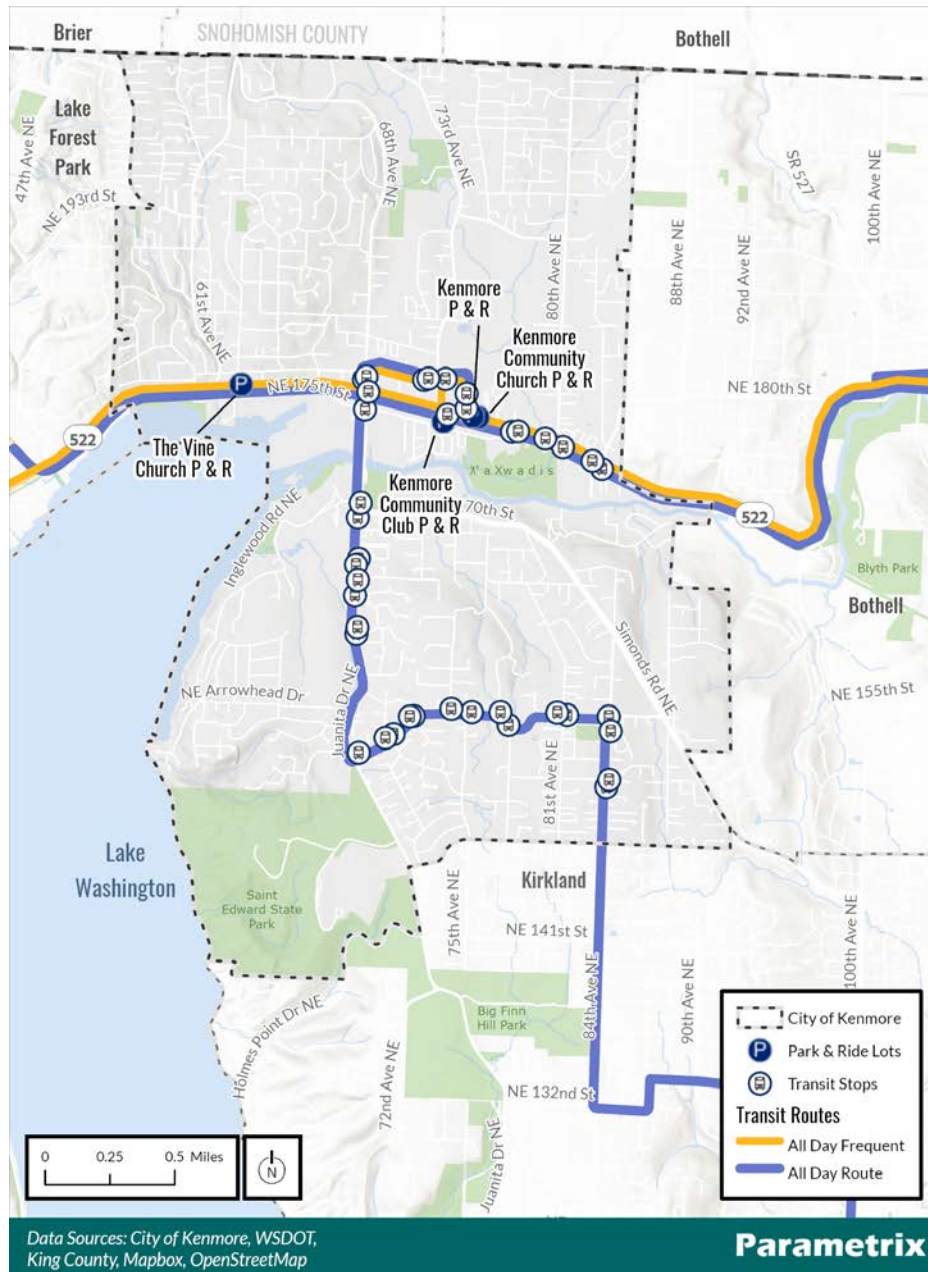
- Street lighting
- **Right of way for bus** **Bus** shelters and benches **or requiring installation of transit facilities as a condition of private development**
- Safe routes for accessing transit stops

Kenmore's transit LOS is defined based on the amenities, access, and service frequencies discussed above. The City can **achieve reach** the green LOS standard by providing a high level of the transit supportive amenities at major stops, installing sidewalks and marked crosswalks at all stops, and **attracting encouraging and permitting housing and employment densities that support** frequent, all day transit service, **including Sound Transit's planned SR 522 BRT service**. The yellow standard, which the City **will adopt has adopted** as its minimum target, includes some transit stop amenities, sidewalks and marked crosswalks at some stops, and all day service with headways of 30 minutes or less during the peak hour and 60 minutes or less during midday. Kenmore's measurement of transit LOS is summarized in **the Table T-9.5 below**.

Table 5-T-9: Transit Priority Corridor Level of Service

LOS	Transit Stop Amenities	Pedestrian Access	Frequency of Service
	High level	Sidewalks and marked crosswalks serving stops	All day service. Peak service 15 minutes or less, midday 30 minutes or less
	Some amenities	Sidewalks and marked crosswalks serving some stops	All day service. Peak services 30 minutes or less, midday service 60 minutes or less
	Few Little or no amenities	General lack of sidewalks and marked crosswalks	Low level of service

While the City itself does not operate transit, **these providing** amenities **and transit supportive uses and densities** can encourage residents and employees to use transit and therefore **gain justify** additional service hours from **King County** Metro and Sound Transit.

Figure T-4720: Transit Priority Network

Freight and Auto

Residents and workers in Kenmore use nearly every street in the roadway network at some point each day to access their homes, jobs, and other destinations. Many. The highest volumes of these streets are local streets, however, and automobile traffic currently occur on arterial and collector roadways whereas local streets do not see significant traffic volumes throughout the day. Similarly, goods movement predominantly utilize arterial and collector roadways, with local streets used mostly for residential deliveries; delivery vehicles use some corridors frequently while other streets see only the occasional local delivery.

Figure T-17 identifies Figure 18 (which is the same as Figure 14, just reproduced here for readability) calls out the classification of each of Kenmore's streets, in terms of whether it is a state route, arterial, collector Boulevard, Urban Avenue, Neighborhood Connector, or local road Local Street. These classifications indicate the intended function of each street, specifically in terms of its intended function in facilitating vehicle and freight mobility as well as other models. These classifications (further described in Appendix D-3) should guide future investments in streetscape and LOS objectives.

The expected growth in Kenmore and across the region over the next 20 years will generate higher auto volumes on City roadways and increase delay at several intersections. Figures T-21 and T-22 displays the forecast level of service performance at several intersections in Kenmore's street network in 2030 and 2044, respectively.

While delays are forecasted to increase at some intersections, with the exception of several along SR 522, all intersections in Kenmore are forecast to perform at or better than the adopted LOS standard described in Policy T-1.4.1.

As noted in Policy T-1.4.1, Kenmore will maintain its current LOS standard, as presented below. However, the City measures will measure LOS at the corridor level on SR 522 and 68th Avenue (south of SR 522) / Juanita Drive / Simonds Road rather than at the intersection level. Though a single intersection Although several individual intersections on these corridors may are forecast to experience longer delays than indicated by the standard, the overall concern for residents safety and travelers on these roadways comfort of pedestrians and bicyclists is prioritized at to get through multiple intersections throughout the city in a reasonable amount of time. For this reason, average delay along the corridor is a more meaningful LOS level of service standard than the experience at a single intersection.

The forecasted level of service along SR 522 in Kenmore does not meet WSDOT's current LOS standard of D but it does meet the City's concurrency standards of LOS E for Major Arterials. As a Highway of Statewide Significance, SR 522 is not subject to City concurrency standards and the City is not responsible for the regional traffic impacts that reduce the performance of the highway. The City notes that WSDOT considers exceeding LOS D to be an operational deficiency and will work with WSDOT as it addresses LOS conditions along SR 522.

The City's level of service policy sets the following standards for its roadways:

- Boulevards (Primary Arterials) LOS E or better
- Urban Avenues, Neighborhood Connections (Minor Arterials) LOS D or better

• Local Streets (Collectors) — LOS C or better

The expected growth in Kenmore and across the region by 2035 will generate higher auto volumes on City roadways. **Figure 19** displays the forecast volumes on Kenmore's street network.



Figure T-18 City's Layered Network

Figure T-19 Future Traffic Volumes

Figure T-16: 2030 Forecasted Auto Level of Service and Volumes

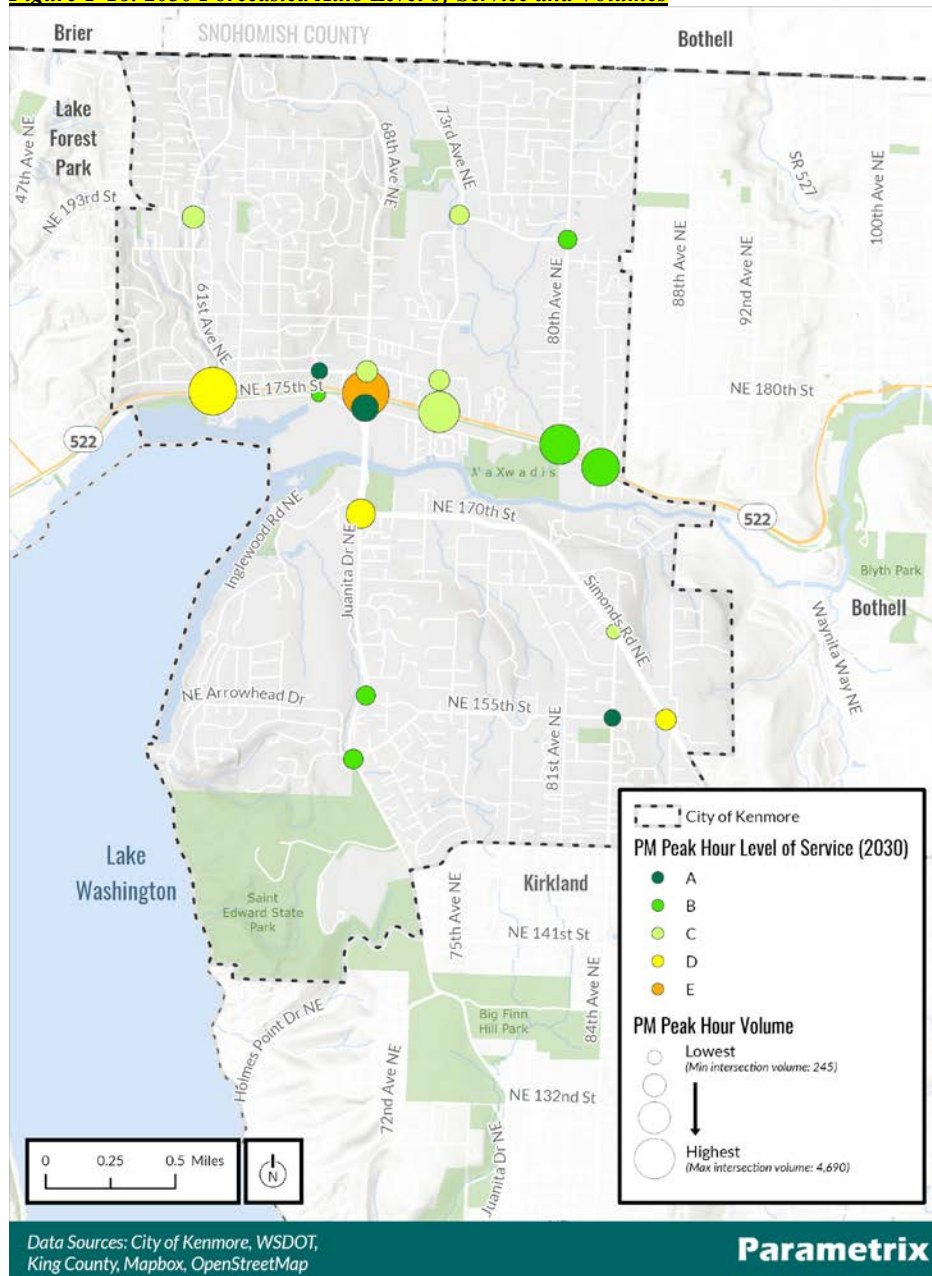
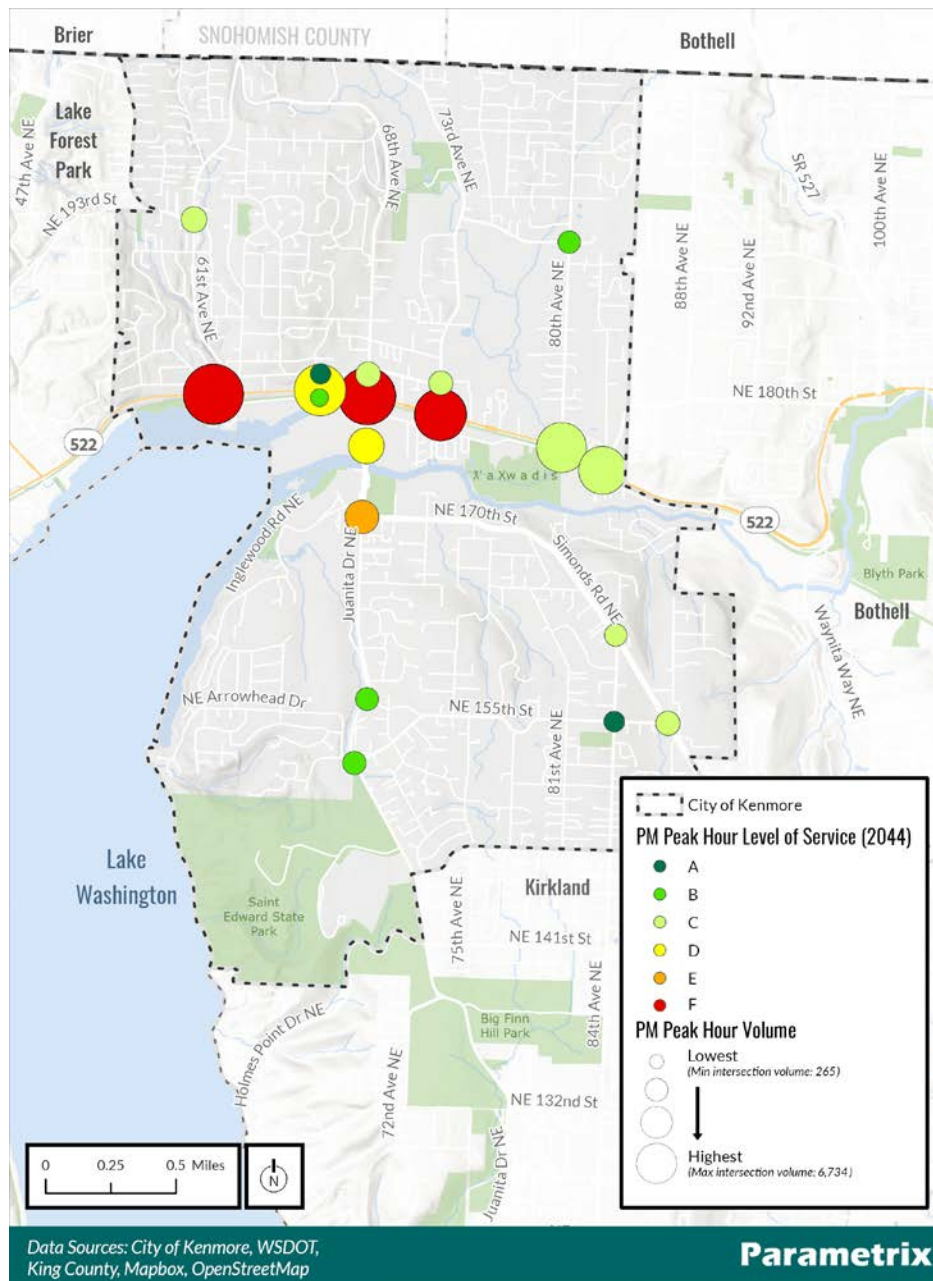


Figure T-17: 2044 Forecasted Auto Level of Service and Volumes



Downtown Parking

The City's on-street parking supply is currently available on a first-come, first-served basis, ~~without~~ with time restrictions ~~or charges~~. Anticipated development in the Downtown quadrants may necessitate more active parking management in the future as demand for parking increases. The City should monitor parking use in downtown and consider the following actions, as appropriate, to manage demand:

- ~~• Once on-street parking supply utilization exceeds 85 percent on downtown roadway segments during business hours, consider implementing time limits (2 or 4 hours) or parking charges to encourage parking space turnover.~~
- If parking spillover is perceived as an issue on nearby residential streets, consider establishing residential parking zones (RPZs) to maintain curb space for neighborhood residents.
- As downtown develops, review the City's parking code to ensure it is aligned with an urban setting.
- Consider encouraging more shared parking by developing a public parking facility that promotes a "park once" concept in the downtown.
- Consider installation of nonmotorized facilities to help balance demand.
- Develop structured parking standards to encourage the design of facilities that can adapt over time as parking demand changes.

There are ~~722~~ 693 designated park and ride spaces in Kenmore of which 603 spaces are provided in the Kenmore ~~Park park~~ and ~~Ride at~~ ride lot off 73rd Avenue NE. The Ave N, and the remainder of spaces in the City are distributed in two church parking lots and the Kenmore Community Club. The spaces are ~~largely used by commuters reserved for transit users~~ who then access ~~King County Metro and Sound Transit bus service on SR522.~~ On During weekdays in 2019, total utilization at these facilities were are typically filled to 90 percent% capacity, with the Kenmore Park and Ride being filled to 100 percent capacity. This results in overflow parking on adjoining streets and properties in the downtown area, thereby reducing the availability of downtown parking. ~~The City should consider Planned expansion to park and ride capacity may not occur until 2034 and the City will need to continue working with transit operators (King County Metro and Sound Transit) to identify opportunities to address park and ride demand for high capacity transit areas.~~



CHAPTER 5: NEAR TERM AND LONG TERM CAPITAL PROJECTS

This chapter presents the capital program section identifies projects that forms the basis will support implementation of this Transportation Element the City's transportation vision. Collectively, this program adds up to over \$100 \$118 million in transportation projects to be constructed over the next few decades. For planning purposes, the Projects are planned across two time frames. The Six Year (near term) list represents years 0 to 6 (2015-2020-2024-2030) and is financially constrained to only those projects that could realistically receive funding over the next six years¹. The Twenty Year (long term) list reaches out to the 20 year time horizon (through 2035 2044) and includes unfunded projects that may stretch beyond this time period. Detailed cost estimates are provided in Appendix D-4. Projects that are included on the City's near- and long-term lists as a result of an anticipated future deficiency are summarized in Appendix D-3.

The overall capital plans were developed to create a transportation system that realizes Kenmore's ultimate transportation vision:

- **Goal 1:** Provide a complete transportation network serving local and regional circulation needs, safely accommodating all users.
- **Goal 2:** Coordinate with other regional entities to develop and operate the transportation system.
- **Goal 3:** Promote a transportation system that contributes to fiscal and environmental sustainability.
- **Goal 4:** Encourage transportation options and strategies that reduce the need for driving.
- **Goal 5:** Maintain safe air travel services in Kenmore.
- **Goal 6:** Facilitate freight mobility and economic prosperity.

With these goals in mind, as well as completing the layered networks described in the previous chapter, the 6 and 20 year project lists were developed. Table 6 T-10 describes the Six and Twenty Year Project List Lists and Figure T-23 displays the locations of these projects around the City. None of these projects conflict with the goals listed above.

It is important to note that the Six Year Project List reflects a rough order of priority. Based on direction received from the Planning Commission, this order seeks to maintain safety. These projects represent a balance of safety, maintenance, and operational improvements for all modes, with a focus on those that provide the most benefit to Kenmore residents and leverage outside funds to the greatest extent possible. It is recognized that the availability of outside funds is not always predictable. As a result, the projects included in the Six and Twenty Year Project Lists could be advanced should funding become available.

Table 3: Six Year Project List

¹ It should be noted that it is unlikely that all of the projects on the 6-year list would receive funding (the projects total to over \$50 million). However, at this time, it is uncertain which ones will move forward in the near term and which will not. All of these projects are high priority projects that the City would move forward with if funds are available.

City of Kenmore

Comprehensive Plan

Projects	Benefit to Kenmore	Primary Benefit	Total Cost	Expected City Contribution	Goal Met
West Sammamish River Bridge	Safely accommodate all users by rebuilding aging bridge; maintain freight mobility/economic prosperity	Regional, local	\$20M	\$1.8M	1, 6
SR 522 improvements (61 st –65 th)	Improve capacity for vehicle, transit, bicycle, and pedestrian safety	Regional	\$9.8M	\$3.8M	1, 2, 6
SR 522 improvements (Lake Forest Park 61 st)	Improve capacity for vehicle, transit, bicycle, and pedestrian safety	Regional	\$9.0M	\$550K	1, 2, 6
Sidewalk and crossing program	Improve pedestrian safety and accommodation for all users	Local	\$900K	\$900K	1, 4
Downtown parking feasibility study	Evaluate existing and future parking needs in downtown and identify options for addressing these needs	Regional, local	\$75K	\$38K	1, 2, 3, 4, 6
61 st Ave sidewalk replacement (east side)	Improve pedestrian safety and accommodation for all users	Local	\$2.1M	\$2.1M	1, 4
Neighborhood transportation plans	Develop plans that address neighborhood-specific mobility challenges, including safety and circulation of all modes.	Local	\$1.5M	\$1.5M	1, 2, 3, 4, 6
Arterial restriping to add bike lanes on 73 rd Ave (south of 192 nd), 80 th Ave, and Simonds Rd	Improve bicycle and pedestrian safety along key city arterials within existing right of way	Local	\$360K	\$360K	1, 3, 4
Juanita Drive (NE 143 rd St to NE 155 th Pl)	Improve bicycle/pedestrian safety along Juanita Drive, connecting between Kirkland and 155 th	Regional, local	\$6.5M	\$3.2M	1, 2, 4

City of Kenmore

Comprehensive Plan

Projects	Benefit to Kenmore	Primary Benefit	Total Cost	Expected City Contribution	Goal Met
Feasibility study for grade-separated crossing of SR 522	Understand infrastructure constraints and opportunities for next project	Local	\$250K	\$250K	1, 2, 4
68 th Ave northbound right turn pocket extension	Improve local/regional circulation by improving the efficacy of 68 th /SR522 intersection in moving vehicles	Regional, local	\$2.6M	\$500K	1, 2, 3, 6
175 th Swamp Creek Bridge	Safely accommodate all users by rebuilding aging bridge; maintain freight mobility	Local	\$810K	\$80K	1, 6
Total			\$53,895,000	\$15,078,000	

City of Kenmore

Comprehensive Plan

Figure T-20 Six Year Project List

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The full list set of projects that the City would like to complete during the 20-year planning horizon (including the 6-year projects) are shown in **Table 7** and **Figures 20-23**. While all of these projects would help complete the layered network and realize the City's transportation vision, many are deemed to be longer-term. The Pedestrian Facilities Plan and ADA Transition Plan will inform the sequence of projects for the Sidewalk Program and ADA Transition Plan Program, respectively, undertaken in both the six and twenty-year time horizons. No projects are identified to maintain LOS, as all streets are forecast to operate within the City's adopted LOS standards.

Projects included on the Six Year Project List are considered community priorities that the City would move forward in the near term should funds become available. These projects provide a starting point for the City in developing its financially constrained Six Year Capital Improvement Plan-CIP, which is updated every two years, and the annually updated 6-year Transportation Improvement Plan, and is developed based on more updated knowledge related to project feasibility and funding availability.

The longer-term list (7-20+ years) The Twenty Year Project List also represents important projects, but these projects tend not to have identified funding or are only necessary to address future growth, rather than existing deficiencies. While the scope of the 20-year project list exceeds revenues from exclusively city sources over the next few decades, it has been sized to fit within reasonable assumptions for grants and other outside funding sources.

Table 4: Twenty Year Project List (Includes Six Year Projects)

Projects	Benefit to Kenmore	Primary Benefit	Total Cost	Expected City Contribution	Goal Met
Near-Term (0-6 year) Projects					
West Sammamish River Bridge	Safely accommodate all users by rebuilding aging bridge; maintain freight mobility/economic prosperity	Regional, local	\$20M	\$1.8M	1, 6
SR 522 improvements (61 st —65 th)	Improve capacity for vehicle, transit, bicycle, and pedestrian safety	Regional	\$9.8M	\$3.8M	1, 2, 6
SR 522 improvements (Lake Forest Park—61 st)	Improve capacity for vehicle, transit, bicycle, and pedestrian safety	Regional	\$9.0M	\$550K	1, 2, 6
Sidewalk and crossing program	Improve pedestrian safety and accommodation for all users	Local	\$900K	\$900K	1, 4

City of Kenmore

Comprehensive Plan

Projects	Benefit to Kenmore	Primary Benefit	Total Cost	Expected City Contribution	Goal Met
Downtown parking feasibility study	Evaluate existing and future parking needs in downtown and identify options for addressing these needs	Regional, local	\$75K	\$38K	1, 2, 3, 4, 6
61 st Ave sidewalk replacement (east side)	Improve pedestrian safety and accommodation for all users	Local	\$2.1M	\$2.1M	1, 4
Neighborhood transportation plans	Develop plans that address neighborhood specific mobility challenges, including safety and circulation of all modes.	Local	\$1.5M	\$1.5M	1, 2, 3, 4, 6
Arterial restriping to add bike lanes on 73 rd Ave (south of 192 nd), 80 th Ave, and Simonds Rd	Improve bicycle and pedestrian safety along key city arterials within existing right of way	Local	\$360K	\$360K	1, 3, 4
Juanita Drive (NE 143 rd St to NE 155 th Pl)	Improve bicycle/pedestrian safety along Juanita Drive, connecting between Kirkland and 155 th	Regional, local	\$6.5M	\$3.2M	1, 2, 4
Feasibility study for grade-separated crossing of SR 522	Understand infrastructure constraints and opportunities for next project	Local	\$250K	\$250K	1, 2, 4
68 th Ave northbound right turn pocket extension	Improve local/regional circulation by improving the efficacy of 68 th /SR522 intersection in moving vehicles	Regional, local	\$2.6M	\$500K	1, 2, 3, 6
175 th Swamp Creek Bridge	Safely accommodate all users by rebuilding aging bridge; maintain freight mobility	Local	\$810K	\$80K	1, 6
Total			\$53.9M	\$15.1M	

City of Kenmore

Comprehensive Plan

Longer-Term (7-20 year) Projects					
Yellow standard pedestrian facilities (see Figure 20)	Improve pedestrian facility coverage (at least on one side of the street) on non-local streets and near schools	Local	\$18.9M	\$18.9M	1, 4
Yellow standard bicycle facilities (see Figure 21)	Improve safety and comfort for people biking around the City. Better connects Burke Gilman Trail with neighborhoods.	Local	\$18.8M	\$15.0M	1, 2, 4
Improved pedestrian crossings	Improve safety of pedestrians crossing busy streets, as well as near schools and transit stops; improved access to transit	Local	\$650K	\$650K	1, 2, 3, 4
Grade-separated SR 522 crossing	Improve local circulation, while relieving pressure on regional system; provide better options for walking/biking across SR 522	Regional, local	\$17.1M	\$3.4M	1, 2, 3, 4, 6
Intersection treatments at 67 th Ave/181 st St and 67 th Ave/175 th St	Intersection treatments necessary to accommodate increased volumes related to the grade-separated crossing	Local	\$6.0M	\$1.2M	1, 2, 3, 4, 6
Intersection treatment at 73 rd Ave/ 192 nd St, 80 th Ave/192 nd St, and 84 th Ave/Simonds Rd	Intersection treatment to improve safety and vehicle operations; would become necessary as traffic volumes grow	Regional, local	\$3.8M	\$1.9M	1, 4, 5
Lakepointe Drive west (SR 522 to 68 th Ave); including new intersection at 68 th Ave	Improve local circulation, while relieving pressure on the regional system; providing more appealing options for travel in southwest downtown quadrant	Local	\$7.5M	\$3.7M	1, 2, 3, 4, 6
175 th signal removal	Remove signal and make right in/right out only to improve safety	Local	\$20K	\$20K	1, 2, 3, 4, 6
Total			\$72.8M	\$44.8M	

City of Kenmore

Comprehensive Plan

<i>Beyond 20 Year Vision</i>						
Lakepointe Drive east (68 th Ave to SR 522)	This project would only be needed if the southeast quadrant fully develops	Local	\$7.5M	\$3.7M	1, 2, 3, 4, 6	

Figure T 21 Sidewalk Priority Network – Yellow Standard

City of Kenmore

Comprehensive Plan

Figure T-22 Bicycle Priority Network – Yellow Standard

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Figure 23—Draft Auto Project List

The expected City contribution noted in Table T-10 includes anticipated grant funds. It is recognized that the availability of outside funds is not always predictable. As a result, the projects included in the Six and Twenty Year Project Lists could be advanced should funding become available.

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Table T-10. Six- and Twenty-Year Project List

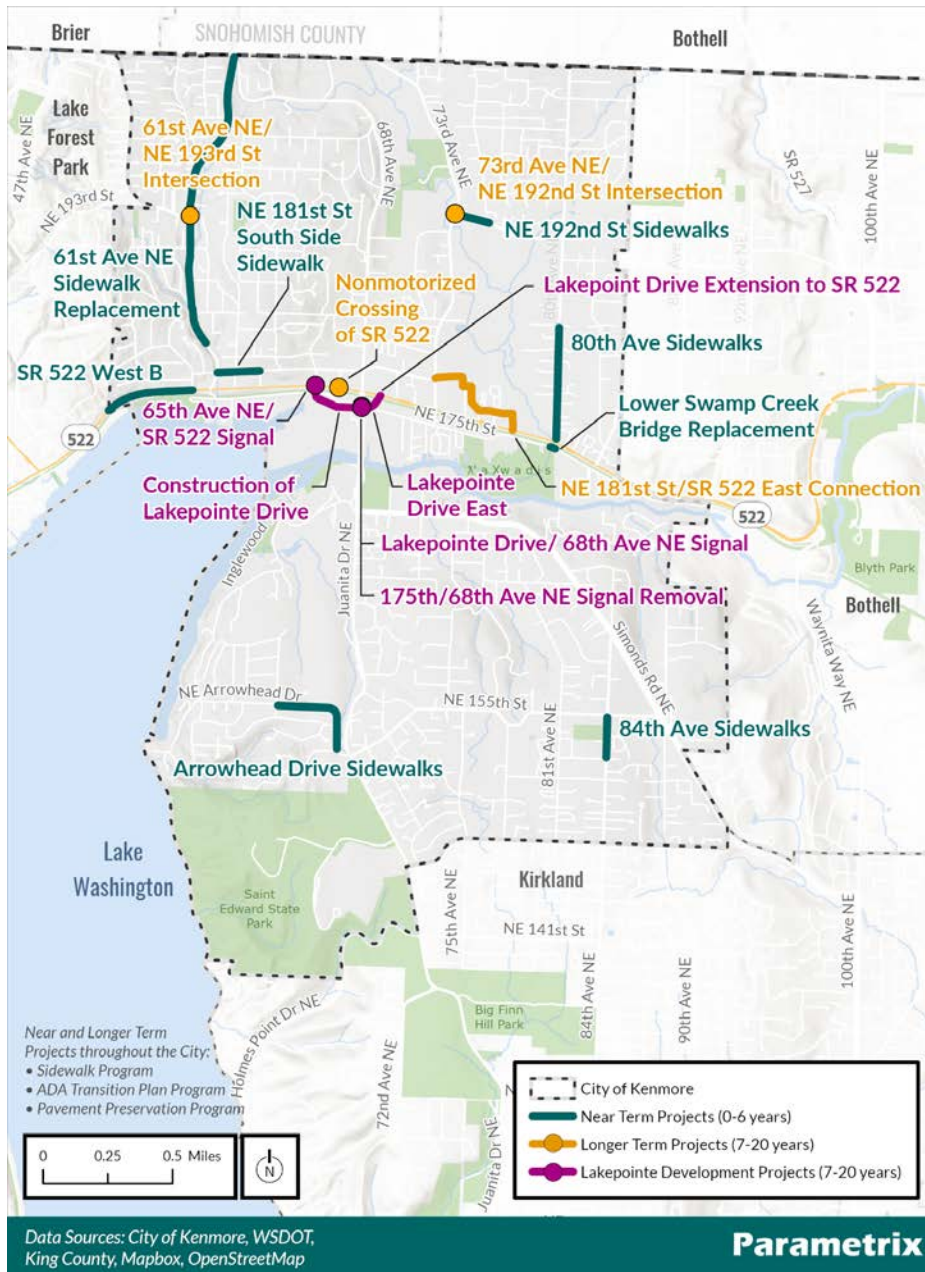
Projects	Benefit to Kenmore	Primary Benefit	Total Cost	Expected City Contribution	Goal Met
Near Term (0-6 year) Projects					
SR 522 West B (West boundary to 61st Ave NE)	Improve pedestrian and bicycle accessibility, improve safety	Regional, Local	\$2,200,000	\$200,000	1, 3, 4, 7, 8
NE 181st St South Side (61st Ave NE-63rd Ave NE) Sidewalk	Improve pedestrian safety and encourage walking	Local	\$1,300,000	\$200,000	1, 3, 4, 7, 8
61st Ave NE Sidewalk Replacement (NE 181st St-62nd Ave NE)	Improve pedestrian safety, add accommodation for bicycles, enhance stream environment	Local	\$5,110,000	\$247,000	1, 3, 4, 7, 8
80th Ave NE Sidewalks (SR 522-NE 185th St)	Improve pedestrian and bicycle accessibility, improve safety	Local	\$2,470,000	\$247,000	1, 3, 4, 7, 8
NE 192nd St Sidewalks (73rd Ave NE - 75th Ave NE)	Improve pedestrian accessibility, improve safety	Local	\$800,000	\$39,000	1, 3, 4, 7, 8
Arrowhead Drive Sidewalks (NE 151st St - 64th Ave NE)	Improve pedestrian accessibility, improve safety	Local	\$2,220,000	\$222,000	1, 3, 4, 7, 8
84th Ave NE Sidewalks (NE 150th St - NE 155th St)	Improve pedestrian and bicycle accessibility, improve safety	Local	\$2,370,000	\$237,000	1, 3, 4, 7, 8
Lower Swamp Creek Bridge Replacement	Safely accommodate all uses by replacing aging bridge, maintain public access to residents.	Local	\$4,100,000	\$50,000	2, 6, 8
Pavement Preservation Program	Maintain the city's investment in roads and the safety for users	Local	\$5,360,000	\$5,360,000	2, 6, 8
ADA Transition Plan Program	Improve pedestrian safety, access, and accommodation for all users	Local	\$2,750,000	\$2,750,000	1, 3, 4, 7, 8

Projects	Benefit to Kenmore	Primary Benefit	Total Cost	Expected City Contribution	Goal Met
Pedestrian Facilities Plan Program (Sidewalk Program)	Improve pedestrian circulation, accessibility, safety, and encourage walking.	Local	\$2,000,000	\$1,000,000	1, 3, 4, 7, 8
Total			\$30,680,000	\$10,552,000	
Longer Term (7-20 year) Projects					
Pedestrian Facilities Plan Program (Sidewalk Program)	Improve pedestrian circulation, accessibility, safety, and encourage walking.	Local	\$31,000,000	\$19,000,000	1, 3, 4, 7, 8
ADA Transition Plan Program	Improve pedestrian safety, access, and accommodation for all users	Local	\$8,750,000	\$8,750,000	1, 3, 4, 7, 8
Pavement Preservation Program	Maintain the city's investment in roads and the safety for users	Local	\$12,000,000	\$12,000,000	2, 6, 8
Lakepointe Development Mitigation	<p>Intersection, pedestrian, bicycle, and access improvements to accommodate increased volumes related to the Lakepointe development. Improvements include:</p> <ul style="list-style-type: none"> • Construction of a new road (Lakepointe Drive) from 65th Avenue/SR522 to 68th Avenue NE • Extending Lakepointe Drive east of 68th Avenue NE • Construction of the new Lakepointe Drive/68th Avenue intersection, including a new traffic signal • Elimination of the signal at 175th Street/68th Avenue • Installation of a signalized full-access intersection at 65th Avenue/SR 522 	Local	To be determined	\$0	1, 2, 3, 4, 7, 8
61st Ave NE/NE 193rd St Intersection	Intersection treatment to improve safety and vehicle operations	Local	\$2,200,000	\$220,000	1, 2, 4, 6, 7

City of Kenmore

Comprehensive Plan

Projects	Benefit to Kenmore	Primary Benefit	Total Cost	Expected City Contribution	Goal Met
73rd Ave NE/NE 192nd St Intersection	Intersection treatment to improve safety and vehicle operations	Local	\$3,700,000	\$740,000	1, 2, 4, 6, 7
Nonmotorized crossing of SR 522	Improved nonmotorized access across SR 522 in the vicinity of 67 th Avenue NE	Local	\$17,160,000	\$3,430,000	1, 2, 4, 6, 7
NE 181st Street/SR 522 East Connection	Improved local access between future developments near the Kenmore Park & Ride, SR 522, and downtown Kenmore	Local	\$14,000,000	\$2,800,000	1, 2, 4, 7
	Total		\$88,810,000	\$46,940,000	

Figure T-18: Six- and Twenty-Year Transportation Improvement Projects

Non-City Projects

State Facilities

There are projects outside of Kenmore's purview that will also affect travel in and around the City. WSDOT oversees planning and operations of SR 522, a Highway of Statewide Significance and Kenmore's major east-west corridor. The City coordinates with WSDOT and provides input on potential roadway projects on SR 522, but the State ultimately has control of this corridor.

Another State-controlled project affecting travel in Kenmore is the tolling of the SR 520 Bridge across Lake Washington. Future increases in this toll, or potential tolling of I-90 (which has also been discussed), may cause additional drivers to divert along Lake Washington, adding volume to Kenmore's already busy 68th Avenue / Juanita Drive and SR 522 corridors. The City will continue to monitor congestion changes along these corridors and work with the State to identify potential solutions.

Downtown Development South of SR 522

The southern two downtown quadrants between SR 522 and the Sammamish River (including the Lakepointe properties, Glacier/Cal Portland properties and properties within the Plywood Supply Special Study Area) have long been envisioned as sites for future master planned urban mixed-use development. These properties are subject to additional development regulations called P-Suffix regulations. P-Suffix regulations are property specific and include requirements for transportation infrastructure improvements that would need to be in place to accommodate full development.

Transportation infrastructure improvements described within the P-Suffix regulations include:

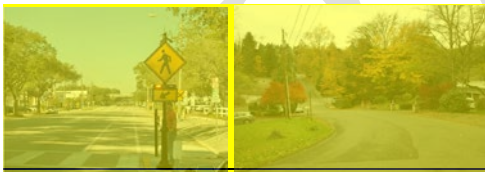
- Construction of a new road (Lakepointe Drive) from 65th Avenue/SR522 to 68th Avenue NE
- Extending Lakepointe Drive east of 68th Avenue NE
- Construction of the new Lakepointe Drive/68th Avenue intersection, including a new traffic signal.
- Elimination of the signal at 175th Street/68th Avenue.
- Installation of a signalized full-access intersection at 65th Avenue/SR 522.
- Construction of a pedestrian overcrossing of SR 522.

This Transportation Element does not assume that all of these properties will fully buildout within the 20 year horizon. Thus, many of the projects described above are not assumed within the 20-year horizon of this plan. Recognizing that the properties could eventually fully develop, the above projects are reflected in this plan as longer term projects.

The approved Master Plan for the southern two downtown quadrants was originally approved in 1998 and did not account for many of the existing and planned transportation investments that currently and will influence travel to, from, and within Kenmore. For example, Sound Transit's Stride BRT service was not a consideration when assessing the impacts of these developments. Additional traffic modelling would be required in accordance with future planned development for these sites. Modifications to the transportation infrastructure improvements described within the

P-Suffix regulations and/or new projects or additional improvements, including revised SR522 connection points, may be necessary.

The City assumes that the Lakepointe property will redevelop within the next 20 years, accompanied by construction of the required transportation improvements. All of the required improvements are expected to be fully funded by the developer(s) of the Lakepointe properties, with the exception of the SR 522 pedestrian crossing. The City anticipates contributing to the cost of this improvement, which may include securing grant funding. Should the redevelopment not be fully realized in the 20-year horizon, the associated transportation improvements would not be implemented in that time frame.



CHAPTER 6: IMPLEMENTING THE TRANSPORTATION ELEMENT**IMPLEMENTATION STRATEGIES**

The recommended projects and programs of the Transportation Element were developed by travel mode, as described in previous chapters. The Transportation policies would require new, continuing, or increased commitments of City resources to implement projects and programs, create educational or incentive programs, or coordinate with adjacent jurisdictions. Implementing the Transportation Element will require close coordination among the City departments, citizens, businesses, and other agencies within the region.

In order to guide the City's implementation of the plan transportation element, priority project priorities should be assigned to assist in assembling an updated six-year Capital Improvement Program (CIP), working toward the 2035 2044 planning horizon. This chapter section summarizes the recommended future projects and documents the criteria used to prioritize projects them.

The Transportation Element is a living document and serves as the blueprint for transportation in Kenmore over the next several years. Several implementation steps should be initiated over the next couple of years to determine if changes are needed, or to reaffirm a particular strategy.

Overview of Costs and Revenues

A key GMA planning requirement is the concept of fiscal restraint in transportation planning. A fiscally constrained Transportation Element must first allow for operation and maintenance of existing facilities, and then capital improvements. To introduce fiscal constraint into the Transportation Element, an inventory of revenues and costs was undertaken to identify funds that are likely to be available for capital construction and operations.

The proposed Transportation Element for the City of Kenmore contains a variety of projects that will likely cost the city between \$67 and \$117 approximately \$118.5 million over 20 years. Table 8-T-11 summarizes the costs of the major types of transportation improvements. The Transportation Element focuses on capital projects that will complete the layered network plan. The plan Transportation Element also includes ongoing pavement maintenance to ensure that the roadway network is kept in good condition.

Table 8-T-11. Costs of Kenmore Transportation Element (20+ years)

Project Needs	Description	Estimated Costs			Expected City Cost
		2024-2030	2030-2044	Total Cost	
Auto/Truck Priority Projects	Bridges, traffic signals, intersection channelization, SR 522 improvements	\$6,300,000	\$19,900,000	\$40.50M \$26,200,000	\$5.10M \$3,810,000

City of Kenmore

Comprehensive Plan

Estimated Costs					
Pedestrian Projects	Sidewalks, crossings, ADA Improvements	\$19,020,000 0	\$39,750,000 0	\$20-30M \$58,770,000 0	\$20-30M \$32,692,000 0
Bicycle Projects	Bike boulevards, bike lanes, crossings			\$15-20M	\$12-17M
Multimodal Projects	Multimodal corridors, SR 522 crossings	\$0	\$17,160,000 0	\$40-50M \$17,160,000	\$10-20M \$3,430,000
Pavement Maintenance	Overlay and pavement repair	\$5,360,000	\$12,000,000 0	\$20-40M \$17,360,000 0	\$20-40M \$17,360,000 0
Total				\$135-190M 119,490,000	\$67-117M 57,492,000

*Costs denoted in millions; 2022 dollars used (no escalation)

It is worthwhile to note that the City of Kenmore has spent around \$5 million annually. Revenues for transportation capital and operations include those from outside sources and grants, general city funds, real estate excise taxes, impact fees, photo enforcement fees, and gas tax receipts. If the city were able to maintain this level of revenue, the City could afford around between \$80-100 million in transportation projects over the next 20 years. Other potential revenue sources include:

- Proceeds from General Obligation Bonds
- Creation of LIDs
- Reciprocal impact fees with adjacent jurisdictions
- Business license fee per employee

Table T-12 identifies the anticipated funding sources for transportation projects in the City through 2044.

Table T-12. Costs of Kenmore Anticipated Transportation Funding Sources (20 years)

Funding Sources	Estimated Funding Level		Total
	2024-2030	2030-2044	
Local (City), including Transportation Impact Fees	\$10,552,000	\$46,940,000	\$57,492,000
Other Agencies/Jurisdictions (State and Local)	\$0	\$0	\$0
Grants (State and Federal)	\$20,128,000	\$41,870,000	\$61,998,000
New Taxes and Fees	\$0	\$0	\$0
Total	\$30,680,000	\$88,810,000	\$119,490,000

The comparison of revenues to costs indicates that the city will need to carefully prioritize its projects, since not all of the transportation needs are likely to be affordable with existing revenue sources during the 20-year period. If this occurs, the City has several options:

- Increase the amount of revenue from existing sources, including impact fees, real estate excise taxes, transportation benefit district, or increased general fund revenues.
- Adopt new sources of revenue (see text box on following page).
- Lower the LOS level of service standard, and therefore reduce the need for some transportation improvements.

WHAT ARE POTENTIAL NEW REVENUE SOURCES?

- Proceeds from General Obligation Bonds
- Creation of Local Improvement Districts
- Reciprocal impact fees with adjacent jurisdictions
- Business license fee per employee

The city can explore the feasibility and likely revenue amounts from these or other sources as the Transportation Element plan is implemented over the next several years. A summary of potential project funding sources is included in Appendix D-5.

Note that the city could also weigh changing the land use element to reduce the amount of development planned (and thus reduce the need for additional public facilities). However, in a community such as Kenmore that is largely built out, land use changes would not likely result in reduced facility needs.

Setting Priorities

Project prioritization is needed to help identify when best to fund and implement the projects since funding is limited. Criteria were established to help prioritize the projects and implementation. These **unweighted** criteria **include:** **not listed in any priority order, are identified in the text box below.**

Criteria for Project Prioritization

- (1) Meets City's transportation goals
- ~~(2) **Goal 1:** Provide a complete transportation network serving local and regional circulation needs, safely accommodating all users.~~
- ~~(3) **Goal 2:** Coordinate with other regional entities to develop and operate the transportation system.~~
- ~~(4) **Goal 3:** Promote a transportation system that contributes to fiscal and environmental sustainability.~~
- ~~(5) **Goal 4:** Encourage transportation options and strategies that reduce the need for driving.~~
- ~~(6) **Goal 5:** Maintain safe air travel services in Kenmore.~~
- ~~(7) **Goal 6:** Facilitate freight mobility and economic prosperity.~~
- (2) Maintains/improves safety of traveling in Kenmore
- (3) Provides **improved mobility and accessibility within** ~~tangible benefits to~~ Kenmore residents
- (4) Leverages non-city (federal, state, private) funds freeing up city revenues for additional projects
- (5) Responds to capacity needs using strategies identified in the Comprehensive Plan.**

Using these criteria, the **identified recommended** projects will need to be evaluated and ranked based on how well each could meet the criteria. Since one of the criteria relates to funding availability, priorities may shift over time as fund sources change.

High priority projects for Kenmore are those that meet multiple criteria in terms of effectiveness, benefit to the community, and ability to be implemented. These attributes will allow the City to take advantage of a variety of public and private funding sources to complete key projects.

MONITORING AND EVALUATION

The Transportation Element is a long range plan that enables the City to plan for its current and future transportation needs. Nonetheless, the transportation network is dynamic, constantly changing due to circumstances beyond the scope and influence of this plan. Hence, regular updates are necessary to ensure the plan remains current and relevant. The Transportation Element includes the following actions to monitor and evaluate the progress of implementing the plan.

Bi-Annual Mobility Report Card

A bi-annual mobility report card will be developed to document progress towards plan implementation and to monitor the transportation system performance. The City will use this information to inform the public regarding the City's actions, and results, related to the Transportation Element. The report card will also provide a basis for future updates of the Transportation Element.

The report card is expected to report on the following topics:

- Land Use and Transportation Trends—These data will describe general land use and transportation trends within Kenmore. Information will include:
 - Current population and employment levels and growth rates;
 - Summary of yearly development activity, and
 - Summary of growth in traffic volumes, transit service and other trends
- Transportation Performance—These data will focus on documenting the current performance of the transportation system, by mode. Information will include:
 - Transit route ridership (from KC Metro and Sound Transit)
 - Park and ride lot utilization
 - On-street parking utilization in downtown and nearby park and ride locations
 - Traffic volumes
 - Collisions
 - Traffic level of service (auto/truck priority corridors)
 - Pedestrian and bicycle volumes
 - Pavement Maintenance Ratings
- Project Implementation Status—These data will summarize the city's progress towards implementing the priority network improvements recommended in the Transportation Element. Information is expected to include:
 - Auto/truck facilities constructed
 - Pedestrian facilities constructed
 - Bicycle facilities constructed
 - Miles of Pavement overlays

The report card will provide the necessary information to help the city adjust transportation priorities and to facilitate updates to the Transportation Element every few years.

TABLE CF-C
TRANSPORTATION CAPITAL IMPROVEMENTS
CITY OF KENMORE
2022-2035 AND BEYOND FISCALLY UNCONSTRAINED LIST

PROJECT DETAIL	TOTAL DOLLAR AMOUNT
West Sammamish River Bridge	41,495,000
SR 522 Improvements (Lake Forest Park 61 st)	9,000,000
Sidewalk and Crossing Program	900,000
Downtown Parking Feasibility Study	75,000
61 st Ave. Sidewalk Replacement (East Side)	3,500,000
61 st Ave. Sidewalk Replacement (West Side)	1,500,000
Arterial Restriping to add Bike Lanes on 73 rd Ave. (south of 192 nd), 80 th Ave. and Simonds Road	360,000
Juanita Drive (NE 143 rd St. to NE 170 th St.)	16,845,000
Feasibility Study for Grade Separated Crossing of SR 522	500,000
68 th Ave. Northbound Right Turn Pocket Extension	1,600,000
175 th Lower Swamp Creek Bridge	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 th Ave./181 st St. and 67 th Ave./175 th St.	6,000,000
Intersection Treatments at 73 rd Ave./192 nd St., 80 th Ave./192 nd St., and 84 th Ave./Simonds Rd.	3,800,000
Lakepointe Drive West (SR522 to 68 th Ave.), including new intersection at 68 th Ave.	7,500,000
175 th Signal Removal	20,000
Lake Pointe Dr. East (68 th Ave. to SR 522)	7,500,000
TOTAL	\$159,045,000

TABLE CF-C
TRANSPORTATION CAPITAL IMPROVEMENTS
CITY OF KENMORE
2024-2044

Projects	Total Cost (2022 \$)
SR 522 West B (West boundary to 61st Ave NE)	\$2,200,000
NE 181st St South Side (61 st Ave NE-63rd Ave NE) Sidewalk	\$1,300,000
61st Ave NE Sidewalk Replacement (NE 181st St-62nd Ave NE)	\$5,110,000
80th Ave NE Sidewalks (SR 522-NE 185th St)	\$2,470,000
NE 192nd St Sidewalks (73rd Ave NE - 75th Ave NE)	\$800,000
Arrowhead Drive Sidewalks (NE 151st St - 64th Ave NE)	\$2,220,000
84th Ave NE Sidewalks (NE 150th St - NE 155th St)	\$2,370,000
Lower Swamp Creek Bridge Replacement	\$4,100,000
Pavement Preservation Program	\$17,360,000
ADA Transition Plan Program	\$11,500,000
Pedestrian Facilities Plan Program (Sidewalk Program)	\$33,000,000
Lakepointe Development Mitigation	To be determined/Developer Funded
61st Ave NE/NE 193 rd St Intersection	\$2,200,000
73rd Ave NE/NE 192nd St Intersection	\$3,700,000
Nonmotorized crossing of SR 522	\$17,160,000
NE 181st Street/SR 522 East Connection	\$14,000,000
Total	\$119,490,000

APPENDIX D - 1: TRAFFIC MODELING ASSUMPTIONS AND LEVEL OF SERVICE REPORTS

ATTACHMENT 4

This appendix describes the traffic modeling assumptions used to forecast future traffic operations in the City of Kenmore and describes the level of service (LOS) calculations at 19 intersections for year 2022 Existing conditions, 2030 year No Action conditions, year 2044 No Action conditions, and year 2044 With Improvements conditions.

Traffic Modeling Assumptions

Data Collection

Turning Movement Counts

Table 1 summarizes the 19 intersections in the City were evaluated for LOS operations, including where PM peak period turning movement counts (TMCs) were available and intersections where counts were needed. TMCs were collected in 15-minute increments and included heavy vehicle percentage and pedestrian and bicycle volumes. The City provided TMC data for the remaining two locations.

Table 1: Study Intersections – Proposed Data Collection for PM Peak Period

#	Intersection	Collected 1/25/22	PM Peak Period to be collected	Data provided by City
1	NE 193rd St / 61st Ave NE	x	PM 16:00 to 18:00	
2	SR 522 / 61st Ave NE	x	PM 16:00 to 18:00	
3	NE 181st St / 65th Ave NE	x	PM 16:00 to 18:00	
4	NE 175th St / 65th Ave NE	x	PM 15:00 to 17:00	
5	NE 181st ST / 68th Ave NE	x	PM 15:45 to 17:45	
6	SR 522 / 68th Ave NE	x	PM 16:00 to 18:00	
7	NE 175th St / 68th Ave NE	x	PM 15:00 to 17:00	
8	NE 170th St / 68th Ave NE	-	-	Gridsmart
9	NE 155th Pl / Juanita Drive NE	x	PM 16:45 to 18:45	
10	NE 153rd Pl / Juanita Drive NE	x	PM 17:00 to 19:00	
11	NE 192nd St / 73rd Ave NE	x	PM 15:00 to 17:00	
12	NE 181st St / 73rd Ave NE	x	PM 16:00 to 18:00	
13	SR 522 / 73rd Ave NE	x	PM 16:00 to 18:00	
14	NE 192nd St / 80th Ave NE	x	PM 15:45 to 17:45	
15	SR 522 / 80th Ave NE	x	PM 16:00 to 18:00	
16	SR 522 /83rd PL NE	x	PM 16:00 to 18:00	
17	Simonds Road NE / 84th Ave NE	x	PM 15:30 to 17:30	
18	NE 155th St / 84th Ave NE	x	PM 16:00 to 18:00	
19	NE 155th St / Simonds Road NE	-	-	Gridsmart

Average Daily Traffic

Average daily traffic (ADT) volumes were provided by the City and the Washington State Department of Transportation (WSDOT). ADT volumes from WSDOT were acquired from <https://www.wsdot.wa.gov/data/tools/geoportal/?config=traffic> Table 2 illustrates locations and sources of ADT data.

Table 2: Average Daily Traffic Counts – Data Location and Source

#	Roadways	Data Source	Location of Counts
1	SR 522	WSDOT Geoportal	west of 68th Avenue
2	SR 522	WSDOT Geoportal	east of 68th Avenue
3	68th Ave NE	City	175th St & 68th Avenue
4	68th Ave NE	City	68th Av btw 181st St and 182nd St 11/12/2021
5	Juanita Drive	City	Juanita Dr btw 166th Ct and 170th St (Cont. Count)
6	NE 170th	City	170th St btw Juanita Dr and 70th Av (Cont. Count)
7	61st Ave NE	City	61st Av n/o 190th St, 61st Av n/o 193rd St, both 6/7/2021
8	80th Ave NE	City	80th Av n/o 192nd St 8/16/2021
9	Simonds Rd NE	City	155th St & Simonds Rd
10	73rd Ave NE	City	73rd Av n/o 185th St 3/15/2021

Historical Count Data

The City also provided historic TMCs collected in 2013. This data was used to help validate the existing conditions EMME model. This data was also used to make possible adjustments to future travel patterns. It was noted that current construction projects, including the West Sammamish River Bridge project and the Juanita Drive NE Sidewalk and Bicycle Improvement projects, have heavily influenced route choice. The City is expecting route choices and travel patterns to change once construction on these projects in complete.

Pedestrian and Bicycle Volumes

Pedestrian and bicycle volumes at additional locations not collected with the TMCs was provided by the City. Pedestrian and bicycle data from WSDOT's Bicycle and Pedestrian Count Portal <https://wsdot.wa.gov/data/tools/bikepedcounts/> was evaluated to confirm the data was relevant and useful.

Crash Data

Citywide crash data was provided by the City for the years 2016 to 2020. They City also provided all the available data for 2021.

Traffic Operations Analysis

Traffic operations analysis for this project included PM peak hour conditions for the following years:

- Existing Conditions (2022)
- Year 2030
- Year 2044

Intersections were analyzed based on WSDOT's analysis policies and Synchro protocols (August 2018).

Synchro 11 software was used to analyze the operation of signalized and stop-controlled intersections.

Existing Conditions

Existing conditions traffic volumes were baselined using the following approach:

- **Pandemic adjustments:** Given the change in travel patterns and traffic volumes since the beginning of the COVID pandemic in March 2020, turning movement counts taken after March 2020 were adjusted as needed. Data collected as part of this study was compared to counts taken prior to March 2020 to gauge changes in traffic growth and potential changes in mode. If current counts were significantly lower than pre-March 2020 conditions, volumes were adjusted to pre-pandemic conditions using data from nearby WSDOT permanent traffic recorders (PTR) and other historic traffic data available from the City.
As future traffic volumes were built from forecasting from baseline conditions, the goal was to model an existing 2022 baseline condition that best reflects overall trends from the past several years. Overestimating volumes would lead to future forecasts that may be too high, potentially leading to infrastructure that is overbuilt for future conditions. Conversely, underestimating baseline conditions could lead to future forecasts that may be too low, leading to infrastructure that would be potentially underbuilt for future conditions.
- **Seasonal adjustments:** Existing volumes were seasonally adjusted based on information from WSDOT and the City.
- **Signal timing** - Existing signal timing plans for signalized intersections were used to model existing conditions. Existing signal timing cards were provided by the City.
- **Geometrics** – The roadway network and geometrics for the 2022 Existing Condition reflected current conditions.

Future Conditions

The goal of modeling future conditions was to identify demands placed on the existing transportation infrastructure and services by expected growth in traffic. For the 2030 Future Baseline conditions, the existing Synchro model was updated to reflect forecasted growth. Projects needed to maintain minimum LOS standards under the 2030 conditions were identified and analyzed in Synchro. To model 2044 conditions, the 2030 Build Synchro models were updated to reflect forecasted growth as described in the Land Use Element and Appendix D-2. Projects needed to maintain minimum LOS standards under the 2044 condition were identified and analyzed in Synchro. Cycle lengths, offsets and splits were optimized for all future Synchro models.

Level of Service Reports

The 2044 With Improvements conditions include channelization and signal timing changes at 7 intersections. The 2022 volumes represent counts collected in January 2022. It was assumed that construction on Juanita Drive during January 2022 influenced route choices between Juanita Drive and Simonds Road. Post-construction, it is expected that travel patterns along Juanita Drive and Simonds Road would return to pre-construction conditions. 2030 traffic forecasts and analysis was adjusted to reflect such changes.

For the 2030 scenario and for both 2044 future scenarios, volumes represent traffic forecasts developed using the Kenmore City Model and the traffic growth assumptions described in Appendix D-2. For the 2044 No Action LOS calculations assume the P-suffix transportation projects defined as part of the Lakepoint Mixed Use Master Plan The 2044 With Improvements LOS calculations assume the improvements recommended as a part of this plan are in place.

As noted in the Transportation Element, the City measures LOS at the corridor level on SR 522 and 68th

Avenue / Juanita Drive / Simonds Road rather than at the intersection level. Though a single intersection on these corridors may experience longer delays than indicated by the standard, the overall concern for residents and travelers on these roadways is to get through multiple intersections in a reasonable amount of time. For this reason, average delay along the corridor is a more meaningful level of service standard than the experience at a single intersection. Table 3 summarizes these average delay calculations for existing and forecasted conditions.

Table 3. Corridor LOS Values (weighted averages)

Corridor	2022 Existing	2030 No Action	2044 No Action	2044 with improvements
SR 522 ¹	D / 35.5	D / 53.9	E / 72.8	E / 64.1
68 th Ave Corridor ²	D / 46	D / 54.2	F / 84.5	E / 72.7

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¹ Intersections: 61st Ave NE, 68th Ave NE, 73rd Ave NE, 80th Ave NE, 83rd Ave NE

² Intersections: NE 181st St, SR 522, NE 175th St, NE 170th St

ATTACHMENT 5

APPENDIX D - 2: LAND USE MAPS

Figures 1 through 10 depict employment and housing land uses by traffic analysis zone (TAZ) around Kenmore. The 2018 maps represent the base year for the travel model, which was reviewed for consistency with the city's data on employment and housing. The 2044 maps show the forecasted future levels of jobs and housing based on the amount of growth assigned by the Puget Sound Regional Council (PSRC) local target representation data set that was reviewed by the City and adjusted within City limits based on more detailed information about known development and growth targets in specific parcels. The growth maps display where employment and housing growth is expected to occur around Kenmore. This land use growth informs the City on where to expect increases in travel volumes and translates into future traffic levels through the travel demand forecasting process.

	Housing Units	Employment
2018	9,429	4,012
2044	12,499	7,212
Growth	33%	90%

Travel Demand Forecasting

The PSRC regional Activity Based Travel Demand model will be used for existing baseline and future travel demand forecasting.

Validation

The underlying input assumptions of the existing conditions were reviewed and updated to reflect appropriate level of detail for the City. The existing traffic analysis zones (TAZs) in the PSRC model were scaled to match the City's data on existing employment and housing. The existing conditions model was validated against available count data. To improve the model's performance, the following adjustments were made:

- Updated the quantity and location of housing units and employment estimates within the model area by zone.
- Calculated households for use in the model by assuming a 5 percent housing unit vacancy rate after discussing the conversion with PSRC staff.
- Adjusted PM peak hour vehicle trip generation rates by comparing with Institute of Traffic Engineers (ITE) most recent trip generation rates, local traffic studies, or vehicle driveway counts.
- Calibrated the roadway network parameters (speeds, capacities, and functional class) to better reflect the routes that people use throughout the model area.
- Adjusted the number of the trips that enter or exit the model area based on observed vehicle counts.

Future land use was developed using a variety of sources including city staff input, growth assigned by the PSRC Land Use Vision data set, and previous land use forecasts from the 2014 Transportation Element Update. Future land was allocated through the following process:

- Using the 2050 PSRC Land Use Vision representation data, provided by regional model TAZs, the land use for the Kenmore model was scaled to match City-approved growth targets for housing units and employment.
- Housing units and employment data was disaggregated to the Kenmore TAZ system using land use intensity ratios created for the 2014 Transportation Element update and discussions with City staff.
- The 2050 land use by Kenmore TAZ produced in the previous step was reviewed by city staff and the project team during an in-person working session. Based on specific knowledge of future

developments and zoning allowances as well as review of aerial imagery, housing unit and employment growth was reallocated between Kenmore TAZs.

- Any specific housing unit and/or employment growth for a Kenmore TAZ not established during the working session was assumed to have the same amount of growth as the 2030 land use forecast.
- Housing units were converted to households for use in the PSRC model using a 5 percent vacancy rate that was arrived at in coordination with PSRC staff.

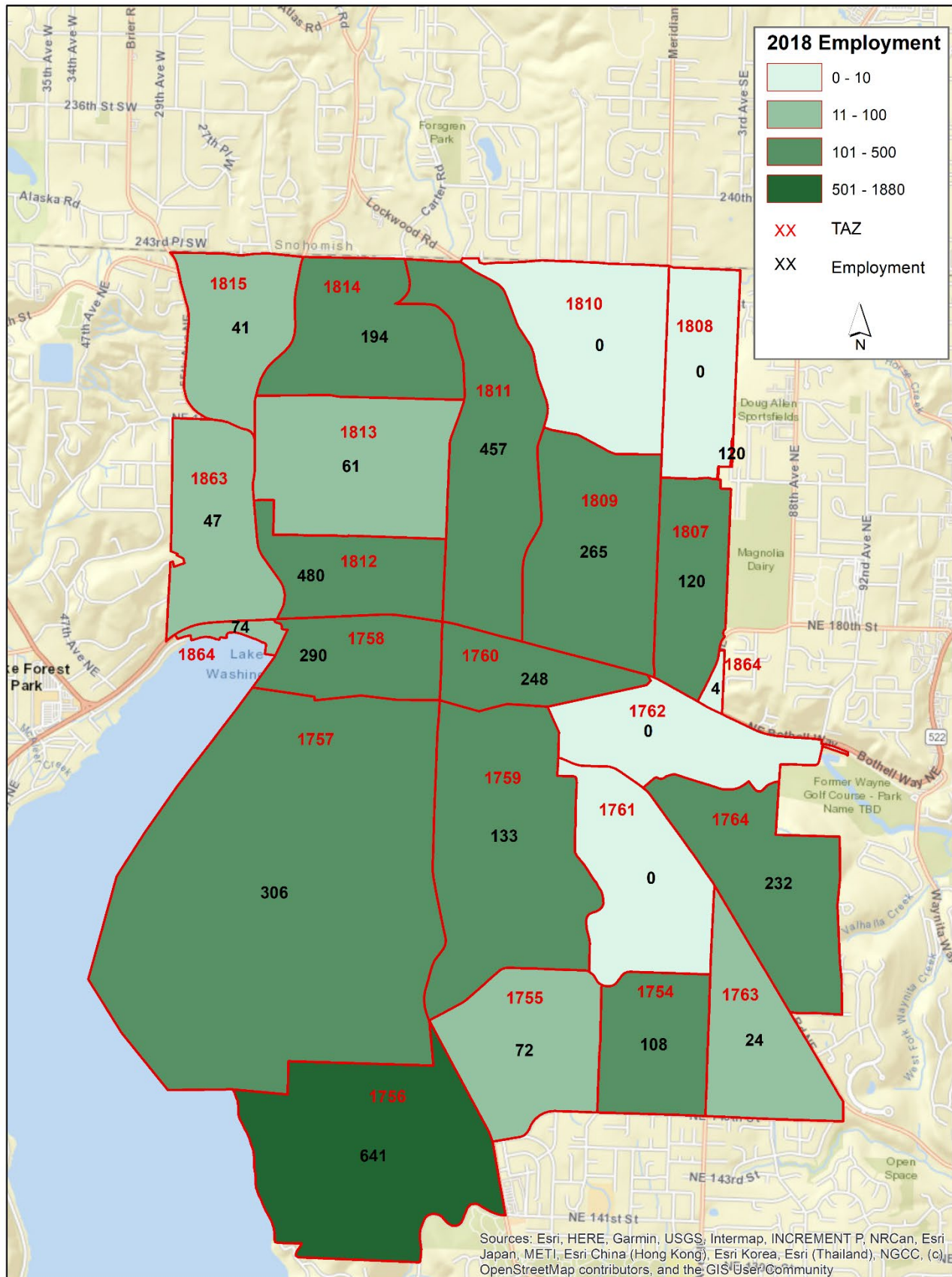
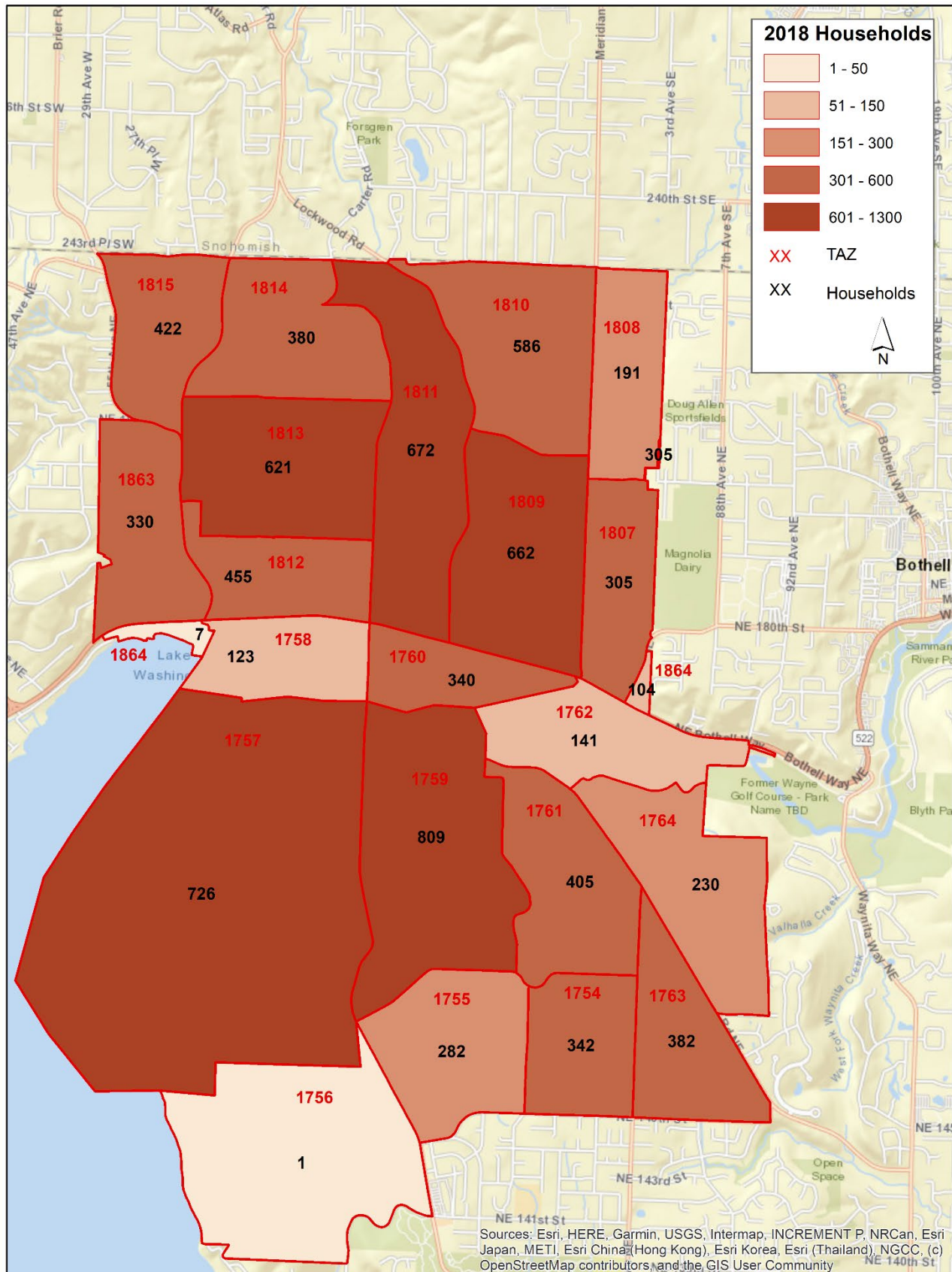


Figure 1. 2018 Employment in Kenmore by TAZ



This map reflects PSRC model input values for households that were arrived at through assuming a 5% vacancy rate of housing units.

Figure 2. 2018 Households in Kenmore by TAZ

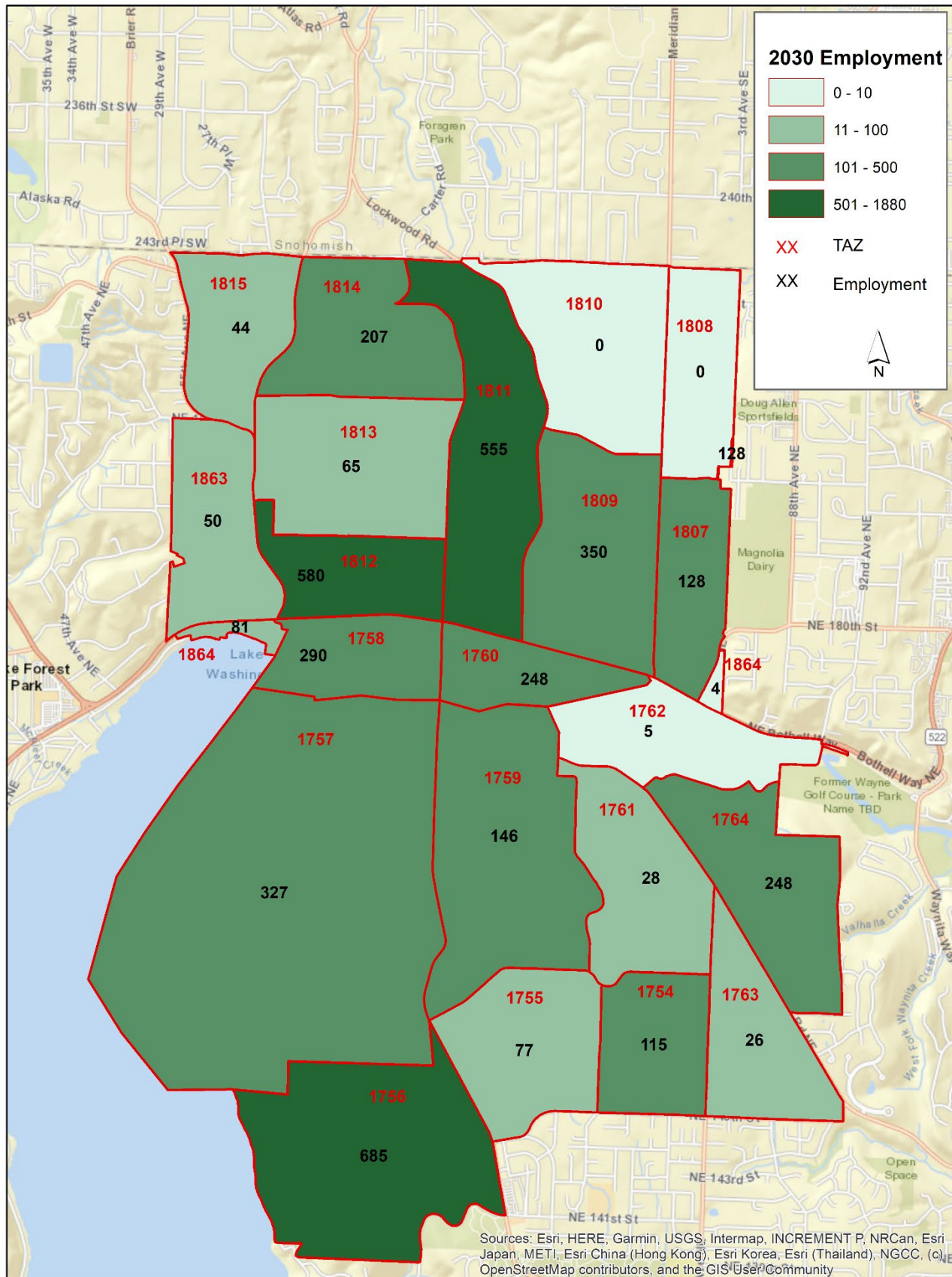
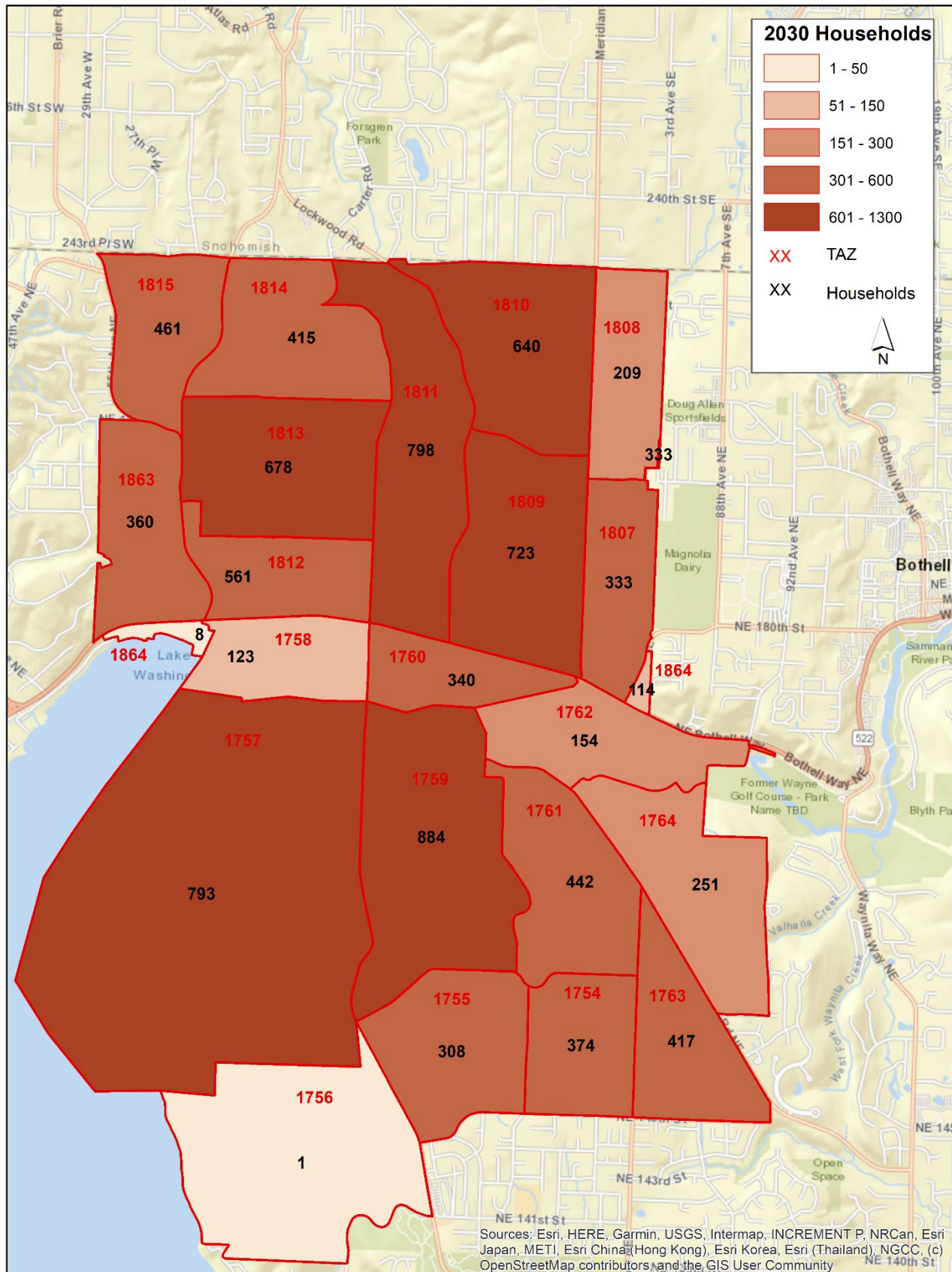


Figure 3. 2030 Employment in Kenmore by TAZ



This map reflects PSRC model input values for households that were arrived at through assuming a 5% vacancy rate of housing units.
Figure 4. 2030 Households in Kenmore by TAZ

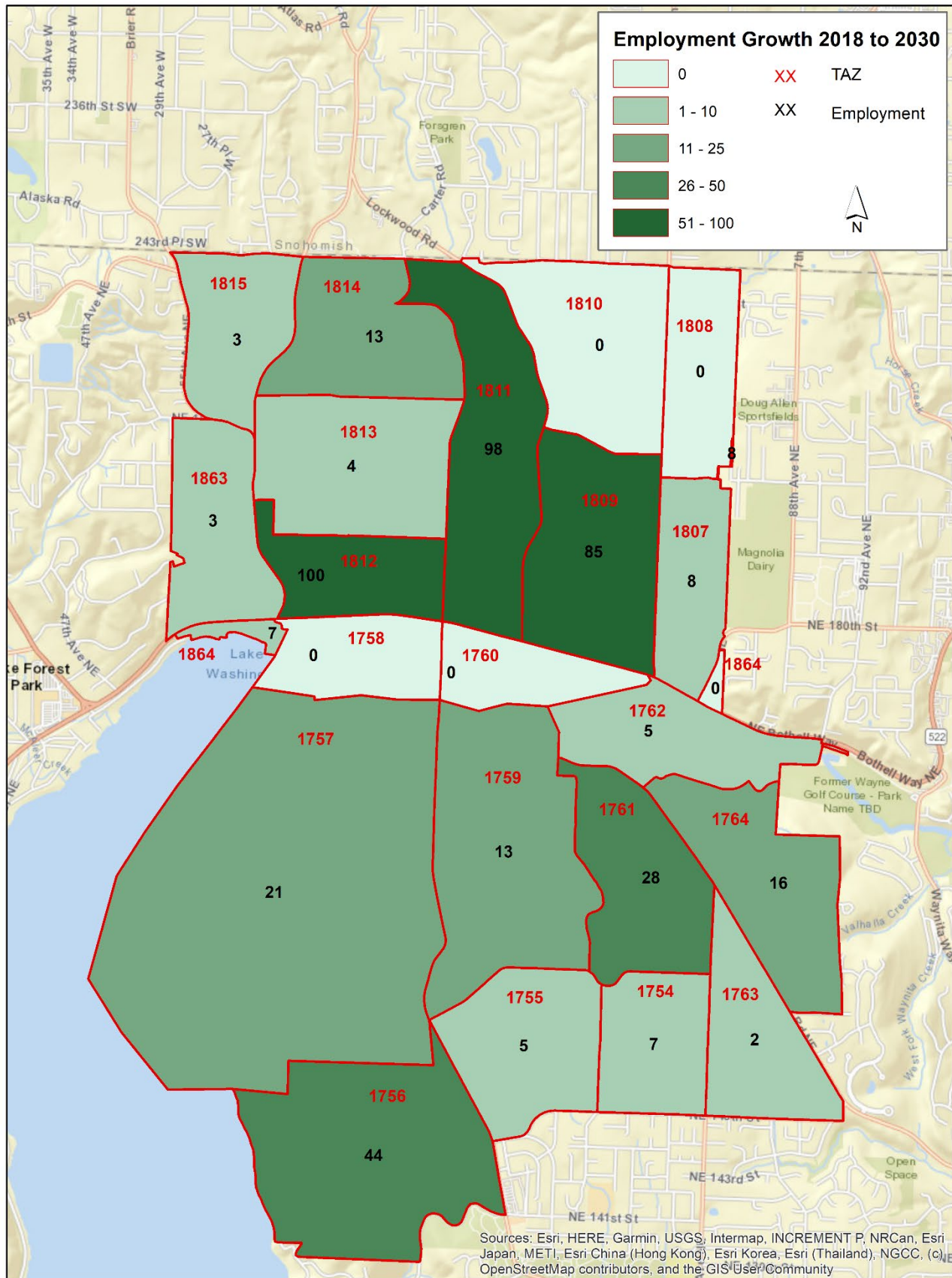


Figure 5. 2018-2030 Employment Change in Kenmore by TAZ

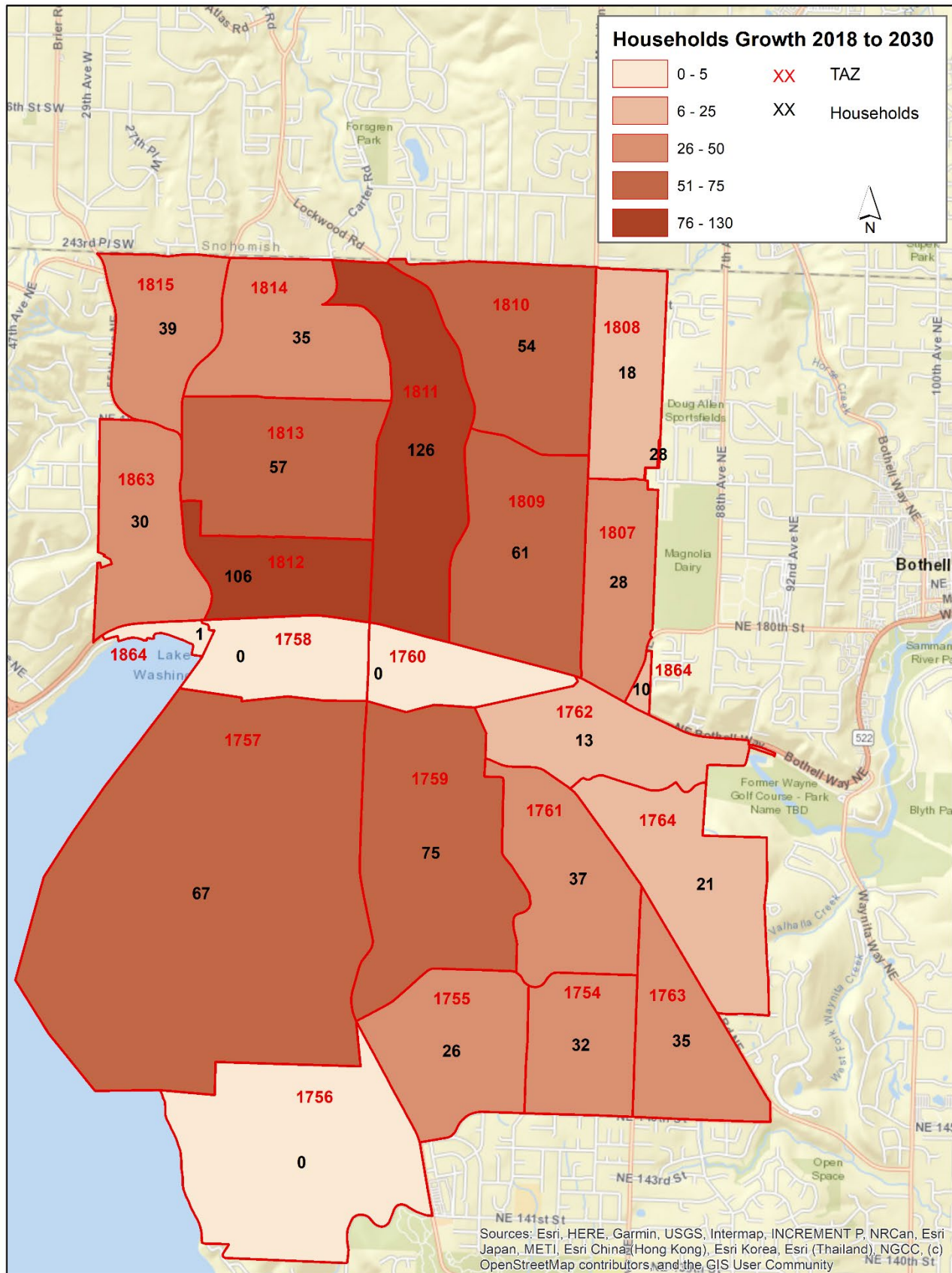


Figure 6. 2018-2030 Households Change in Kenmore by TAZ

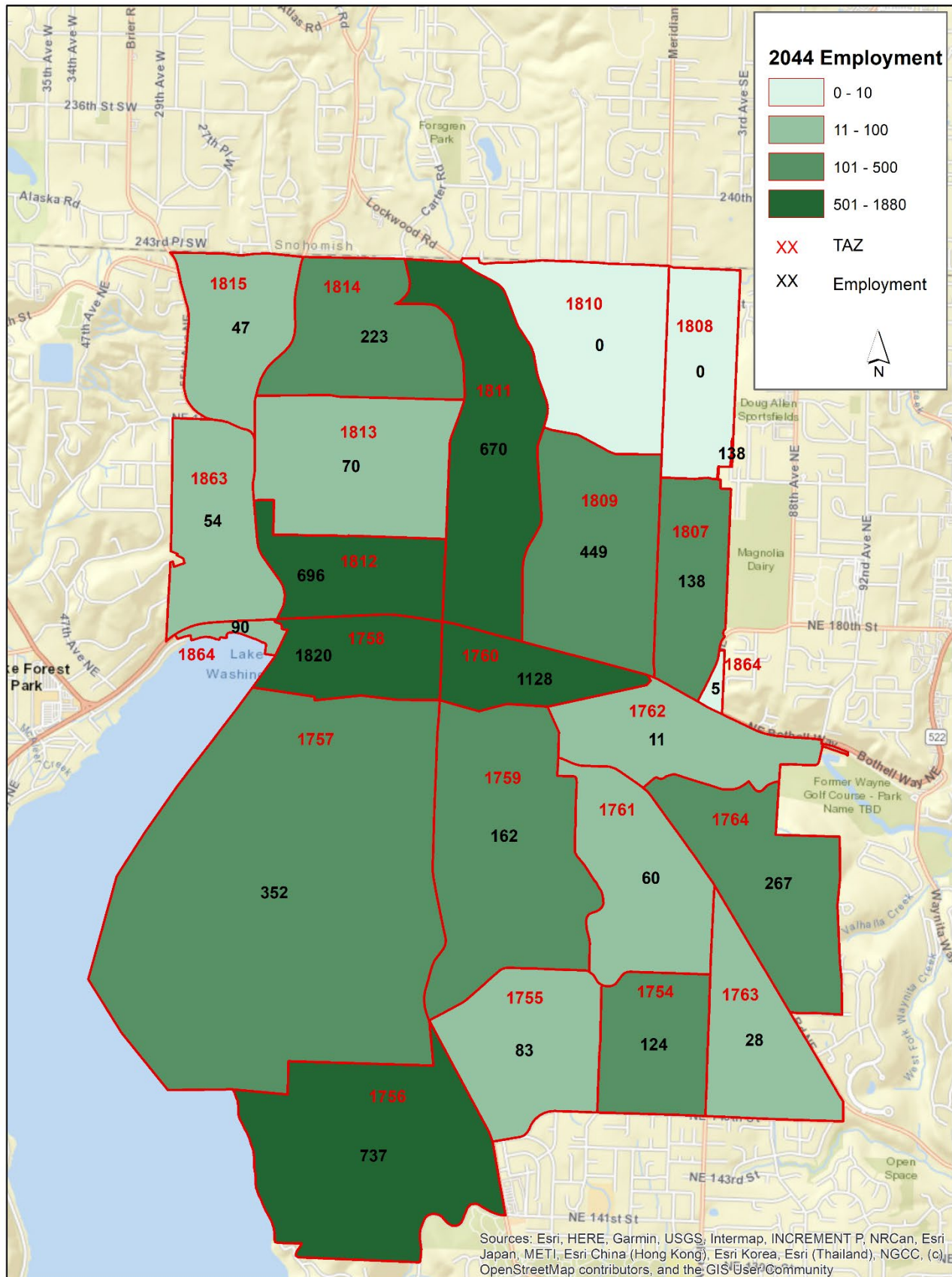
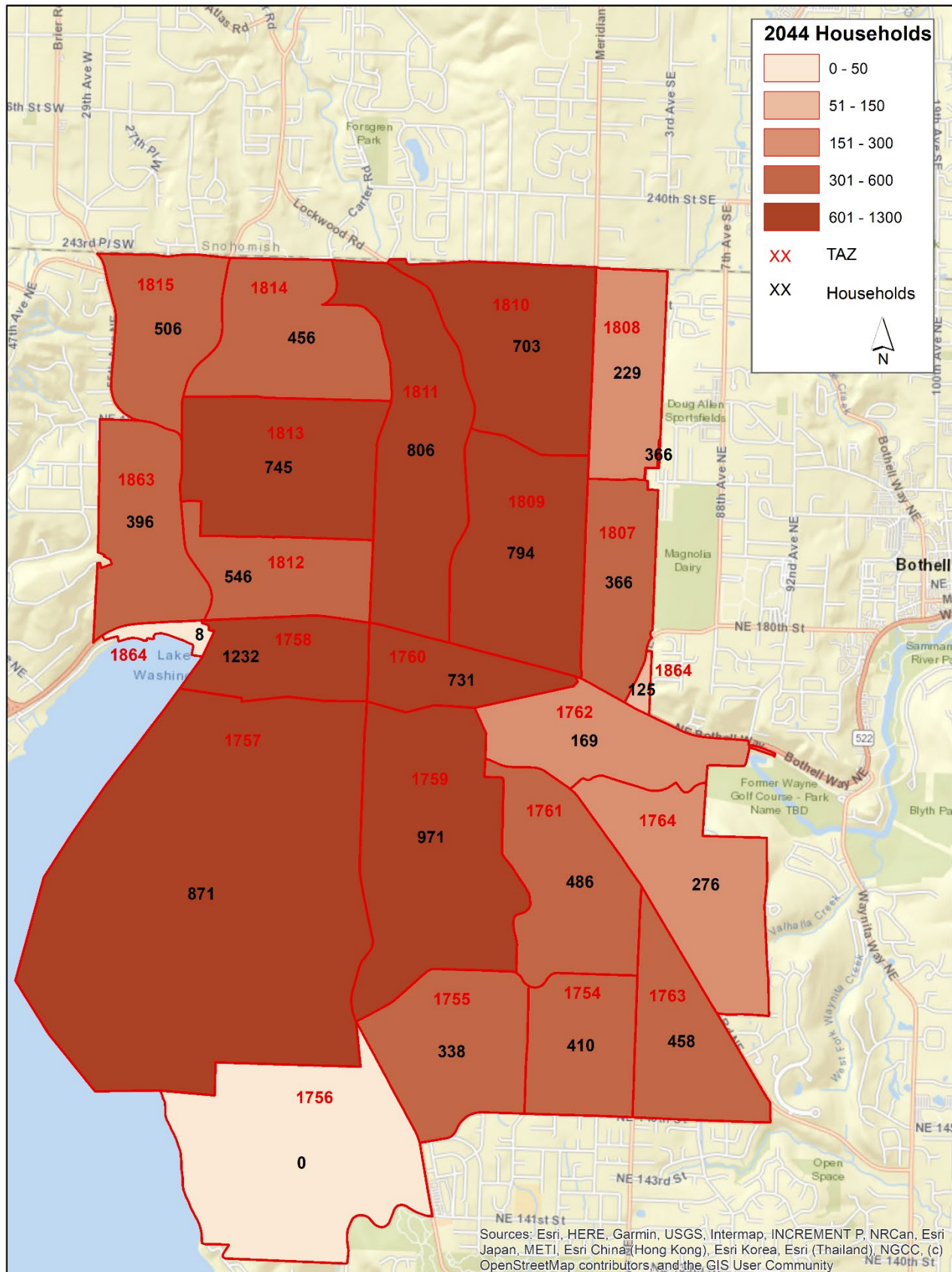


Figure 7. 2044 Employment in Kenmore by TAZ



This map reflects PSRC model input values for households that were arrived at through assuming a 5% vacancy rate of housing units.
Figure 8. 2044 Households in Kenmore by TAZ

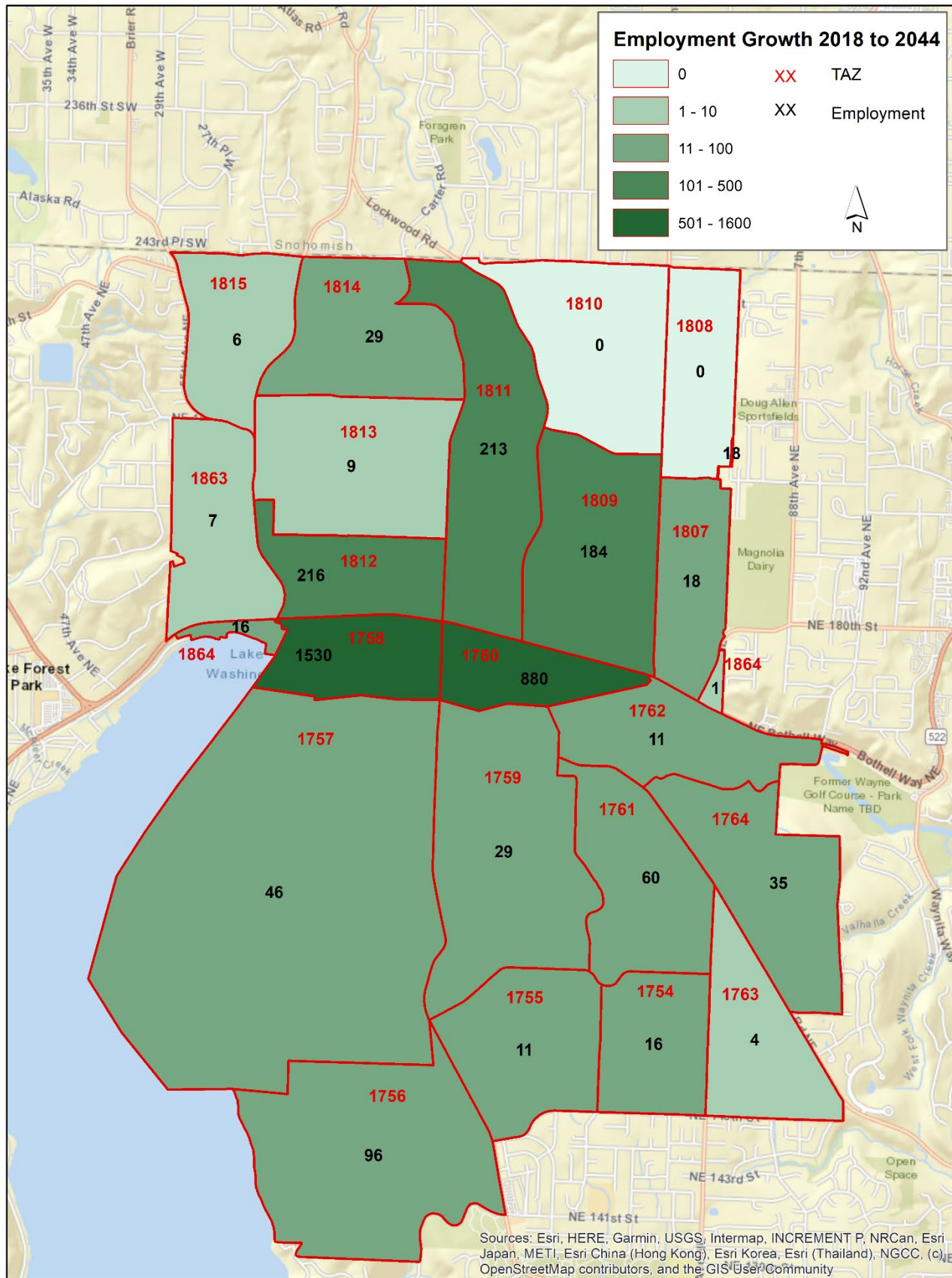


Figure 9. 2018-2044 Employment Change in Kenmore by TAZ

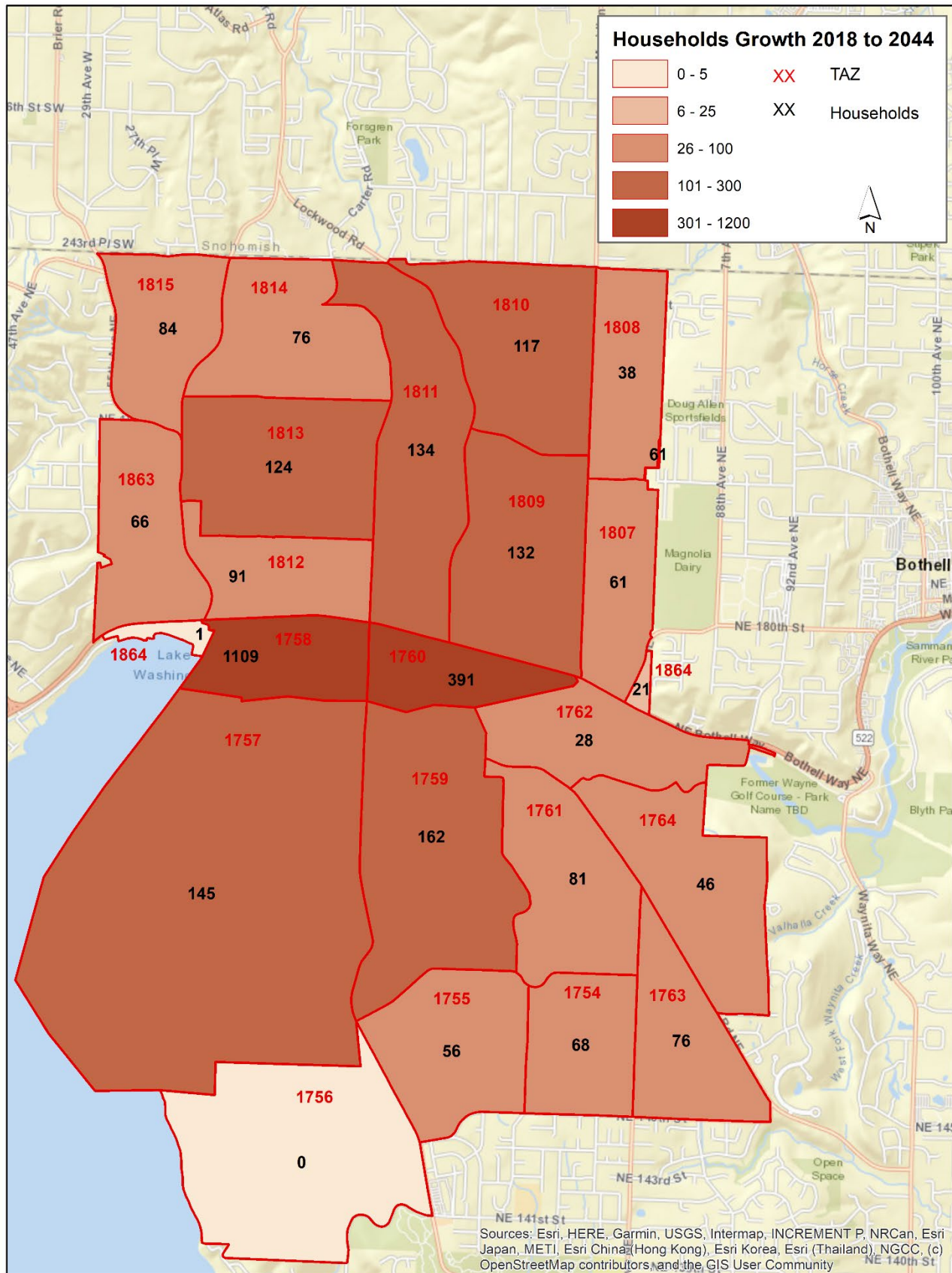


Figure 10. 2018-2044 Households Change in Kenmore by TAZ

APPENDIX D - 3: ROADWAY FACT SHEETS

ATTACHMENT 6

The following street typology fact sheets specify the form and intended functions of roadways in Kenmore. Each fact sheet provides the travel purposes, features, example locations and conceptual cross-sections for the given roadway type. The City of Kenmore's Road Standards provide supplemental detail associated with cross-sections for specific roadways.

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STATE HIGHWAYS AND MAJOR ARTERIALS

Major arterials, most conducive for cross-town trips and through traffic, are roadways that serve all transportation modes and vehicle types. The focus is to provide an efficient travel experience for vehicles, which includes trucks, transit, and emergency services, while accommodating pedestrian and bicyclist movement through effective modal separation. The Washington State Department of Transportation classifies SR 522 as a principal arterial.

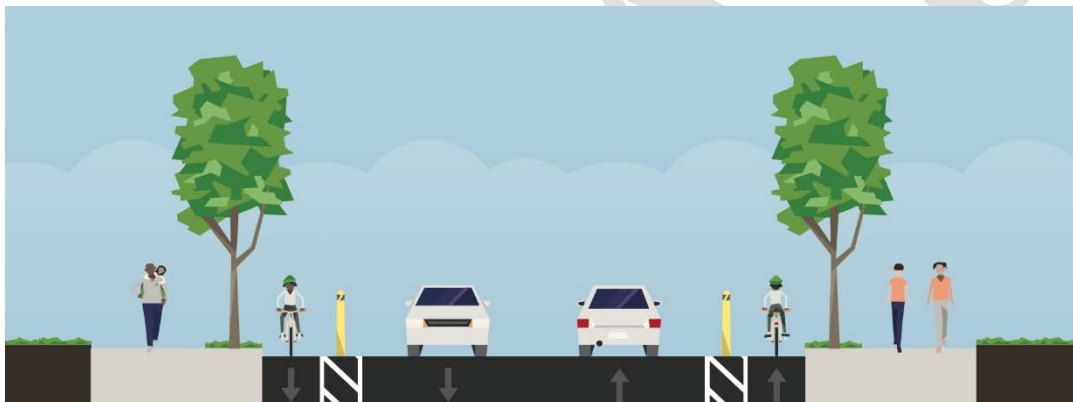
Features:

- Priority users - vehicles, bicycles, pedestrians, and transit
- Serves all trip types but accommodates cross-town trips best of all street typologies. Also serves the highest volume of trips within the City. Direct access by adjacent land uses more limited.
- Turn lanes provided at key intersections to facilitate through traffic. Pedestrian crossings are provided at intersections and considered for mid-block crossings when appropriate.
- Where space is available, add bicycle facilities, or landscape buffers for additional multimodal opportunities.

Example Locations:

- SR 522
- Simonds Road NE
- 68th Avenue NE (SR 522 to NE 170th Street)

Figure 1: Major Arterial Conceptual Cross Section 1



Source: Streetmix

Figure 2: State Highway Conceptual Cross Section 1



Source: Streetmix

MINOR ARTERIALS

Minor arterials serve all modes and trip types but are focused on signaling the entry into a higher-density commercial or residential zone. Minor arterials accommodate larger vehicles but provide a lower speed alternative to major arterials or State Highways, encouraging multimodal transportation options.

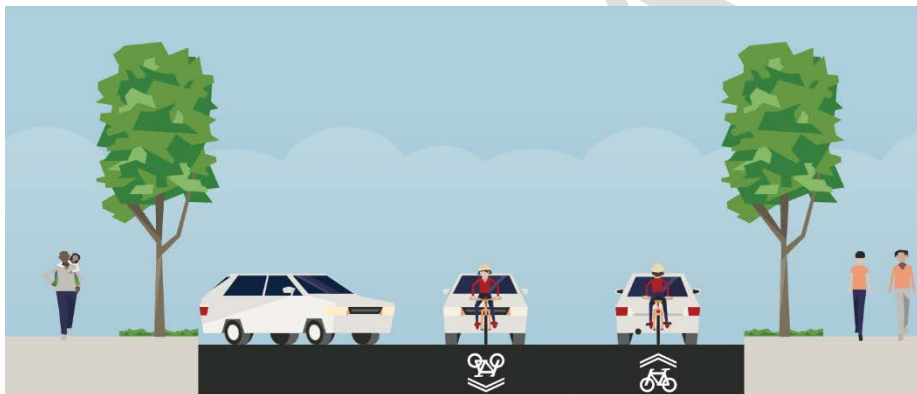
Features:

- Priority users: pedestrians, bicycles, vehicles
- Serves as a major travel route for local, inter-neighborhood, and through trips.
- Generally provide more direct access to adjacent land uses than major arterials or State Highways.
- Nonmotorized treatments include high visibility crosswalks, landscape buffers, and curb extensions.
- Travel lanes may be shared between bicycles and vehicles due to slower speeds.

Example Locations:

- 61st Avenue NE (north of SR 522)
- 80th Avenue NE
- NE 175th Street
- NE 181st Street (65th Avenue NE to 73rd Avenue NE)
- Juanita Drive NE

Figure 3: Minor Arterial Conceptual Cross Section 1



Source: Streetmix

Figure 4: Minor Arterial Conceptual Cross Section 2



Source: Streetmix

COLLECTORS

Collector streets are focused on providing a safe and enjoyable travel experience for bicycles and pedestrians, and school children. Collector streets have narrow travel lanes, bike facilities, and sidewalks. These streets feature high-visibility, mid-block pedestrian crossings.

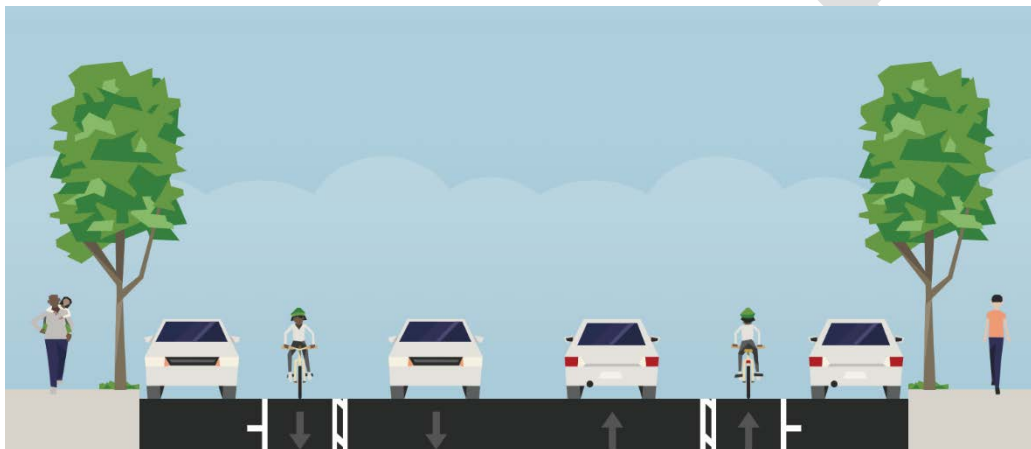
Features:

- Priority users: school children, non-motorized modes
- Serves as a major travel route for school trips, bicycle and pedestrian travel
- Consolidates local road trips and connects to arterials
- Nonmotorized treatments include, mid-block crossings, high visibility or raised crosswalks, and curb extensions.

Example Locations:

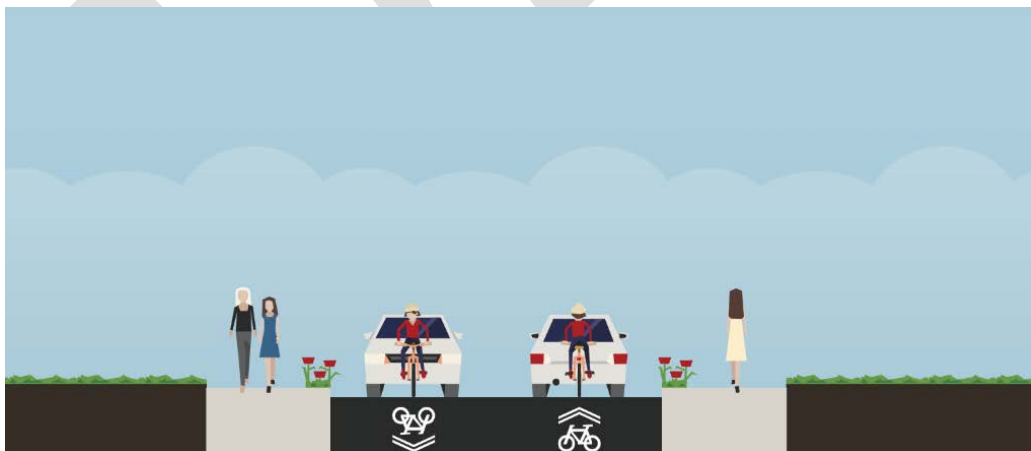
- 68th Avenue NE (north of SR 522)
- 73rd Avenue NE
- 84th Avenue NE
- NE 153rd Place/NE 155th Street
- NE 181st Street (61st Avenue NE to 65th Avenue NE)

Figure 5: Collector Conceptual Cross Section 1



Source: Streetmix

Figure 6: Collector Conceptual Cross Section 2



Source: Streetmix

LOCAL STREET

Local streets are walkable, low-speed facilities that serve abutting property (mostly single-family residential homes). Because of the low travel speeds, bicycles and vehicles share the right-of-way. Goods movement on these streets is restricted to local deliveries only.

Features:

- Priority users - local traffic, pedestrians, and bicycles
- Serves as a direct connection to most local residences but does not encourage through traffic.
- Serves the lowest volume trips in the City
- Can serve as quiet streets that are welcoming to cyclists with no additional improvement.

Example Locations:

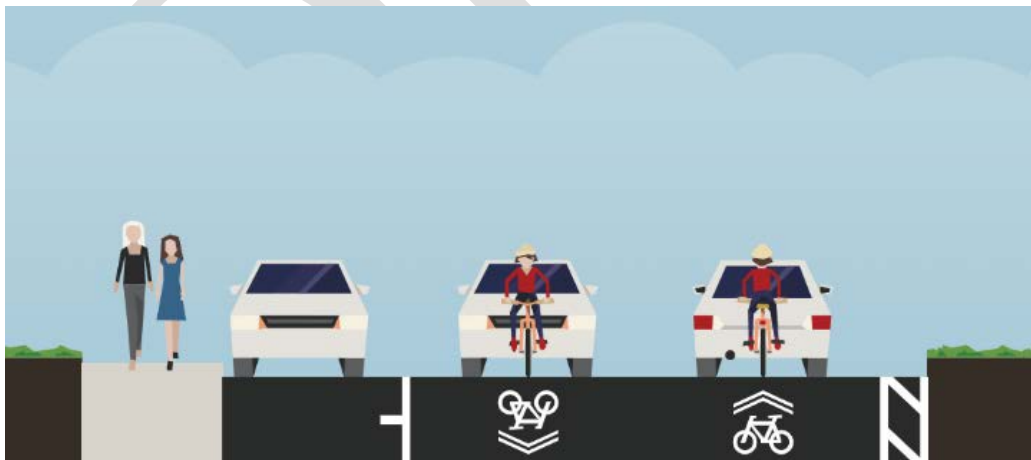
- 81st Avenue NE
- NE 154th Street
- NE 185th Street
- NE 198th Street

Figure 7: Local Conceptual Cross Section 1



Source: Streetmix

Figure 8: Local Conceptual Cross Section 2



Source: Streetmix

Appendix D-4
Conceptual Design and Cost Estimates

Site specific project costs for programs can be found in:

- ADA Transition Plan
- Pedestrian Facilities Plan

DRAFT

SR522 West B

CITY OF KENMORE

Date Prepared

January 26, 2023

Construction Days: 120

Engineer's Estimate -- Planning Level

Construction year

2026

Item No.	Description	Bid Quantity	Unit	Unit Rate	Total
1	Mobilization	1	LS	\$ 97,226.10	\$ 97,226.10
2	Project Temporary Traffic Control	1	LS	\$ 85,904.00	\$ 85,904.00
3	Removal of Structure and Obstruction	1	LS	\$ 14,337.00	\$ 14,337.00
4	Clearing and Grubbing	1	LS	\$ 29,500.00	\$ 29,500.00
5	Permanent Signing	1	LS	\$ 2,360.00	\$ 2,360.00
6	Construction Surveying	1	LS	\$ 44,545.00	\$ 44,545.00
7	Landscaping/Landscape Restoration	1	LS	\$ 44,545.00	\$ 44,545.00
8	Sawcutting	220	LF	\$ 5.90	\$ 1,298.00
9	Backfill for walls	2,000.0	CY	\$ 46.02	\$ 92,040.00
10	Handrailing	390	LF	\$ 236.00	\$ 92,040.00
11	HMA	180	Ton	\$ 236.00	\$ 42,480.00
12	Crushed Surfacing Top Course	200.0	Ton	\$ 70.80	\$ 14,160.00
13	Soldier Pile Wall	1,485.0	SF	\$ 236.00	\$ 350,460.00
14	Cement Conc. Sidewalk	210.0	SY	\$ 59.00	\$ 12,390.00
15	Cement Conc. Curb and Gutter	220.0	LF	\$ 53.10	\$ 11,682.00
16	Wetland Mitigation	1.0	LS	\$ 35,400.00	\$ 35,400.00
17	Shoring	-	CY	\$ 47.20	\$ -
18	Roadway Excavation incl haul	140	CY	\$ 118.00	\$ 16,520.00
19	Ped Lighting Pole	7	EA	\$ 11,800.00	\$ 82,600.00
SubTotal Cost				\$	1,069,487.10
Contingency				30%	\$ 320,846.13
Total Construction Cost with				\$	1,390,333.23
				% of Const. Cost	
Design	Consultant	30%	\$		417,099.97
Pre-design			\$		-
ROW		3%	\$		41,710.00
City Staff		10%	\$		139,033.32
Const. Management	Consultant	15%	\$		208,549.98
Construction Management (consultant)			\$		-

Total Project Cost**\$ 2,196,726.50**

NE 181st Sidewalks (61st-63rd Southside)

Date Prepared	November 8, 2022	Construction Days: 80
Engineer's Estimate --	Planning Level	Construction year 2025

Item No.	Description	Bid Quantity	Unit	Unit Rate	Total
1	Mobilization	1	LS	\$ 50,691	\$ 50,691
2	Project Temporary Traffic Control	1	LS	\$ 137,280	\$ 137,280
3	Removal of Structure and Obstruction	1	LS	\$ 5,000	\$ 5,000
4	Clearing and Grubbing	1	LS	\$ 1,180	\$ 1,180
5	Permanent Signing	1	LS	\$ 3,250	\$ 3,250
6	Construction Surveying	1	LS	\$ 50,000	\$ 50,000
7	Landscaping	1	LS	\$ 46,374	\$ 46,374
8	Remove Asphalt Pavement	345	SY	\$ 24	\$ 8,142
9	Pedestrian Hand Railing	75	LF	\$ 177	\$ 13,346
10	Cement Conc. Driveway Entrance Type 1	64	SY	\$ 83	\$ 5,286
11	Paint Line	725	LF	\$ 2	\$ 1,283
12	Storm Drainage Pipe 12" Diam	590	EA	\$ 59	\$ 34,810
13	HMA Cl. xx PG. xx-xx	120	Ton	\$ 177	\$ 21,240
14	Catch Basin Inserts	7	EA	\$ 89	\$ 620
15	Catch Basin Type 2, 48" Diam	1	EA	\$ 4,720	\$ 4,720
16	Cement Conc. Sidewalk	840	SY	\$ 71	\$ 59,472
17	Sawcutting	660	LF	\$ 6	\$ 3,894
18	Cement Conc. Curb Ramp Type x	4	EA	\$ 2,360	\$ 9,440
19	Crushed Surfacing Top Course	50	Ton	\$ 59	\$ 2,950
20	Cement Conc. Traffic Curb and Gutter	660	LF	\$ 47	\$ 31,152
21	Structure Excavation Class B Incl. Haul	370	CY	\$ 47	\$ 17,464
22	Shoring or Extra Excavation Class B	2470	SF	\$ 4	\$ 8,744
23	Gravel Backfill for Wall	172	Ton	\$ 59	\$ 10,148
24	Testing Storm Sewer Pipe	590	LF	\$ 12	\$ 6,962
25	Connection to Existing Storm Sewer	2	EA	\$ 1,180	\$ 2,360
26	Erosion/Water Pollution Control	1	LS	\$ 15,000	\$ 15,000
27	Gravity Block Wall	195	SF	\$ 59	\$ 11,505
28	Cem. Conc. Sidewalk w/ Thickened Edge	114	LF	\$ 118	\$ 13,452
29	Catch Basin Type 1	4	EA	\$ 1,652	\$ 6,608
30	Soldier Pile Wall (61st-62nd)	720	SF	\$ 142	\$ 101,952
SubTotal Cost				\$	684,324
Contingency				40%	\$ 273,730
Total Construction Cost with Contingency				\$	958,054

Design	Consultant	20%	\$	191,611
ROW/Permitting	Consultant	5%	\$	47,903
City Staff		12%	\$	114,967
Const. Management	Consultant	20%	\$	191,611

Total Project Cost \$ 1,504,145

61st Ave NE Sidewalk Replacement Project
(181st-62nd Ave)

Page 286 of 424

Date Prepared	October 20, 2022	Construction Days: \$	200
Engineer's Estimate --	Planning Level	Construction year	2026

Item No.	Description	Bid Quantity	Unit	Unit Rate	Total
1	Mobilization	1	LS	\$ 219,690	\$ 219,690
2	Project Temporary Traffic Control	1	LS	\$ 136,170	\$ 136,170
3	Removal of Structure and Obstruction	1	LS	\$ 18,900	\$ 18,900
4	Clearing and Grubbing	1	LS	\$ 105,000	\$ 105,000
5	Permanent Signing (+RRFB and feedback)	1	LS	\$ 118,650	\$ 118,650
6	Construction Surveying	1	LS	\$ 124,034	\$ 124,034
7	Sawcutting	3064	LF	\$ 7	\$ 22,796
8	SPCC	1	LS	\$ 2,000	\$ 2,000
9	Sidewalk	3,123.0	SY	\$ 99	\$ 309,802
10	Curb and Gutter	2413.8	LF	\$ 50	\$ 119,724
11	Remove Curb and Gutter	2,946	LF	\$ 9	\$ 25,571
12	Remove Sidewalk	3,268.0	SY	\$ 15	\$ 48,628
13	Lighting	1.0	EA	\$ 15,000	\$ 15,000
14	Inlet protection	35.0	EA	\$ 99	\$ 3,472
15	Curb Ramp	15.0	EA	\$ 4,960	\$ 74,400
16	Driveway Approach	1,093.0	SY	\$ 149	\$ 162,638
17	Landscape Restoration/Stream Mitigation	1.0	LS	\$ 1,163,280	\$ 1,163,280
18	Crushed Surfacing Top Course	566	Ton	\$ 50	\$ 28,074
19	Storm Sewer Pipe 12"	495	LF	\$ 174	\$ 85,932
20	Catch Basin Type 1	7	EA	\$ 3,100	\$ 21,700
21	Adjust Catch Basin	5	EA	\$ 496	\$ 2,480
22	fencing	1700	LF	\$ 68	\$ 115,940
23	Crosswalk	768	SF	\$ 5	\$ 3,840
24	Remove Asphalt	2560	SY	\$ 15	\$ 38,093
SubTotal Cost				\$	2,965,814
Contingency				40%	\$ 1,186,325
Total Construction Cost with Contingency				\$	4,152,139
Total Design				Consultant 10.0%	\$ 415,214
ROW Easements/Acquisition					\$ 50,000
City Staff				5.0%	\$ 207,607
Const. Management				Consultant 13.0%	\$ 539,778
Total Project Cost				\$	5,364,738

Lower Swamp Creek Bridge Replacement

Page 287 of 424

Date Prepared October 20, 2022

Construction Days: \$ 60

Engineer's Estimate -- Planning Level

Construction year

2027

Item No.	Description	Bid Quantity	Unit	Unit Rate	Total
1	Mobilization	1	LS	\$ 112,611	\$ 112,611
2	Project Temporary Traffic Control	1	LS	\$ 39,810	\$ 39,810
3	Removal of Structure and Obstruction	1	LS	\$ 10,000	\$ 10,000
4	Clearing and Grubbing	1	LS	\$ 16,100	\$ 16,100
5	Permit Mitigation Work	1	LS	\$ 210,000	\$ 210,000
6	Construction Surveying	1	LS	\$ 73,892	\$ 73,892
7	Deck Area	1540	SF	\$ 444	\$ 683,760
8	Removal of Existing Bridge	1	LS	\$ 29,600	\$ 29,600
9	Temporary Bridge	1.0	LS	\$ 142,080	\$ 142,080
10	Road Approaches	1	LS	\$ 202,393	\$ 202,393
SubTotal Cost				\$	1,520,245
Design Contingency				40% \$	608,098
Total Construction Cost with Contingency				\$	2,128,344
Total Design				Consultant 20.0% \$	425,669
Predesign				Consultant 2.5% \$	53,209
ROW Acquisition				2% \$	42,567
City Staff				12.0% \$	255,401
Const. Management				Consultant 8.0% \$	170,267
Total Project Cost				\$	3,075,456

61st Ave NE/NE 193rd St Intersection

Date Prepared	October 20, 2022	Construction Days: \$	40
Engineer's Estimate -- Planning Level			

Item No.	Description	Bid Quantity	Unit	Unit Rate	Total
1	Mobilization	1	LS	\$ 86,184	\$ 86,184
2	Project Temporary Traffic Control	1	LS	\$ 65,290	\$ 65,290
3	Removal of Structure and Obstruction	1	LS	\$ 3,500	\$ 3,500
4	Clearing and Grubbing	1	LS	\$ 14,000	\$ 14,000
5	Permanent Signing	1	LS	\$ 5,600	\$ 5,600
6	Construction Surveying	1	LS	\$ 47,624	\$ 47,624
7	Sawcutting	3870	LF	\$ 8	\$ 32,508
8	SPCC	1	LS	\$ 1,500	\$ 1,500
9	Roadway Excavation Incl. Haul	680.0	CY	\$ 42	\$ 28,560
10	Erosion and Sediment Control	1.0	FA	\$ 10,000	\$ 10,000
11	Curb and Gutter	20	LF	\$ 56	\$ 1,120
12	Cement Concrete Sidewalk	930	SY	\$ 119	\$ 110,670
13	Remove Cement Concrete Pavement	660.0	SY	\$ 28	\$ 18,480
14	HMA Cl. xx PG. xx-xx	930.0	Ton	\$ 210	\$ 195,300
15	Inlet protection	6.0	EA	\$ 112	\$ 672
16	Curb Ramp	6.0	EA	\$ 5,600	\$ 33,600
17	Driveway Approach	70.0	SY	\$ 140	\$ 9,800
18	Landscape Restoration	1.0	LS	\$ 78,000	\$ 78,000
19	Crushed Surfacing Top Course	1000	Ton	\$ 56	\$ 56,000
	High-Density Polyethylene (HDPE) Storm				
20	Sewer Pipe 12" Diam	850	LF	\$ 112	\$ 95,200
21	Catch Basin Type 1	6	EA	\$ 3,500	\$ 21,000
22	Catch Basin Type 2	2	EA	\$ 5,600	\$ 11,200
23	Truck Apron	210	SY	\$ 42	\$ 8,820
24	Vertical Curb and Gutter	1500	LF	\$ 42	\$ 63,000
25	Mountable Traffic Curb	1500	LF	\$ 35	\$ 52,500
26	Illumination	1	LS	\$ 70,000	\$ 70,000
27	Crosswalk	370	SF	\$ 8	\$ 3,108
28	Pavement Markings	1330	LF	\$ 14	\$ 18,620
29	Planing Bituminous Pavement	3090	SY	\$ 7	\$ 21,630
SubTotal Cost				\$	1,163,487
Design Contingency				40% \$	465,395
Total Construction Cost with Contingency				\$	1,628,881
Design				Consultant 15.0% \$	244,332
ROW Acquisition				\$	25,000
City Staff				10.0% \$	162,888
Const. Management				Consultant 10.0% \$	162,888
Total Project Cost				\$	2,223,990

NE 192nd ST (73rd Av-75th Av) Sidewalks

Page 289 of 424

Date Prepared	October 20, 2022	Construction Days: 60
Engineer's Estimate -- Planning Level		Construction year
		2025

Item No.	Description	Bid Quantity	Unit	Unit Rate	Total
1	Mobilization	1 LS	\$	30,550	\$ 30,550
2	Project Temporary Traffic Control	1 LS	\$	88,920	\$ 88,920
3	Removal of Structure and Obstruction	1 LS	\$	11,730	\$ 11,730
4	Clearing and Grubbing	1 LS	\$	2,000	\$ 2,000
5	Permanent Signing	1 LS	\$	11,000	\$ 11,000
6	Construction Surveying	1 LS	\$	10,070	\$ 10,070
7	sawcutting	840 LF	\$	5	\$ 4,200
8	SPCC / SWPPP	1 LS	\$	2,000	\$ 2,000
9	roadway excavation	48 CY	\$	75	\$ 3,600
10	structure excavation incl haul	11 CY	\$	52	\$ 572
11	Private Property Restoration	1 LS	\$	5,000	\$ 5,000
12	CSBC	143 TON	\$	50	\$ 7,150
13	HMA	97 TON	\$	180	\$ 17,460
14	curb and gutter	380 LF	\$	46	\$ 17,480
15	driveway approach	75 SY	\$	115	\$ 8,625
16	sidewalk transition	1 EA	\$	2,300	\$ 2,300
17	sidewalk	360 SY	\$	69	\$ 24,840
18	connection to existing sewer/structure	2 EA	\$	920	\$ 1,840
19	12 In pipe	330 LF	\$	69	\$ 22,770
20	CB Type 1	3 EA	\$	2,875	\$ 8,625
21	TESC	1 EST	\$	5,750	\$ 5,750
22	AC thickened edge curb	400 LF	\$	15	\$ 6,000
23	Seeding and Fertilizing	192 SY	\$	6	\$ 1,152
24	Curb Ramp	2 EA	\$	2,875	\$ 5,750
25	PSIPE	1 LS	\$	31,575	\$ 31,575
26	Adjust Catch Basin	3 EA	\$	690	\$ 2,070
27	Relocate Fire Hydrant	1 EA	\$	3,000	\$ 3,000
Subtotal				\$	336,029
Contingency				40% \$	134,412
Construction Contract				\$	470,441
Design				30% \$	141,132
City Staff				20% \$	94,088
Const. Management				20% \$	94,088
Total Project Cost				\$	799,749

Date Prepared		October 21, 2022		Construction Days: 90	
Engineer's Estimate -- Planning Level				Construction year	
				2026	
Item No.	Description	Bid Quantity	Unit	Unit Rate	Total
1	Mobilization	1	LS	\$ 101,368	\$ 101,368
2	Project Temporary Traffic Control	1	LS	\$ 142,740	\$ 142,740
3	Removal of Structure and Obstruction	1	LS	\$ 12,538	\$ 12,538
4	Clearing and Grubbing	1	LS	\$ 10,000	\$ 10,000
5	Permanent Signing	1	LS	\$ 6,655	\$ 6,655
6	Construction Surveying	1	LS	\$ 12,100	\$ 12,100
7	sawcutting	2500	LF	\$ 5	\$ 12,100
8	spcc	1	LS	\$ 1,210	\$ 1,210
9	roadway excavation	650	CY	\$ 91	\$ 58,988
10	structure excavation	100	CY	\$ 42	\$ 4,235
11	block wall	200	SF	\$ 61	\$ 12,100
12	Private Property Restoration	1	LS	\$ 98,736	\$ 98,736
13	gravel backfill for wall	50	CY	\$ 73	\$ 3,630
14	4 In pipe	50	LF	\$ 30	\$ 1,513
15	CSBC	230	TON	\$ 54	\$ 12,524
16	HMA	240	TON	\$ 212	\$ 50,820
17	curb and gutter	2100	LF	\$ 48	\$ 101,640
18	driveway approach	360	SY	\$ 97	\$ 34,848
19	sidewalk transition	3	EA	\$ 1,815	\$ 5,445
20	sidewalk	770	SY	\$ 85	\$ 65,219
21	connection to existing sewer/structure	18	EA	\$ 605	\$ 10,890
22	12 In pipe	500	LF	\$ 61	\$ 30,250
23	CB Type 1	18	EA	\$ 3,025	\$ 54,450
24	TESC	1	LS	\$ 24,200	\$ 24,200
25	SWPPP	1	LS	\$ 6,050	\$ 6,050
26	Striping	1	LS	\$ 6,050	\$ 6,050
27	seeding and fertilizing	650	SY	\$ 6	\$ 3,933
28	Curb Ramp	5	EA	\$ 3,630	\$ 18,150
29	Cement Conc. Sidewalk with Integral Curb	738	LF	\$ 36	\$ 26,789
30	School Zone Flashers	3	EA	\$ 18,150	\$ 54,450
31	PSIPE	1	LS	\$ 43,318	\$ 43,318
32	RRFB	1	LS	\$ 24,200	\$ 24,200
33	Traffic Calming	1	LS	\$ 50,000	\$ 50,000
34	Adjust Catch Basin	15	EA	\$ 605	\$ 9,075
35	CB Type 2	1	EA	\$ 4,840	\$ 4,840
Subtotal				\$	1,115,053
Contingency				40%	\$ 446,021
Construction Contract				\$	1,561,074
Design		Consultant	18%	\$	280,993
City Staff			10%	\$	156,107
Right of Way			3%	\$	46,832
Const. Management		Consultant	15%	\$	234,161
Total Project Cost				\$	2,279,167

Date Prepared May 5, 2022

Construction Days: 90

Engineer's Estimate -- Planning Level

Construction year 2026

Item No.	Description	Bid Quantity	Unit	Unit Rate	Total
1	Mobilization	1	LS	\$ 109,222.08	\$ 109,222.08
2	Project Temporary Traffic Control	1	LS	\$ 120,380.00	\$ 120,380.00
3	Removal of Structure and Obstruction	1	LS	\$ 8,336.90	\$ 8,336.90
4	Clearing and Grubbing	1	LS	\$ 17,100.00	\$ 17,100.00
5	Permanent Signing	1	LS	\$ 3,250.00	\$ 3,250.00
6	Construction Surveying	1	LS	\$ 71,995.00	\$ 71,995.00
7	Sawcutting	1600	LF	\$ 5.00	\$ 8,000.00
8	Cement Conc. Driveway Entrance Type 1	275	SY	\$ 90.75	\$ 24,956.25
9	Cement Conc. Curb Ramp Type x	3.0	EA	\$ 3,025.00	\$ 9,075.00
10	Paint Line	4963	LF	\$ 1.82	\$ 9,007.85
11	Plastic Crosswalk Line	107	SF	\$ 6.05	\$ 647.35
12	Gravel Backfill _____	1,930.0	ton	\$ 54.45	\$ 105,088.50
13	HMA Cl. xx PG. xx-xx	132.0	Ton	\$ 211.75	\$ 27,951.00
14	Catch Basin Inserts	21.0	EA	\$ 121.00	\$ 2,541.00
15	Raised Pavement Marker Type 1	3.0	Hund	\$ 847.00	\$ 2,541.00
16	Pedestrian Lighting	3.0	EA	\$ 6,050.00	\$ 18,150.00
17	Cement Conc. Sidewalk	1,055.0	SY	\$ 90.75	\$ 95,741.25
18	Cement Conc. Curb Ramp Perpendicular	13	ea	\$ 4,114.00	\$ 53,482.00
19	Cement Conc. Traffic Curb and Gutter	1580	LF	\$ 48.40	\$ 76,472.00
20	psiPE	1	LS	\$ 71,995.00	\$ 71,995.00
21	Plastic Bicycle Lane Symbol	10	EA	\$ 605.00	\$ 6,050.00
22	Catch Basin Type 1	6.0	EA	\$ 3,025.00	\$ 18,150.00
23	Storm Sewer Pipe 12" In. Diam	755.0	LF	\$ 78.65	\$ 59,380.75
24	Plastic Green Bike Crossing	160	SF	\$ 24.20	\$ 3,872.00
25	RRFB	1	LS	\$ 24,200.00	\$ 24,200.00
26	Plastic Green Pavement marking	1500	SF	\$ 24.20	\$ 36,300.00
27	Gravity Block Wall	2490	SF	\$ 60.50	\$ 150,645.00
28	Connection to Drainage Structure	5	EA	\$ 605.00	\$ 3,025.00
29	Private Driveway Restoration	11	EA	\$ 5,808.00	\$ 63,888.00
SubTotal Cost				\$	1,201,442.93
Contingency				40% \$	480,577.17

Total Construction Cost \$ 1,682,020.10

Design Consultant 13% \$ 218,662.61

City Staff 10% \$ 168,202.01

Right of Way 3% \$ 50,460.60

Const. Management Consultant 15% \$ 252,303.02

Total Project Cost \$ 2,371,648.34

Date Prepared May 5, 2022

Construction Days: 90

Engineer's Estimate -- Planning Level

Construction year 2026

Item No.	Description	Bid Quantity	Unit	Unit Rate	Total
1	Mobilization	1	LS	\$ 99,273.25	\$ 99,273.25
2	Project Temporary Traffic Control	1	LS	\$ 69,420.00	\$ 69,420.00
3	Removal of Structure and Obstruction	1	LS	\$ 7,586.70	\$ 7,586.70
4	Clearing and Grubbing	1	LS	\$ 14,840.00	\$ 14,840.00
5	Permanent Signing	1	LS	\$ 5,000.00	\$ 5,000.00
6	Construction Surveying	1	LS	\$ 109,347.70	\$ 109,347.70
7	Sawcutting	1773	LF	\$ 5.00	\$ 8,865.00
8	Cement Conc. Driveway Entrance Type 1	325	SY	\$ 121.00	\$ 39,325.00
9	Cement Conc. Curb Ramp Type x	2.0	EA	\$ 605.00	\$ 1,210.00
10	Paint Line	9640	LF	\$ 1.82	\$ 17,496.60
11	Plastic Crosswalk Line	56	SF	\$ 6.05	\$ 338.80
12	Gravel Backfill _____	1,140.0	ton	\$ 54.45	\$ 62,073.00
13	HMA Cl. xx PG. xx-xx	150.0	Ton	\$ 242.00	\$ 36,300.00
14	Catch Basin Inserts	50.0	EA	\$ 211.75	\$ 10,587.50
15	Raised Pavement Marker Type 1	14.0	Hund	\$ 847.00	\$ 11,858.00
16	Pedestrian Lighting	3.0	EA	\$ 6,050.00	\$ 18,150.00
17	Cement Conc. Sidewalk	1,182.0	SY	\$ 84.70	\$ 100,115.40
18	Cement Conc. Curb Ramp Perpendicular	20	ea	\$ 3,630.00	\$ 72,600.00
19	Cement Conc. Traffic Curb and Gutter	1773	LF	\$ 42.35	\$ 75,086.55
20	psiPE	1	LS	\$ 109,347.70	\$ 109,347.70
21	Plastic Bicycle Lane Symbol	15	EA	\$ 484.00	\$ 7,260.00
22	Catch Basin Type 1	5.0	EA	\$ 3,025.00	\$ 15,125.00
23	Schedule __ Storm Sewer Pipe 12" In. Diam	1,095.0	LF	\$ 78.65	\$ 86,121.75
24	Plastic Green Bike Crossing/Bike Box	1095	SF	\$ 24.20	\$ 26,499.00
25	RRFB	3	LS	\$ 24,200.00	\$ 72,600.00
26	Plastic Green Pavement marking	3750	SF	\$ 3.03	\$ 11,343.75
27	Connection to Drainage Structure	7	EA	\$ 605.00	\$ 4,235.00
SubTotal Cost					\$ 1,092,005.70
Contingency					\$ 436,802.28
Construction Cost					\$ 1,528,807.97
Total Design		Consultant	25%	\$	382,201.99
ROW Acquisition				\$	100,000.00
City Staff			12%	\$	183,456.96
Const. Management		Consultant	18%	\$	275,185.44
Total Project Cost					\$ 2,469,652.36

BASIS OF ESTIMATE

Project Name	73rd Ave NE & NE 192nd St Intersection Improvements
Project Number	554-3744-004
Date Prepared	12/20/2022
Prepared by	Jenna Anderson, PE, and Edward Wang, EIT
Estimate Classification	Unclassified
Estimate Purpose	Long-term Planning for Transportation Element
Estimate ID (Version)	
Project Manager	McIntire, Alicia

Note that the accuracy of the associated cost estimate is dependent upon the various underlying assumptions, inclusions, and exclusions described herein. Actual project costs may differ and can be significantly affected by factors such as changes in the external environment, the manner in which the project is executed and controlled, and other factors that may impact the estimate basis or otherwise affect the project. Estimate accuracy ranges are only assessments based upon the cost estimating methods and data employed in preparing the estimate and are not a guarantee of actual project costs.

BASIS OF ESTIMATE

Project Name: **73rd Ave NE & NE 192nd St Intersection Improvements**

Project Number: **554-3744-004**

Date: 12/20/2022

1.0 Purpose

This project is located at the intersection of 73rd Avenue NE and NE 192nd Street in Kenmore. The project will replace the existing stop-controlled T intersection with a single-lane roundabout to improve safety and traffic flow for motorists, pedestrians, and cyclists.

This cost estimate is based on the attached conceptual design and is intended to provide planning guidance for the City.

2.0 Project Scope Definition

This project will include surveys, design, permitting, and construction of the roundabout and bicycle/pedestrian facilities as well as the removal of existing roadway facilities. The project scope includes the removal of existing stormwater facilities but does not include franchise utility relocations.

The scope includes realignment of existing driveway accesses as required.

Surveys will entail a review of existing data as well as collection of field data as necessary to complete design.

Design will entail advancing the conceptual design to a detailed final design, with reviews occurring at intermediate plan completion percentages.

3.0 Design Basis

The cross section for 73rd Avenue NE is in accordance with the City of Kenmore Engineering Department's *73rd Ave NE (181st St to 205th St) Cross Section* (Figure B-4) in the 2021 ROAD Standards document. The cross section for NE 192nd Street is in accordance with the City of Kenmore Engineering Department's *NE 192nd St Cross Section* (Figure B-8) specified in the 2021 ROAD Standards document. Both sections consist of a 6-foot sidewalk, 4-foot amenity strip, 6-inch curb, 5-foot bike lane, 2-foot bike lane buffer, and 10-foot travel lane on each side of the roadway.

The roundabout design adheres to the WSDOT Design Manual M 22-01, Chapter 1320 Roundabouts. The roundabout uses a 100-foot inscribed circle diameter (ICD) and provides a 17-foot wide circulating lane to allow 40-foot bus turning movements without use of a truck apron. A 10-foot wide truck apron is anticipated to accommodate larger truck movements. A 10-foot wide bicycle and pedestrian pathway is provided around the roundabout, with ramps to and from the bicycle lane on all approaches.

Six existing driveways entrances within the project area are reconstructed to meet the new roadway alignment.

The conceptual roundabout design ties into the existing roadway section as shown in Attachment A.

BASIS OF ESTIMATE

Project Name: **73rd Ave NE & NE 192nd St Intersection Improvements**

Project Number: **554-3744-004**

Date: 12/20/2022

4.0 Cost Basis

The unit costs are sourced from projects within the Puget Sound region that have been bid out between January 2021 and November 2022.

Escalation cost is assumed to be 4.4% per year from the current year, 2022, to the forecasted construction year of 2044.

The engineering design fees were increased to account for the complexities of roundabout design, assumed outreach to affected homeowners, and coordination with adjacent existing utilities, including the King County Brightwater lift station.

5.0 Allowances

The survey costs are calculated based on the length of the project, using an assumed hourly rate and productivity rate based on other projects estimated in 2021 and 2022. The estimate includes both field time and office time.

The estimated scope of proposed signage accounts for the following:

- W2-6 (circular intersection) and W16-17P (roundabout) signs, facing each approach
- R1-2 (yield) sign, facing each approach
- R6-1R (one way) and R6-4A (roundabout directional) signs, facing each approach
- W11-2 (pedestrian) and W16-7P (downward diagonal arrow right) signs, facing each roadway direction at each crosswalk
- D3-302 (roundabout street name) sign, at each roundabout exit

The proposed illumination system consists of six luminaires, two on each approach to the roundabout. This allows for a luminaire spacing of less than 200 feet on all approaches.

6.0 Exclusions

The scope of this estimate does not include franchise utility relocations, such as the King County Brightwater lift station. Franchise utilities within City right-of-way are to be relocated at the utility company's expense per city franchise agreements.

BASIS OF ESTIMATE

Project Name: **73rd Ave NE & NE 192nd St Intersection Improvements**

Project Number: **554-3744-004**

Date: 12/20/2022

7.0 Assumptions

The estimate makes the following construction assumptions:

- All crushed surfacing used beneath sidewalks and the roadway, as well as for trench backfill for the storm sewers, is assumed to be crushed surfacing base course (CSBC).
- Stormwater flow control and treatment are assumed to not be triggered by the project due to the amount of existing pollution generating impervious surface area.
- The existing retaining wall along the west side of 73rd Ave NE will be protected and maintained for continued use. The sidewalk will widen on the inside edge.

8.0 Risks (Threats and Opportunities)

This estimate was prepared without the use of detailed survey information, so utility locations, detailed topography, and other potential obstructions have not been precisely identified. There is potential for unforeseen survey details to add additional cost.

A King County Brightwater sewer lift station is located within the proposed roundabout footprint and may affect the design due to the difficulty of relocating or adjusting the lift station. Early coordination with King County will be critical when this project advances.

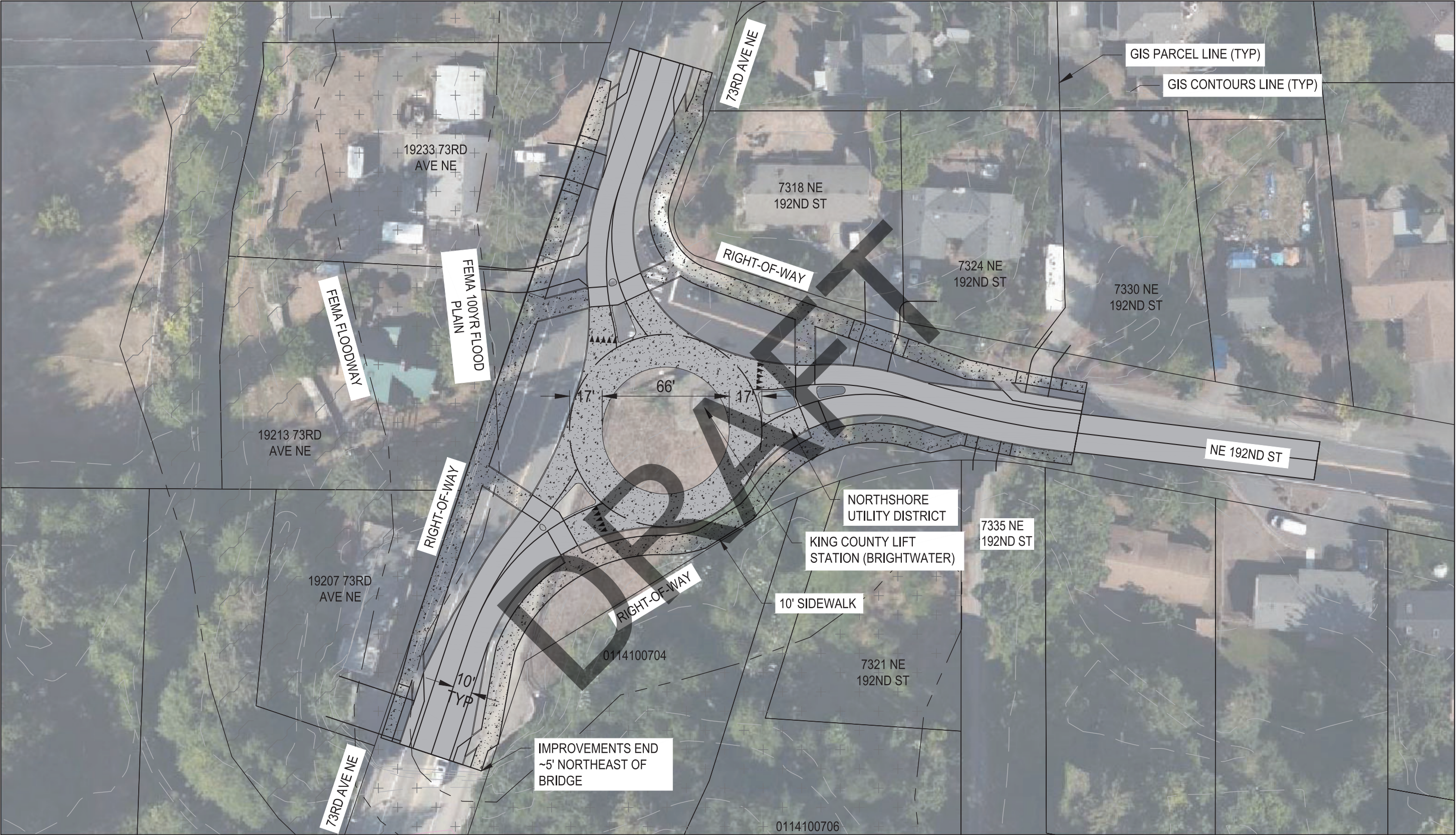
9.0 Contingency

The project includes a 30% allowance for indeterminates (AFI) based on the level of design applied to the subtotal of construction costs and a 30% project contingency applied to construction and non-construction costs. The AFI and contingency are intended to cover uncertainties and unforeseeable elements of cost within the defined project scope.

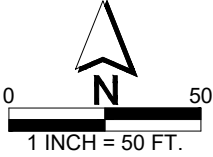
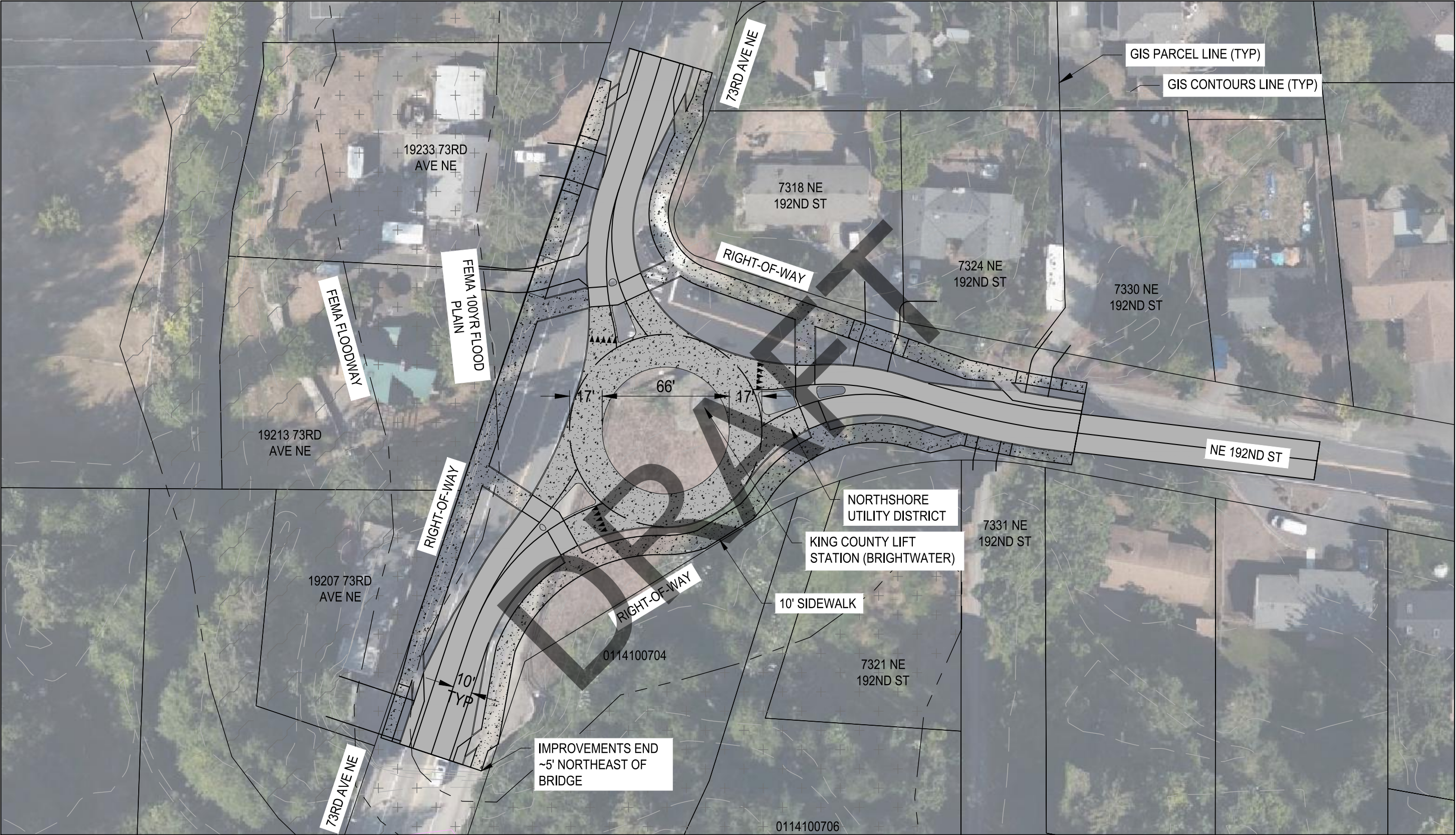
The 30% AFI was chosen in coordination with City of Kenmore staff due to the uncertainty of existing site conditions and the long-term nature of this estimate.

10.0 Attachments

Attachment A: Kenmore 73rd/192nd Draft Conceptual Layout (October 20, 2022)



Kenmore 73rd/192nd Draft
Conceptual Layout



Kenmore 73rd/192nd Draft Conceptual Layout

**73rd Ave NE & NE 192nd St Intersection Improvements
CITY OF KENMORE**

ENGINEER'S ESTIMATE - PLANNING LEVEL

AACE International Unclassified Estimate

PREPARED BY: Jenna Anderson, PE and Edward Wang, EIT

DATE: 12/15/2022

CHECKED BY: Cindy Clark, PE

DATE: 12/19/2022

NO.	ITEM	QUANT.	UNIT	UNIT COST	AMOUNT
1	ROADWAY SURVEY	1	LS	\$ 15,000	\$ 15,000
2	CLEARING AND GRUBBING	0.4	ACRE	\$ 25,000	\$ 10,000
3	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1	LS	\$ 5,000	\$ 5,000
4	REMOVAL OF STORM PIPE	1000	LF	\$ 12	\$ 12,000
5	REMOVAL OF DRAINAGE STRUCTURE	7	EACH	\$ 600	\$ 5,000
6	REMOVAL OF CEMENT CONC. SIDEWALKS	620	SY	\$ 30	\$ 19,000
7	REMOVAL OF ASPHALT CONC. PAVEMENT	2700	SY	\$ 57	\$ 154,000
8	REMOVAL OF CEMENT CONC. CURB	1000	LF	\$ 15	\$ 15,000
9	ROADWAY EXCAVATION INCL. HAUL	1000	CY	\$ 40	\$ 40,000
10	CATCH BASIN TYPE 1	12	EACH	\$ 2,500	\$ 30,000
11	STORM SEWER PIPE, 12 IN. DIAM.	1300	LF	\$ 55	\$ 72,000
12	CRUSHED SURFACING BASE COURSE	1000	TON	\$ 50	\$ 50,000
13	CRUSHED SURFACING TOP COURSE	0	TON	\$ -	\$ -
14	HMA CL 1/2 IN. PG 58H-22	700	TON	\$ 160	\$ 112,000
15	TEXTURED CONCRETE FOR TRUCK APRON	200	SY	\$ 200	\$ 40,000
16	CEMENT CONC. TRAFFIC CURB AND GUTTER	1200	LF	\$ 50	\$ 60,000
17	ROUNDBOUT TRUCK APRON CURB	210	LF	\$ 45	\$ 10,000
18	CEMENT CONC. TRAFFIC CURB	400	LF	\$ 45	\$ 18,000
19	CEMENT CONC. SIDEWALK	1300	SY	\$ 100	\$ 130,000
20	CEMENT CONC. CURB RAMP	15	EACH	\$ 4,000	\$ 60,000
21	PAVEMENT MARKINGS	1400	LF	\$ 10	\$ 14,000
22	DRIVEWAY ENTRANCE	300	SY	\$ 100	\$ 30,000
23	PERMANENT SIGNING	1	LS	\$ 9,000	\$ 9,000
24	RECTANGULAR RAPID FLASHING BEACON SYSTEM	0	EACH	\$ -	\$ -
25	ILLUMINATION SYSTEM, COMPLETE	1	LS	\$ 120,000	\$ 120,000
26	TRAFFIC SIGNAL SYSTEMS MODIFICATIONS	0	LS	\$ -	\$ -
27	GRAVEL BACKFILL FOR PIPE ZONE	300	CY	\$ 50	\$ 15,000
28	SELECT BORROW INCL. HAUL	1200	CY	\$ 90	\$ 108,000
29	EMBANKMENT COMPACTION	1200	CY	\$ 20	\$ 24,000
30	STREET TREE	28	EACH	\$ 500	\$ 14,000
31	SEEDING AND FERTILIZING	1200	SY	\$ 36	\$ 44,000
	Subtotal				\$ 1,235,000
	<i>Erosion Controls and Water Pollution Prevention</i>	5%			\$ 61,750
	<i>Temporary Traffic Controls</i>	12%			\$ 155,610
	<i>Mobilization</i>	10%			\$ 145,236
	<i>Allowance for Indeterminates</i>	30%			\$ 479,279
	CONSTRUCTION SUBTOTAL (ROUNDED)				\$2,080,000
	<i>Engineering Design Fees</i>	15%			\$ 312,000
	<i>Construction Administration Fees (\$50000 per month)</i>	5 MOS		\$ 50,000	\$ 250,000
	<i>Right of Way Cost</i>				\$ 13,000
	<i>City of Kenmore Staff Labor</i>	8%			\$ 166,400
	NON-CONSTRUCTION SUBTOTAL				\$741,400
	<i>Project Contingency</i>	30%			\$ 846,420
	YEAR 2022 PROJECT TOTAL (ROUNDED)				\$ 3,700,000
	<i>Year 2044 Escalation</i>	4.4%			\$ 6,270,000
	YEAR 2044 PROJECT TOTAL (ROUNDED)				\$ 9,970,000

ESCALATION FORECAST ASSUMPTION

CURRENT DATE 11/1/2022

FORECAST DATE 12/31/2044

BASIS OF ESTIMATE

Project Name	SR 522 Crossing
Project Number	554-3744-004
Date Prepared	12/20/2022
Prepared by	Jenna Anderson, PE, and Edward Wang
Estimate Classification	Unclassified
Estimate Purpose	Long-term Planning for Transportation Element
Estimate ID (Version)	
Project Manager	McIntire, Alicia

Note that the accuracy of the associated cost estimate is dependent upon the various underlying assumptions, inclusions, and exclusions described herein. Actual project costs may differ and can be significantly affected by factors such as changes in the external environment, the manner in which the project is executed and controlled, and other factors that may impact the estimate basis or otherwise affect the project. Estimate accuracy ranges are only assessments based upon the cost estimating methods and data employed in preparing the estimate and are not a guarantee of actual project costs.

BASIS OF ESTIMATE

Project Name: **SR 522 Crossing**

Project Number: **554-3744-004**

Date: 12/20/2022

1.0 Purpose

This project provides a protected bicycle and pedestrian crossing of SR 522 (NE Bothell Way) between 65th Avenue NE and 68th Avenue NE, with a preferred location at 67th Avenue NE. The crossing limits extend from the existing NE 181st Street to NE 175th Street. This project will improve connectivity between Downtown Kenmore and the future Lakepointe development and improve bicycle and pedestrian safety.

This cost estimate is based on the attached conceptual design of the preferred alternative and is intended to provide planning guidance for the City.

2.0 Project Scope Definition

This project includes survey, design, right-of-way acquisition, permitting, removal of structures, and construction of a pedestrian/bicycle facility with connections to the Burke-Gilman Trail and existing infrastructure. The project scope does not include utility relocations.

Surveys will entail a review of existing data as well as the collection of field data as necessary to complete design.

Design will entail advancing the conceptual design to a detailed final design, with reviews occurring at intermediate plan completion percentages.

3.0 Design Basis

The City requested four alternatives to be evaluated during the conceptual design development:

1. Vehicle/Pedestrian/Bicycle Tunnel
2. Pedestrian/Bicycle-Only Tunnel
3. Pedestrian/Bicycle Bridge
4. At-Grade Pedestrian/Bicycle Crossing

1. Vehicle/Pedestrian/Bicycle Tunnel

The vehicle tunnel option faces multiple issues, making this option infeasible. Due to the short distance from SR 522 to the adjacent streets, NE 181st Street and NE 175th Street, extreme grades (15%) and vertical curvature are required to tie into these streets at their existing elevations while providing sufficient clearance beneath SR 522. Additionally, the parcel at 6532 NE Bothell Way is currently being developed as an affordable housing development and is proposed to be accessed from 67th Avenue NE; a vehicle tunnel would not allow for driveway access. Finally, there are numerous utility conflicts further detailed for the pedestrian and bicycle tunnel option below.

BASIS OF ESTIMATE

Project Name: **SR 522 Crossing**

Project Number: **554-3744-004**

Date: 12/20/2022

2. Pedestrian/Bicycle-Only Tunnel

The conceptual pedestrian and bicycle tunnel option is aligned with the east side of 67th Avenue NE, between NE 181st Street and NE 175th Street. The tunnel would require closure of the existing bank (6701 NE 181st Street) and restaurant (6702 NE Bothell Way) driveway accesses on the east side of 67th Avenue NE. A vertical clearance of 10 feet within the tunnel is assumed above the trail ground surface.

The following potential utility conflicts have been identified along the alignment:

- Northshore Utility District 8-inch sewer line crossing 67th Avenue NE near the boundary between the restaurant and bank properties. The approximate depth of this sewer is 12 feet.
- Northshore Utility District 8-inch water main running along 67th Avenue NE at an unknown depth. Some portions of this pipe may need to be relocated to the west.
- City stormwater system along the east side of 67th Avenue NE will need to be relocated.
- A joint utility trench along the north side of SR 522, at an unknown depth, may require relocation. The trench is known to contain the following utilities:
 - Northshore Utility District 10-foot water main with a 16-inch casing
 - Puget Sound Energy gas line
 - Verizon conduit
 - City storm drain pipe with approximately 3 feet of cover
- A joint utility trench on the south side of SR 522, located approximately 15 feet north of the southern edge of the roadway. The depth of the trench is approximately 6.5 feet and relocation is anticipated. This trench is known to contain the following:
 - Puget Sound Energy conduit
 - Comcast conduit
- King County 60-inch diameter sewer line approximately aligned with the northern edge of the Burke-Gilman trail. The top of this pipe is approximately 15 feet under the Burke-Gilman trail. Relocation of the sewer would be necessary since it is anticipated to conflict with the potential tunnel foundation.

Another challenge associated with the pedestrian/bicycle tunnel option is a below-grade switchback on the north side of SR 522 to meet ADA grade requirements and anticipated clearance needs.

The pedestrian/bicycle tunnel option is technically feasible with the aforementioned driveway closures and utility relocations. However, the pedestrian/bicycle tunnel option was considered infeasible due to the difficulty of relocating the King County 60-inch diameter sewer line and the complexity of maintaining ADA accessibility.

3. Pedestrian/Bicycle Bridge

The conceptual pedestrian and bicycle bridge is also aligned with the east side of 67th Avenue NE. This requires closure of the bank driveway. It may be feasible to provide driveway access to the existing restaurant parcel with a reduced vertical clearance of approximately 8 feet. However, as the design progresses, the City should consider risk and liability in determining whether vehicle access should be maintained at this location. After crossing SR 522, the bridge ramps down in a large arc within a portion

BASIS OF ESTIMATE

Project Name: **SR 522 Crossing**

Project Number: **554-3744-004**

Date: 12/20/2022

of the auto lot property south of SR 522 and intersects with the Burke-Gilman Trail. A separate trail connection provides access to NE 175th Street.

4. At-Grade Pedestrian/Bicycle Crossing

An at-grade pedestrian and bicycle crossing, assumed to be located at 65th Avenue NE, is feasible but would impact traffic operations on SR 522. The at-grade crossing option provides a lower level of service for crossing users and vehicles when compared with the grade-separated options. However, the at-grade crossing would be less expensive than the grade separated options.

The City requested the most expensive and feasible option to be used for the 20-year project preferred alternative. Therefore, the pedestrian and bicycle bridge option was advanced for this conceptual cost estimate.

4.0 Cost Basis

Unit costs are sourced from WSDOT unit bid analysis in the Northwest region and other projects from within the Puget Sound region that have been bid out between January 2021 and November 2022.

Escalation cost is assumed to be 4.4% per year from the current year, 2022, to the forecasted construction year of 2044.

5.0 Allowances

Survey costs are calculated based on the length of the project, using an assumed hourly rate and productivity rate based on other projects estimated in 2021 and 2022. The estimate includes both field time and office time.

Property acquisition includes a portion of the auto lot parcel, as shown on the design plan. This purchase is estimated based on square footage and does not consider loss of business revenue or other impacts. The existing restaurant at 6702 NE Bothell Way is approximately 3 to 4 feet from the proposed bridge structure. Given the conceptual level of design and to be conservative, it is assumed that property acquisition will be necessary to avoid conflicts with the new bridge. However, this assumption should be verified or alternatives to the proposed bridge design should be evaluated to alter the assumption of property acquisition.

It is unknown if closing the bank driveway will create a detriment to the functionality of the parcel. As such, to be conservative, the cost of closing the bank driveway is included and assumed at 5% of the total value of the property. Finally, a 10-foot wide temporary construction easement on non-acquired parcels is included, with an assumed cost of 5% of the purchase value of the square footage used.

BASIS OF ESTIMATE

Project Name: **SR 522 Crossing**

Project Number: **554-3744-004**

Date: 12/20/2022

Removal of structures includes the removal of fencing and other structures in the acquired portion of the auto lot parcel, as well as demolition and removal of the restaurant building.

Signage costs encompass crosswalk signage on NE 175th Street, directional signs and stop signs at all trail junctions, and warning signs for the bridge curves. The proposed illumination system consists of pedestrian luminaires spaced 150 feet apart along the full length of the bridge.

The estimate includes the trail connection from the Burke-Gilman trail to NE 175th Street as well as the crosswalk across NE 175th Street, including curb ramps and pavement markings.

6.0 Exclusions

The scope of this estimate does not include any improvements to the Burke-Gilman Trail or NE 175th Street beyond the intersections and crosswalk. Also, the scope does not include utility relocations. Franchised utilities within City right-of-way are to be relocated at the utility company's expense.

7.0 Assumptions

The bridge is assumed to provide 18 feet of clearance above SR 522, slightly more than the required 17.5 feet prescribed by WSDOT Design Manual 720.03(5)(b).

The proposed trail is a total of 16 feet wide, consisting of a 12-foot wide trail with 2 feet of clearance on both sides, in accordance with the desirable shared-use path width in WSDOT Design Manual Section 1515.02(2)(a). The bridge railing and structure is assumed to occupy an additional 1 foot on each side, for a total bridge cross section width of 18 feet.

Stormwater runoff is assumed to be routed to existing storm sewers on adjacent roadways. It is assumed that these storm sewers have the capacity to handle the runoff from the bridge and that additional detention infrastructure is not required.

The trail is supported on a retaining wall for the first 110 feet at the north landing of the bridge and the last 125 feet at the south landing. The bridge approach spans are assumed to have a 4-foot thick superstructure consisting of a concrete deck supported on steel girders. The main span crossing SR 522 and the Burke-Gilman Trail is supported by a prefabricated steel truss.

A higher construction administration fee of \$60,000 per month was assumed due to the additional complexities of working on and around a high-volume state highway.

BASIS OF ESTIMATE

Project Name: **SR 522 Crossing**

Project Number: **554-3744-004**

Date: 12/20/2022

8.0 Risks (Threats and Opportunities)

This estimate was prepared without the use of detailed survey information, so utility locations, detailed topography, and other potential obstructions have not been precisely identified. There is potential for unforeseen survey details to add additional cost.

A geotechnical assessment was not performed as part of this estimate, and shaft foundation depths are assumed comparable to other Puget Sound-area nonmotorized bridge projects. Actual ground and soil conditions may necessitate deeper foundations, which would increase project cost.

Stormwater detention will add additional cost if adjacent stormwater facilities do not have the capacity to accommodate runoff from the bridge.

9.0 Contingency

The project includes a 30% allowance for indeterminates (AFI) based on the level of design applied to the subtotal of construction costs and a 30% project contingency applied to construction and non-construction costs. The AFI and contingency are intended to cover uncertainties and unforeseeable elements of cost within the defined project scope.

The 30% AFI was chosen in coordination with City of Kenmore staff due to the uncertainty of existing site conditions and the long-term nature of this estimate.

10.0 Attachments

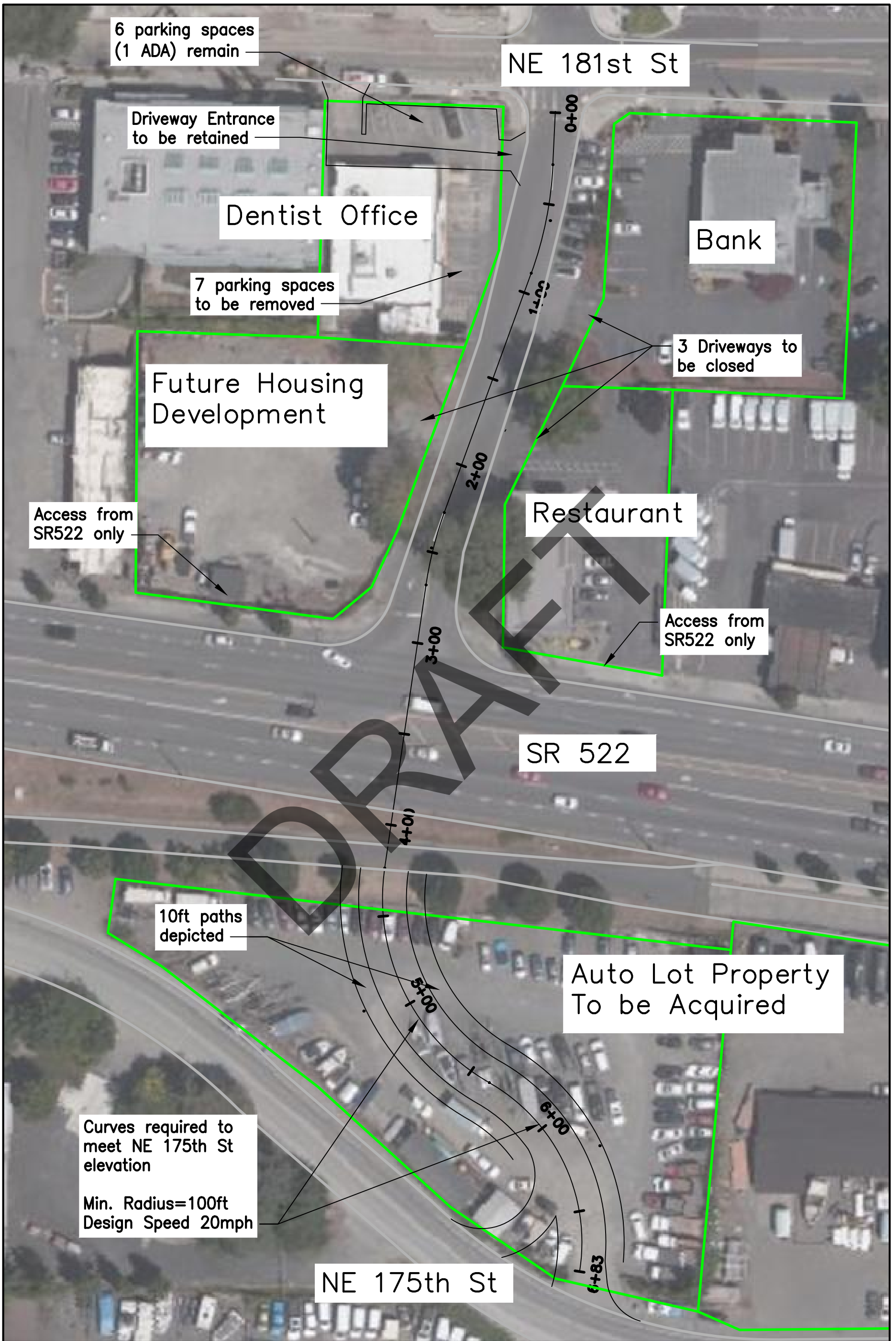
Attachment A: SR 522 Crossing Vehicle Tunnel Plan and Profile Sheets (September 26, 2022)

Attachment B: SR 522 Crossing Pedestrian/Bicycle Tunnel Profile Sheet (November 4, 2022)

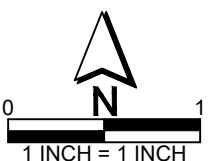
Attachment C: SR 522 Crossing Pedestrian/Bicycle Bridge Plan and Profile Sheets (December 12, 2022)

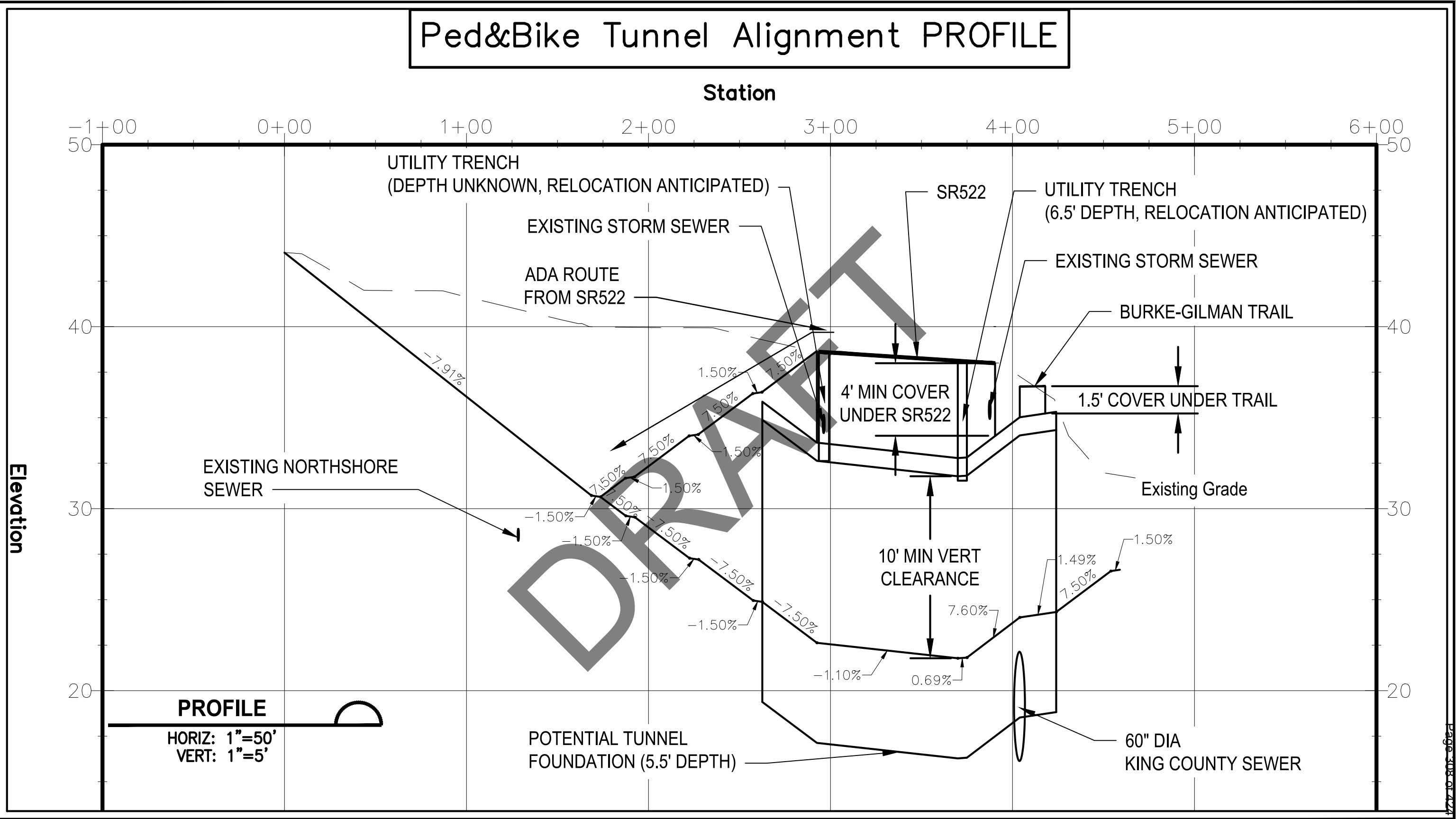
Attachment D: SR 522 Crossing At-grade Plan Sheet (September 13, 2022)



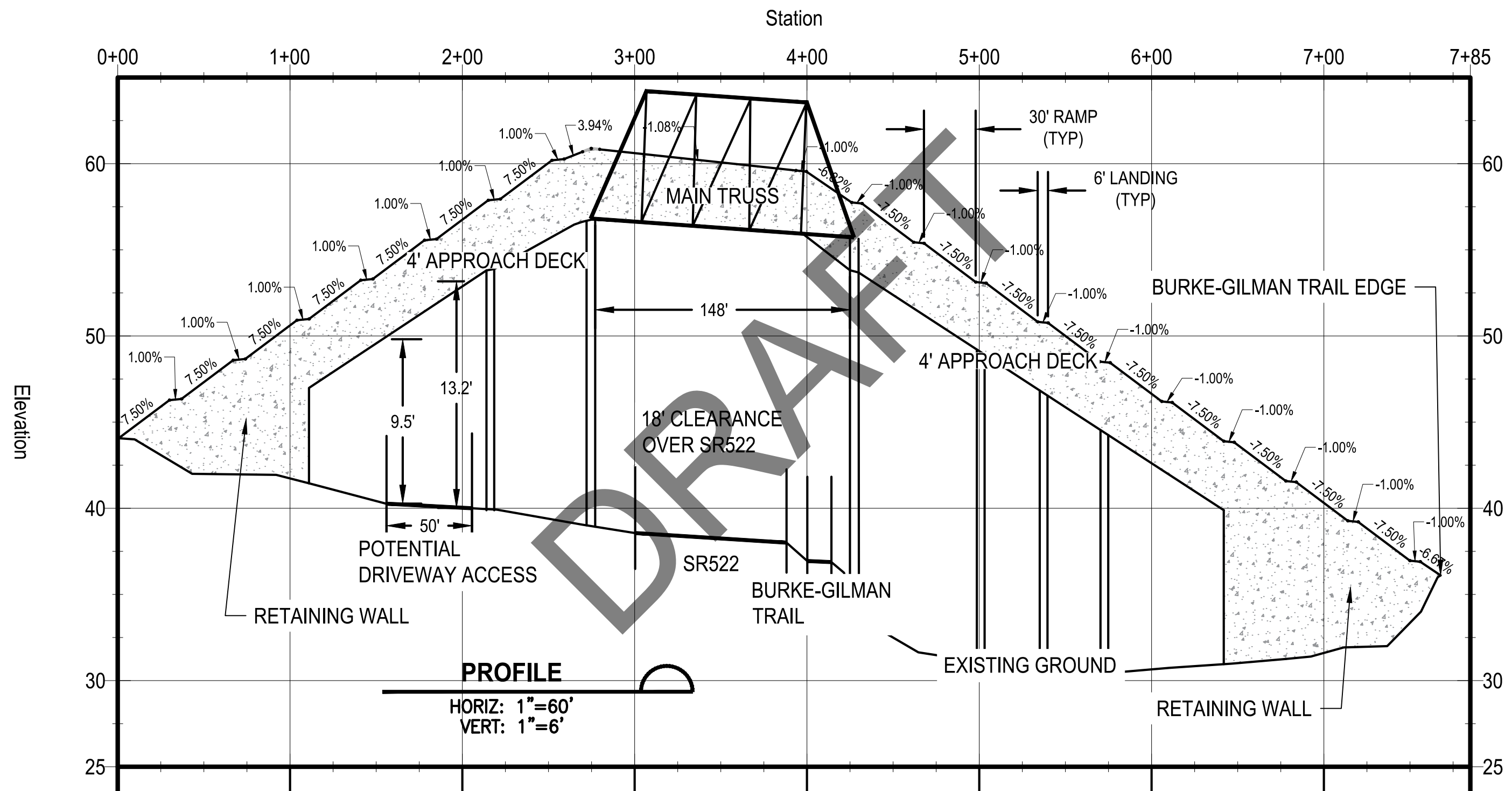


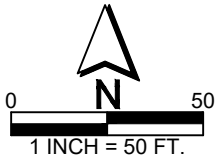
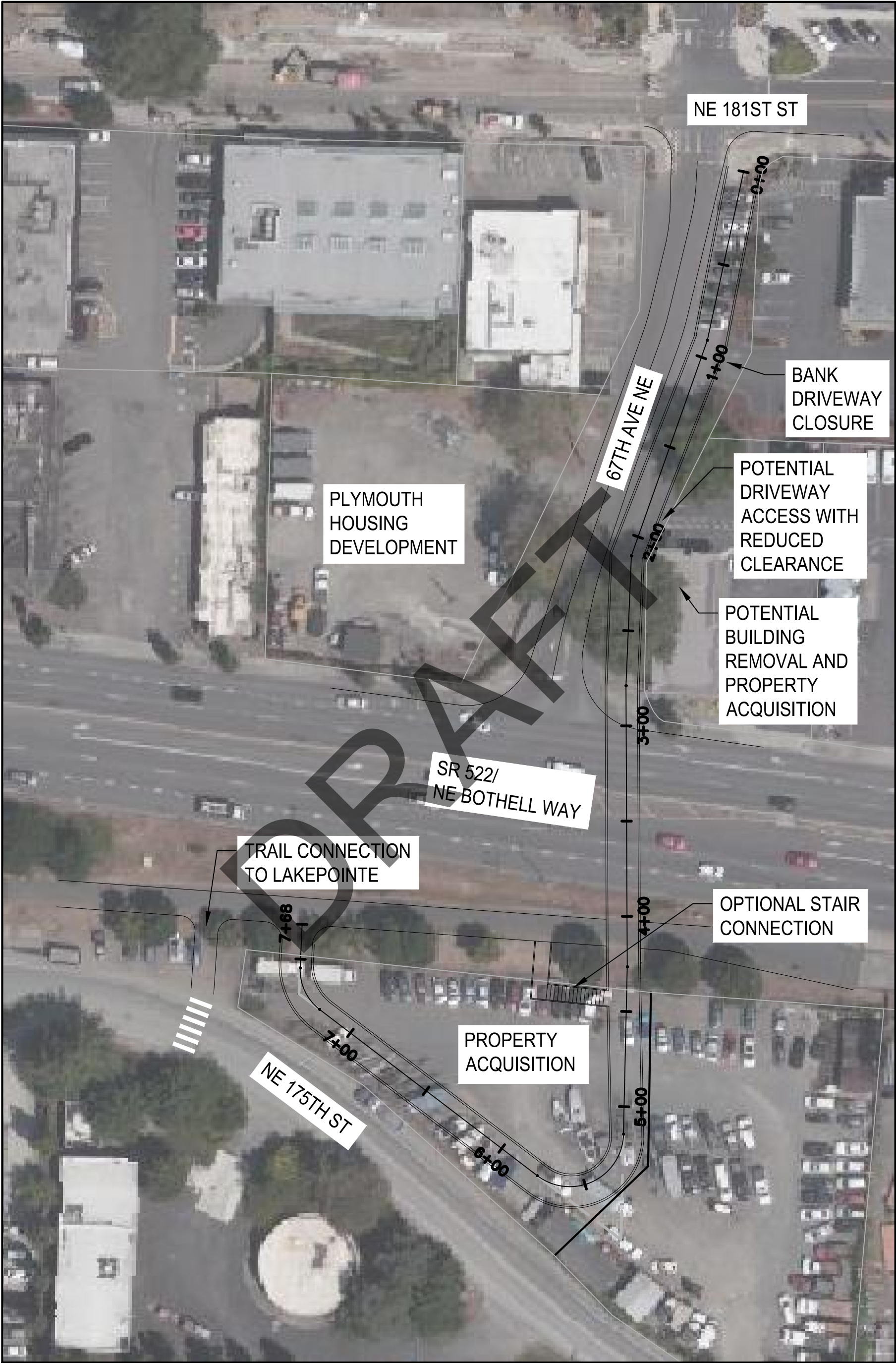
67th Ave NE Vehicle Tunnel Option DRAFT Concept



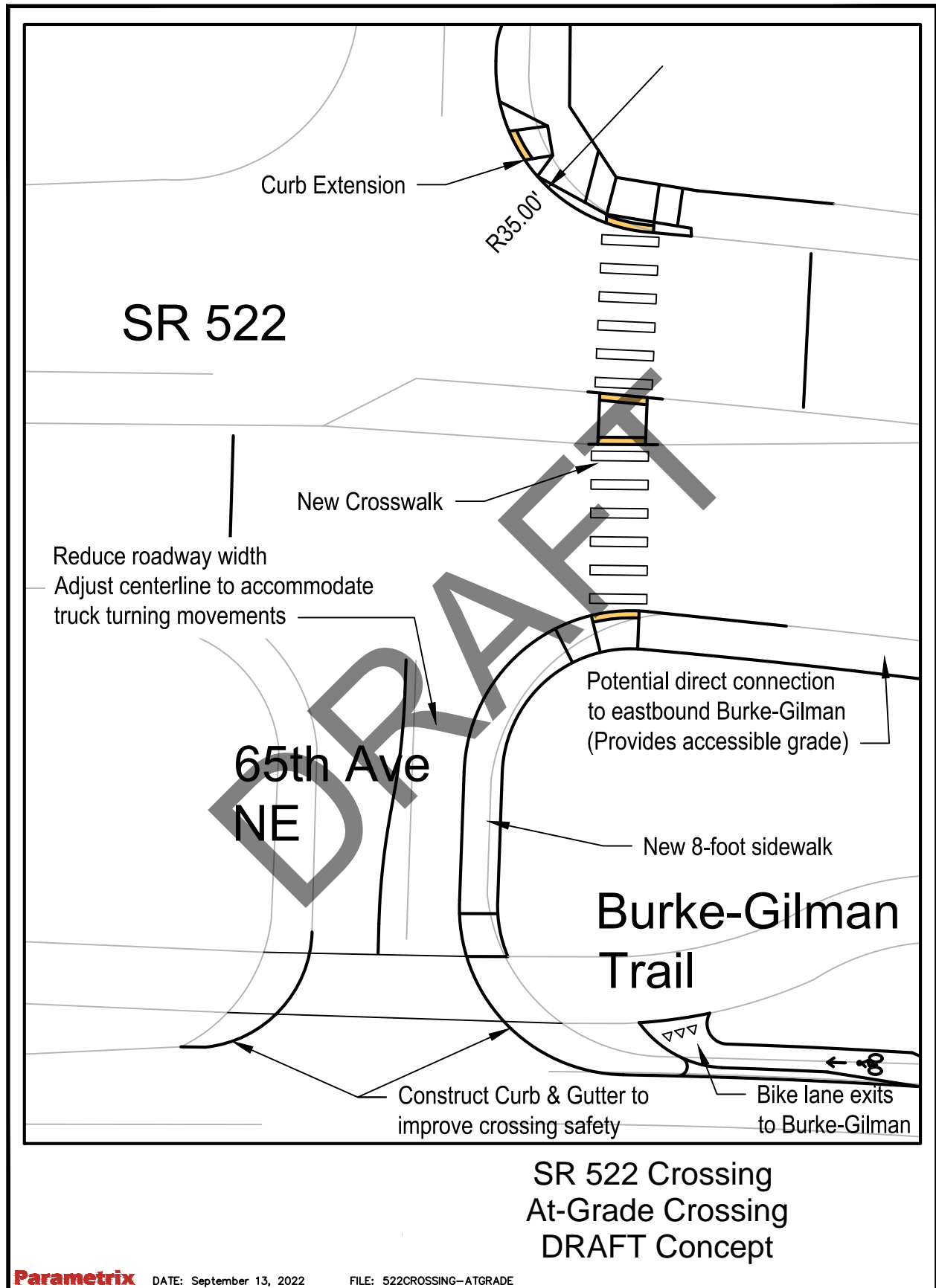


Potential Bridge Alignment PROFILE





**SR522 Crossing
Potential Bridge Alignment
DRAFT Concept**



**SR 522 Pedestrian and Bicycle Bridge Crossing
CITY OF KENMORE**

ENGINEER'S ESTIMATE - PLANNING LEVEL

AACE International Unclassified Estimate

PREPARED BY: Jenna Anderson, PE and Edward Wang

DATE: 11/18/2022

CHECKED BY: Joe Merth, PE, and Cindy Clark, PE

DATE: 11/20/2022

NO.	ITEM	QUANT.	UNIT	UNIT COST	AMOUNT
1	ROADWAY SURVEY	1	LS	\$ 18,000	\$ 18,000
2	CLEARING AND GRUBBING	0.2	ACRE	\$ 25,000	\$ 5,000
3	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1	LS	\$ 70,000	\$ 70,000
4	REMOVAL OF CEMENT CONC. SIDEWALKS	10	SY	\$ 30	\$ 1,000
5	REMOVAL OF CEMENT CONC. PAVEMENT	0	SY	\$ 57	\$ -
6	REMOVAL OF CEMENT CONC. CURB	0	LF	\$ 15	\$ -
7	SELECT BORROW INCL. HAUL	2300	TON	\$ 26	\$ 60,000
8	CATCH BASIN TYPE 1	8	EACH	\$ 2,500	\$ 20,000
9	STORM SEWER PIPE, 12 IN. DIAM.	900	LF	\$ 55	\$ 50,000
10	CRUSHED SURFACING BASE COURSE	100	TON	\$ 50	\$ 5,000
11	HMA CL 1/2 IN. PG 58H-22	110	TON	\$ 160	\$ 18,000
12	LANDSCAPING/PLANTINGS	2300	SY	\$ 36	\$ 83,000
13	CEMENT CONC. SIDEWALK	10	SY	\$ 100	\$ 1,000
14	CEMENT CONC. CURB RAMP	2	EACH	\$ 4,000	\$ 8,000
15	PAVEMENT MARKINGS	1500	LF	\$ 10	\$ 15,000
16	PERMANENT SIGNING	1	LS	\$ 5,000	\$ 5,000
17	RECTANGULAR RAPID FLASHING BEACON SYSTEM	0	EACH	\$ -	\$ -
18	ILLUMINATION SYSTEM, COMPLETE	1	LS	\$ 120,000	\$ 120,000
19	MODULAR BLOCK WALL	5000	SF	\$ 96	\$ 480,000
STRUCTURAL - MAIN & APPROACH BRIDGE SPANS					
20	SHORING OR EXTRA EXCAVATION CL. A	1	LS	\$ 50,000	\$ 50,000
21	CONSTRUCTING 6 FT DIAMETER SHAFT	120	LF	\$ 2,500	\$ 300,000
22	CONSTRUCTING 8 FT DIAMETER SHAFT	360	LF	\$ 3,000	\$ 1,080,000
23	REMOVING SHAFT OBSTRUCTIONS	1	LS	\$ 145,000	\$ 145,000
24	STEEL REINFORCING BAR FOR BRIDGE	34000	LB	\$ 2.25	\$ 77,000
25	CONC. CLASS 4000 FOR BRIDGE	200	CY	\$ 1,200	\$ 240,000
26	SUPERSTRUCTURE - APPROACH SPANS	1	LS	\$ 600,000	\$ 600,000
27	SUPERSTRUCTURE - MAIN TRUSS	1	LS	\$ 600,000	\$ 600,000
28	STRUCTURAL CARBON STEEL	220000	LB	\$ 3.00	\$ 660,000
29	OPTIONAL SOUTH STAIRS	1	LS	\$ 400,000	\$ 400,000
Subtotal					\$ 5,111,000
<i>Erosion Controls and Water Pollution Prevention</i>		5%			\$ 255,550
<i>Temporary Traffic Controls</i>		12%			\$ 643,986
<i>Mobilization</i>		10%			\$ 601,054
<i>Allowance for Indeterminates</i>		30%			\$ 1,983,477
CONSTRUCTION SUBTOTAL (ROUNDED)					\$8,600,000
<i>Engineering Design Fees</i>		12%			\$ 1,032,000
<i>Construction Administration Fees (\$60000 per month)</i>		18 MOS		\$ 60,000	\$ 1,080,000
<i>Right of Way Cost</i>					\$ 1,800,000
<i>City of Kenmore Staff Labor</i>		8%			\$ 688,000
NON-CONSTRUCTION SUBTOTAL					\$4,600,000
<i>Project Contingency</i>		30%			\$ 3,960,000
YEAR 2022 PROJECT TOTAL (ROUNDED)					\$ 17,160,000
<i>Year 2044 Escalation</i>		4.4%			\$ 29,040,000
YEAR 2044 PROJECT TOTAL (ROUNDED)					\$ 46,200,000

ESCALATION FORECAST ASSUMPTION

CURRENT DATE 11/1/2022

FORECAST DATE 12/31/2044

BASIS OF ESTIMATE

Project Name	NE 181st Street/SR 522 East Connection
Project Number	554-3744-004
Date Prepared	12/1/2022
Prepared by	Jenna Anderson, PE, and Edward Wang
Estimate Classification	Unclassified
Estimate Purpose	Long-term Planning for Transportation Element
Estimate ID (Version)	
Project Manager	McIntire, Alicia

Note that the accuracy of the associated cost estimate is dependent upon the various underlying assumptions, inclusions, and exclusions described herein. Actual project costs may differ and can be significantly affected by factors such as changes in the external environment, the manner in which the project is executed and controlled, and other factors that may impact the estimate basis or otherwise affect the project. Estimate accuracy ranges are only assessments based upon the cost estimating methods and data employed in preparing the estimate and are not a guarantee of actual project costs.

BASIS OF ESTIMATE

Project Name: **NE 181st Street/SR 522 East Connection**

Project Number: **554-3744-004**

Date: 12/1/2022

1.0 Purpose

This project improves the portion of NE 181st Street east of 73rd Avenue NE and extends it eastward and southward to intersect with SR 522/NE Bothell Way at the 7700 block. This project will create a local street connection to serve existing development and future transit-oriented development north of SR 522/NE Bothell Way and east of 73rd Avenue NE.

This cost estimate is based on the attached conceptual design and is intended to provide planning guidance for the City.

2.0 Project Scope Definition

The project includes the survey, design, right-of-way acquisition, permitting, and construction of a roadway corridor according to City of Kenmore's local street standard section. The project scope does not include utility relocations or building demolition.

Surveys will entail a review of existing data as well as the collection of field data as necessary to complete design.

Design will entail advancing the conceptual design to a detailed final design, with reviews occurring at intermediate plan completion percentages.

3.0 Design Basis

The cross section of this roadway uses a standard City of Kenmore local street section based on the City's Road Standards Table 6.1, with the following elements:

- 6-foot sidewalk on both sides of the street
- 4-foot amenity strip on both sides of the street
- Curb and gutter on both sides of the street
- 20-foot roadway width, measured from curb to curb
- 46-foot total right-of-way width

The 4-foot amenity strip is narrowed or removed at a few locations along the Heron Rookery to prevent encroachment into the wetland and rookery while also providing space for turning vehicle movements.

The standard design speed of the segment is 25mph. There are four reduced-speed curves: two 15mph curves and two 10mph curves. The design vehicle is SU-30, and the horizontal curves are widened to allow two SU-30 vehicles to pass within the curve. Eight traffic-calming speed humps are included in the

BASIS OF ESTIMATE

Project Name: **NE 181st Street/SR 522 East Connection**

Project Number: **554-3744-004**

Date: 12/1/2022

estimate. These humps will be located on the approaches to the reduced-speed curves to ensure vehicles approach these curves at safe speeds.

No channelization changes are made at the intersection with 73rd Avenue NE, which remains one lane westbound and one lane eastbound. The intersection at SR 522/NE Bothell Way also matches the existing configuration, with one southbound right-turn lane and one southbound left-turn lane.

From Station 100+00 to 104+00, the proposed roadway alignment follows an existing roadway. In this segment, a 2-inch grind and overlay is assumed. For the remainder of the roadway, a full-depth reconstruction is assumed. This includes a 6-inch depth of hot mix asphalt for all roadways and 2 inches of crushed surfacing under all paved and sidewalk areas, per City of Kenmore Road Standards.

A new proposed storm drainage system meets the catch basin spacing, pipe diameter, pipe zone backfill, and trench backfill specifications in the City of Kenmore Road Standards.

Street trees are assumed to be placed at a 40-foot interval, on average, for the entire length of the corridor and on both sides of the street. The remainder of amenity strip will be seeded and fertilized. In accordance with Downtown Improvements Standard 4 in the City of Kenmore Road Standards Figure 2.2, the street trees will be equipped with irrigation and electrical receptacles. Street and pedestrian lighting will also be provided in accordance with Downtown Improvements Standard 4.

No driveways or intersections are included in the conceptual design because these are expected to be configured and provided by development activity.

4.0 Cost Basis

Unit costs are sourced from projects within the Puget Sound region that have been bid out between January 2021 and November 2022.

Escalation cost is assumed to be 4.4% per year from the current year, 2022, to the forecasted construction year of 2044.

5.0 Allowances

Survey costs are calculated based on the length of the project, using an assumed hourly rate and productivity rate based on other projects estimated in 2021 and 2022. The estimate includes both field time and office time.

The estimated traffic signal modifications at 73rd Avenue NE include the relocation of one junction box, the relocation of two pedestrian push button poles, and the installation of four new accessible pedestrian signals at the east leg of the intersection.

BASIS OF ESTIMATE

Project Name: **NE 181st Street/SR 522 East Connection**

Project Number: **554-3744-004**

Date: 12/1/2022

The estimated traffic signal modifications at SR 522/NE Bothell Way include a new or relocated signal pole and mast arm to accommodate the new southbound approach, which has been realigned to meet SR 522 at a right angle. This also includes relocating one pedestrian push button pole, one pedestrian signal pole, and new accessible pedestrian signals on the north side of the intersection.

The estimated scope of proposed signage accounts for:

- R2-1 (speed limit) signs, two in each direction
- W1-1a (combination turn/advisory speed) and W1-6 (single direction large arrow) facing each direction at each reduced speed curve
- W17-1 (speed hump) facing each direction at each speed hump

The proposed illumination system adheres to Downtown Street Lighting (2.08.F) and Downtown Pedestrian Lighting (2.08.H) standards per the City of Kenmore Road Standards. Spacing of luminaries is assumed to match existing spacing of approximately 150 feet on other streets in Downtown Kenmore.

6.0 Exclusions

The estimate excludes the following costs. The scope of these items is expected to be borne by redevelopment activity:

- Utility relocations
- Removal of structures, including buildings, retaining walls, and other obstructions

7.0 Assumptions

The estimate makes the following construction assumptions:

- Roadway fill sections can be filled using material excavated from cut sections of the roadway. The feasibility of this assumption will need verification by a geotechnical engineer.
- All crushed surfacing used beneath sidewalks and the roadway, as well as for trench backfill for the storm sewers, is assumed to be crushed surfacing base course (CSBC).
- Continuous centerline striping is assumed for the full length of the corridor.

It is assumed that portions of the roadway conflicting with existing structures will only be built either concurrently with redevelopment or after redevelopment occurs. This allows the removal of structures and obstructions to be borne by developers, as mentioned in the Exclusions section.

BASIS OF ESTIMATE

Project Name: **NE 181st Street/SR 522 East Connection**

Project Number: **554-3744-004**

Date: 12/1/2022

8.0 Risks (Threats and Opportunities)

This estimate was prepared without the use of detailed survey information, so utility locations, detailed topography, and other potential obstructions have not been precisely identified. There is potential for unforeseen survey details to add additional cost.

If the roadway excavation material is not suitable for fill, the borrowed material will need to be hauled in at additional cost.

9.0 Contingency

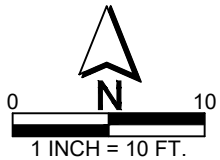
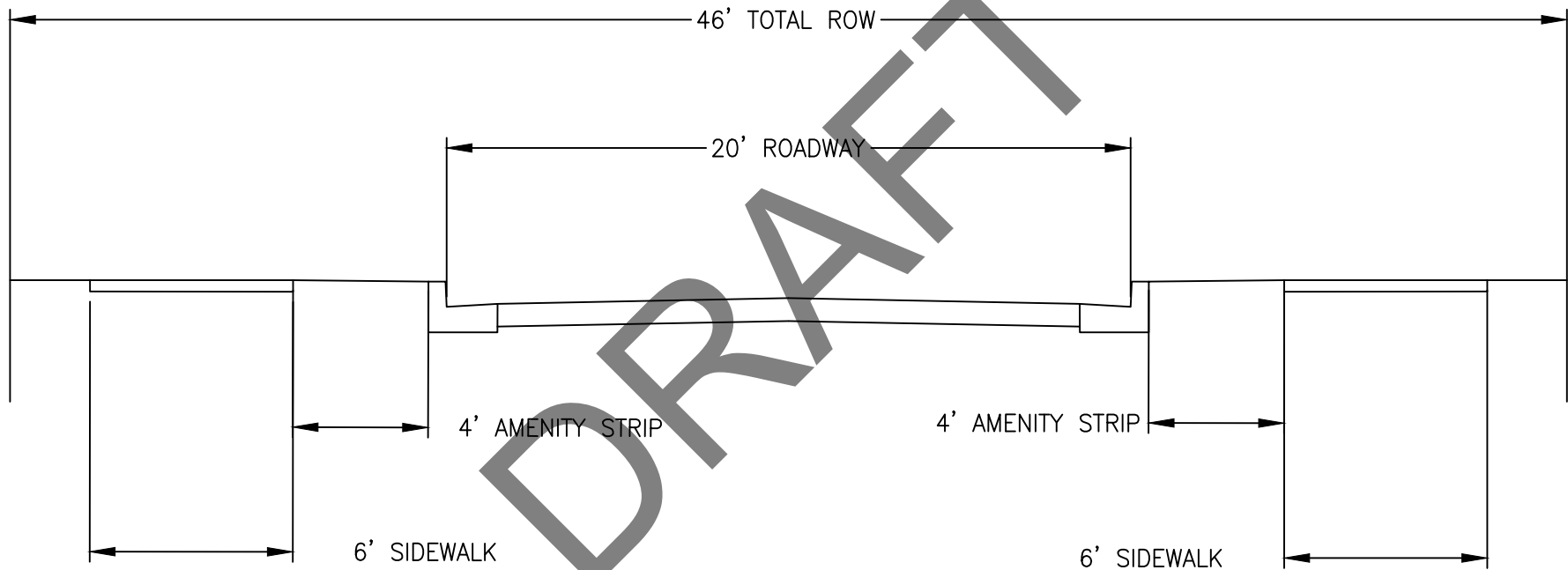
The project includes a 30% allowance for indeterminates (AFI) based on the level of design applied to the subtotal of construction costs and a 30% project contingency applied to construction and non-construction costs. The AFI and contingency are intended to cover uncertainties and unforeseeable elements of cost within the defined project scope.

The 30% AFI was chosen in coordination with City of Kenmore staff due to the uncertainty of existing site conditions and the long-term nature of this estimate.

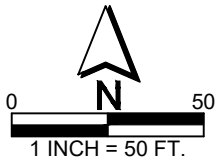
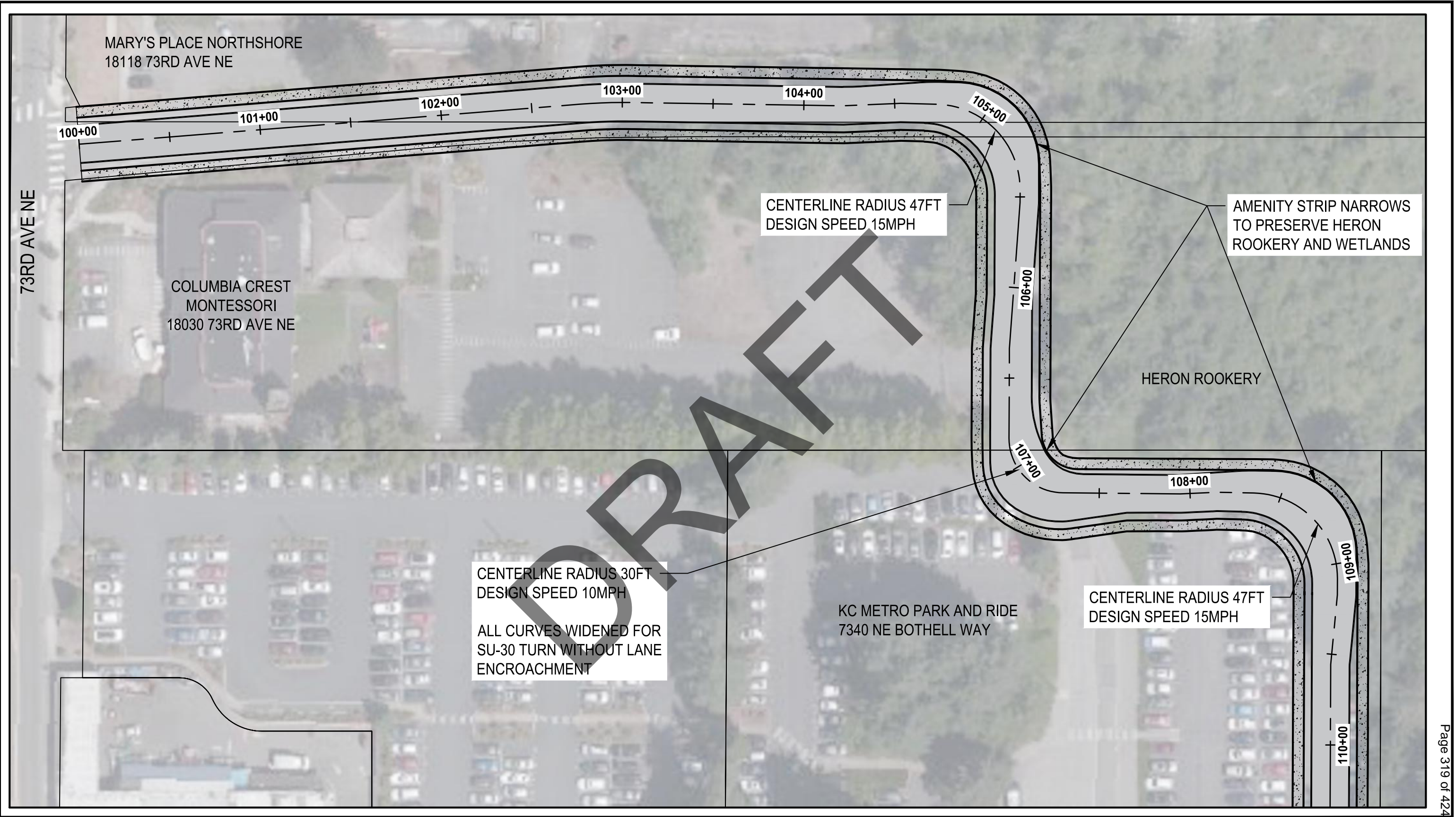
10.0 Attachments

Attachment A: Kenmore NE 181st Street/SR 522 East Connection Draft Concept Plan Sheets (October 19, 2022)

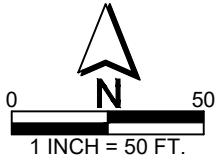
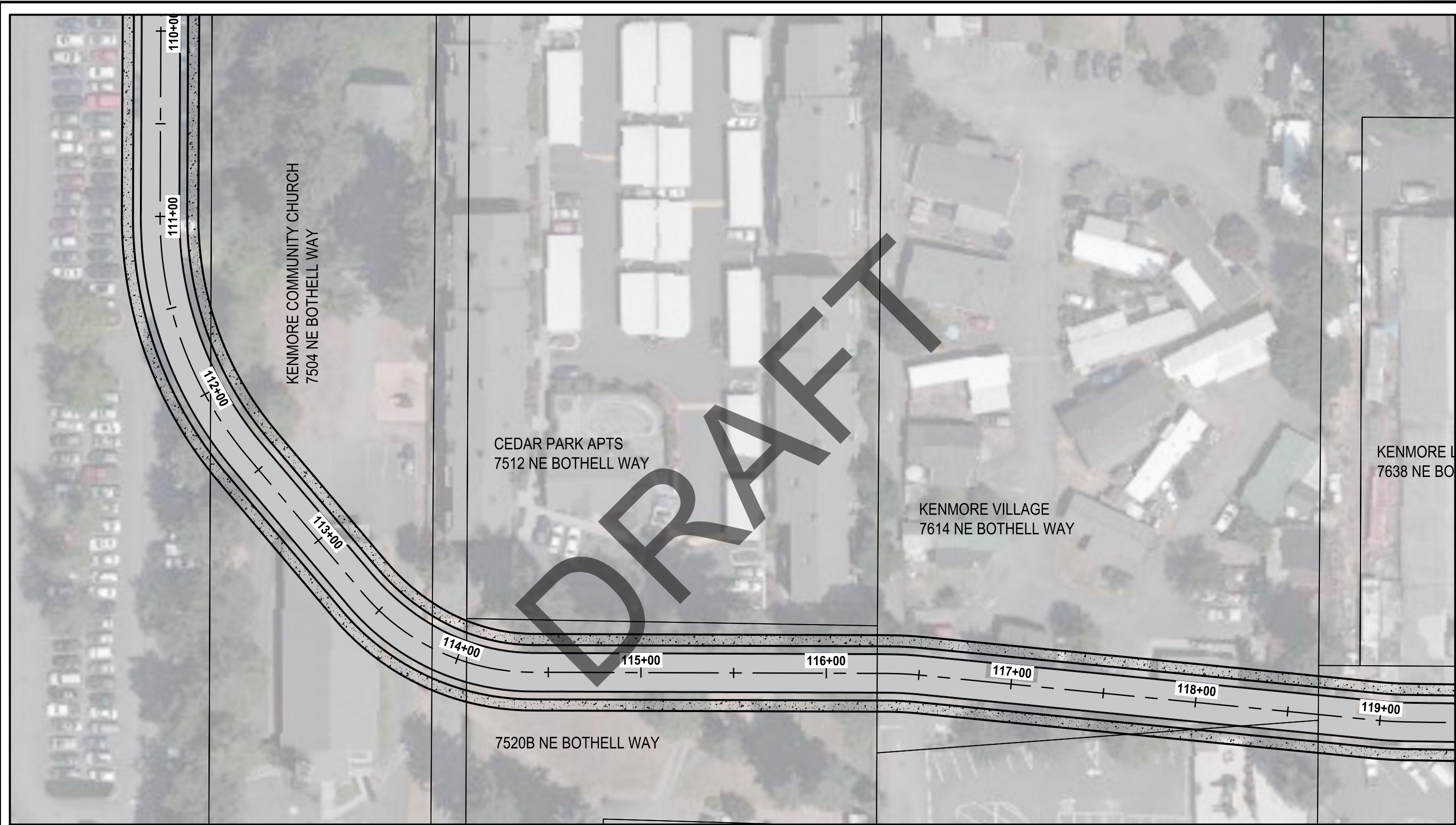
TYPICAL SECTION



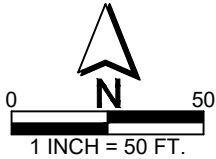
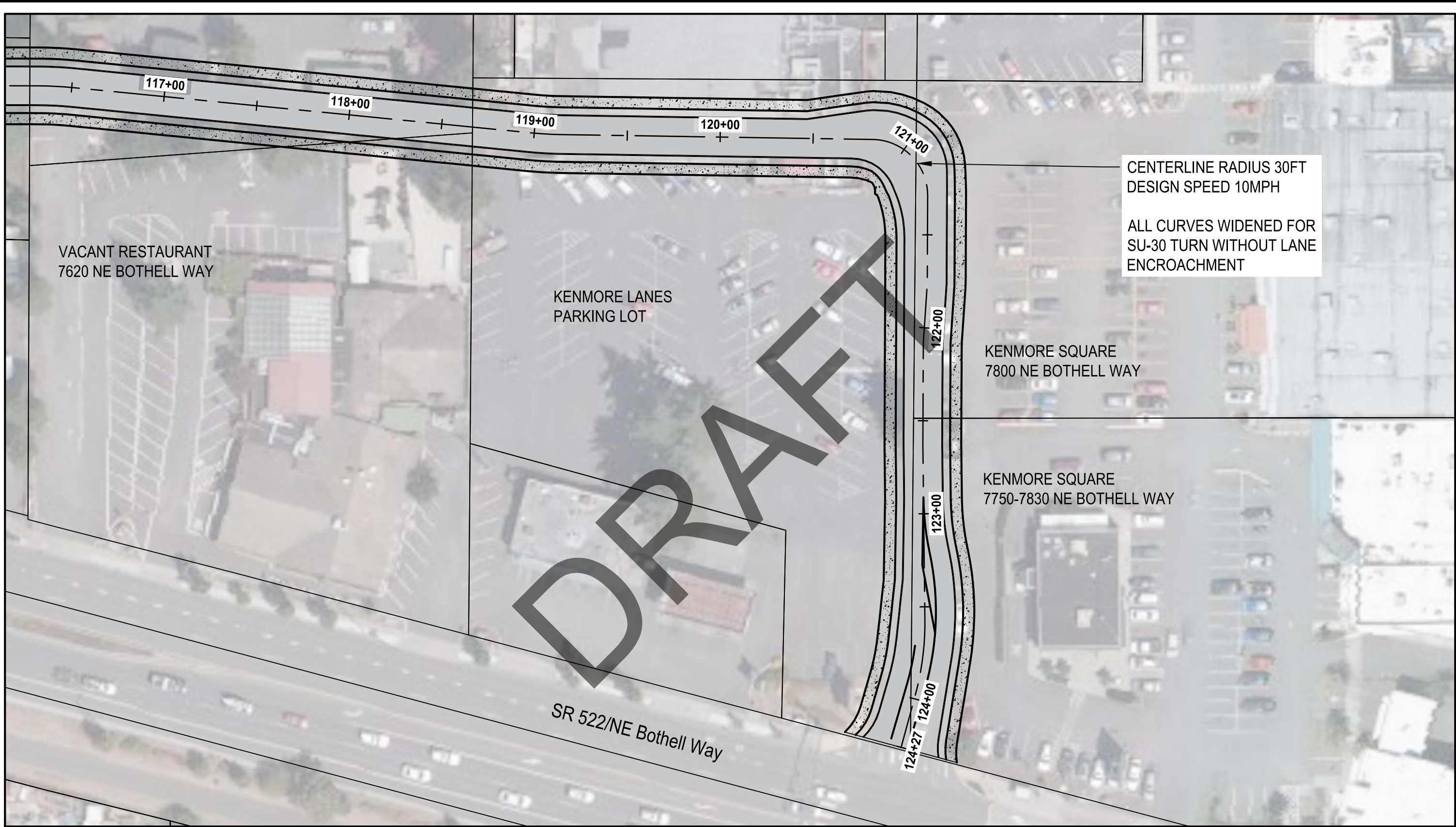
Kenmore NE 181st Street/SR 522 East Connection Draft Concept



Kenmore NE 181st Street/SR 522 East Connection
Draft Concept

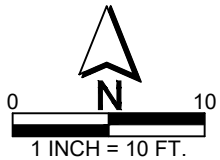
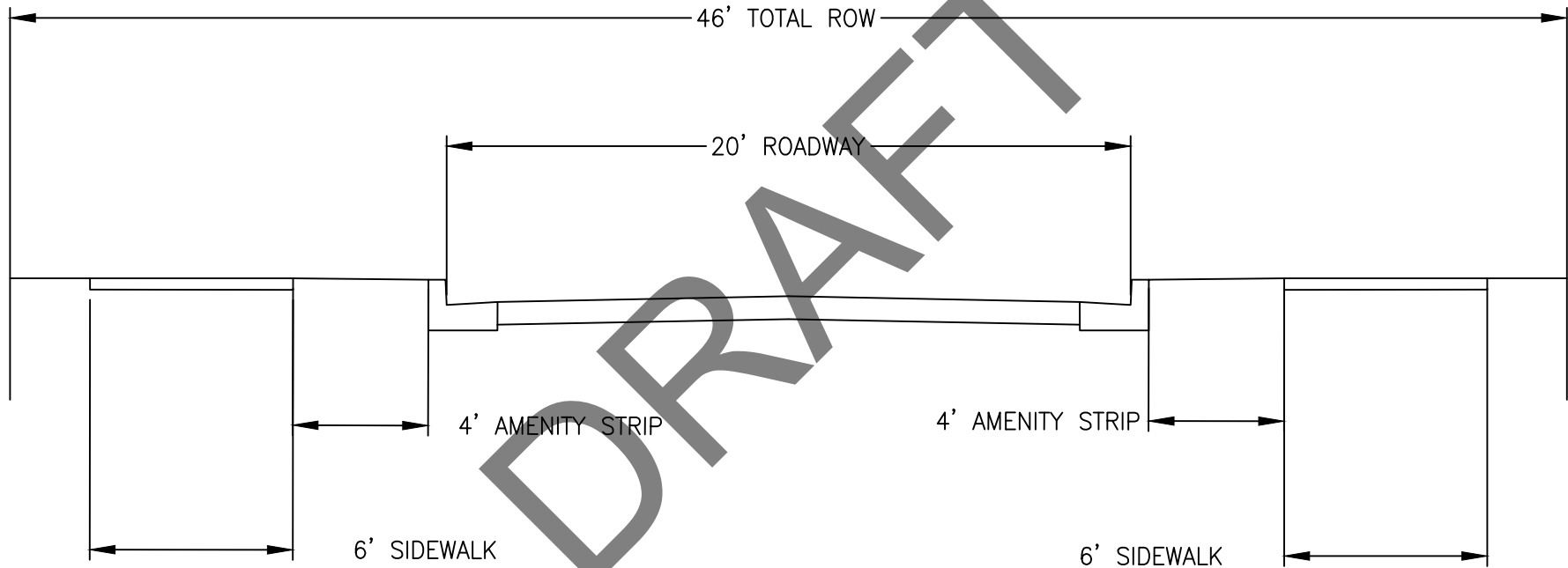


Kenmore NE 181st Street/SR 522 East Connection Draft Concept

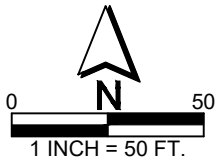
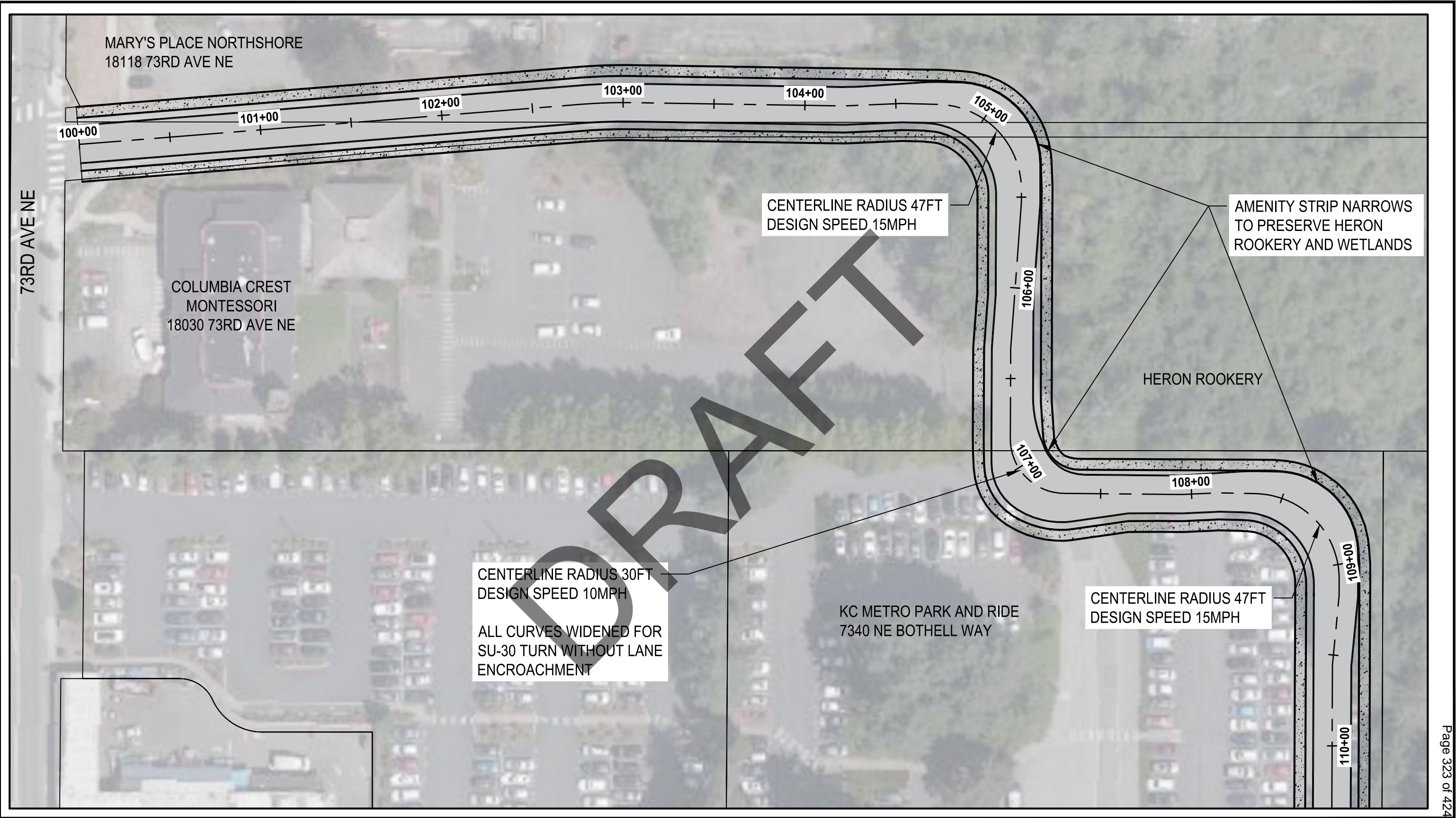


**Kenmore NE 181st Street/SR 522 East Connection
Draft Concept**

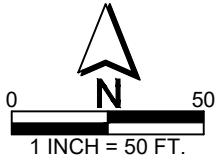
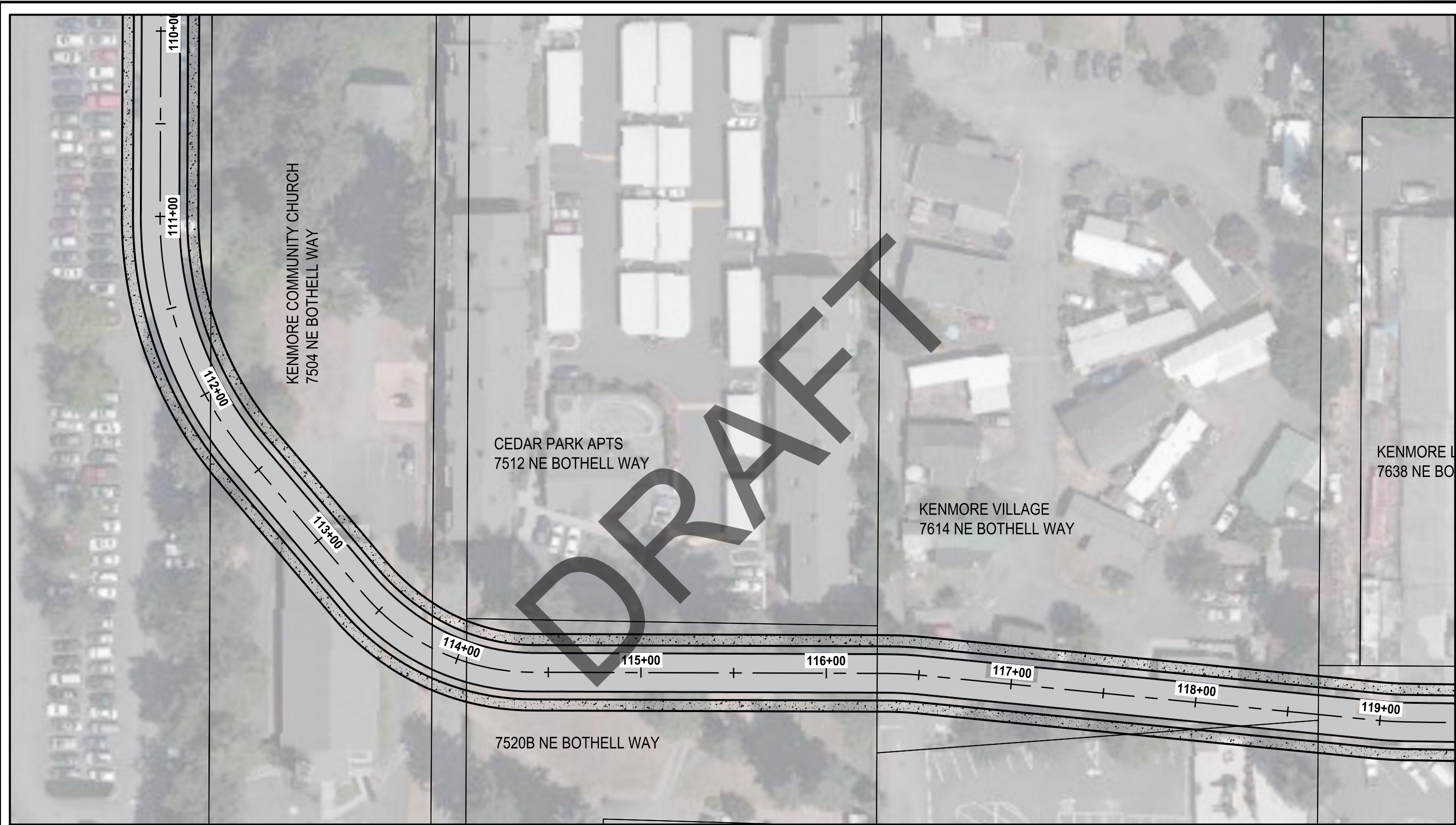
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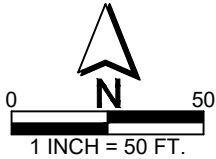
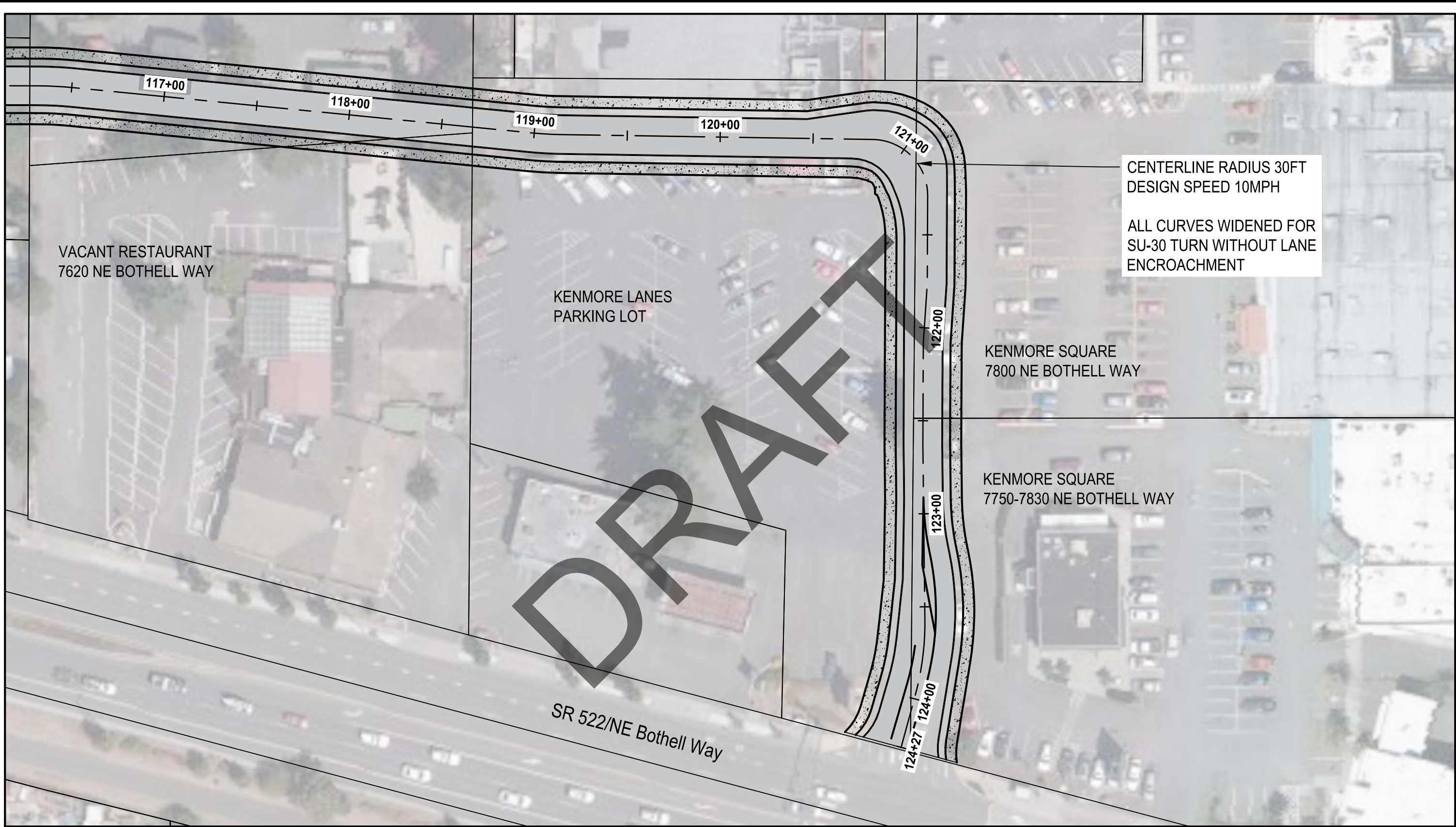
Kenmore NE 181st Street/SR 522 East Connection Draft Concept



Kenmore NE 181st Street/SR 522 East Connection
Draft Concept



Kenmore NE 181st Street/SR 522 East Connection Draft Concept



**Kenmore NE 181st Street/SR 522 East Connection
Draft Concept**

**NE 181st Street/SR 522 East Connection
CITY OF KENMORE**

ENGINEER'S ESTIMATE - PLANNING LEVEL

AACE International Unclassified Estimate

PREPARED BY: Jenna Anderson, PE and Edward Wang

DATE: 11/18/2022

CHECKED BY: Cindy Clark, PE

DATE: 11/20/2022

NO.	ITEM	QUANT.	UNIT	UNIT COST	AMOUNT
1	ROADWAY SURVEY	1	LS	\$ 27,000	\$ 27,000
2	CLEARING AND GRUBBING	1	ACRE	\$ 25,000	\$ 25,000
3	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	0	LS	\$ -	\$ -
4	REMOVAL OF CEMENT CONC. SIDEWALKS	40	SY	\$ 30	\$ 2,000
5	REMOVAL OF ASPHALT CONC. PAVEMENT	5800	SY	\$ 57	\$ 331,000
6	REMOVAL OF CEMENT CONC. CURB	3400	LF	\$ 15	\$ 51,000
7	ROADWAY EXCAVATION INCL. HAUL	2100	CY	\$ 40	\$ 84,000
8	CATCH BASIN TYPE 1	46	EACH	\$ 2,500	\$ 115,000
9	STORM SEWER PIPE, 12 IN. DIAM.	3000	LF	\$ 55	\$ 165,000
10	CRUSHED SURFACING BASE COURSE	2400	TON	\$ 50	\$ 120,000
11	CRUSHED SURFACING TOP COURSE	0	TON	\$ -	\$ -
12	HMA CL 1/2 IN. PG 58H-22	2100	TON	\$ 160	\$ 336,000
13	CEMENT CONC. TRAFFIC CURB AND GUTTER	4900	LF	\$ 50	\$ 245,000
14	CEMENT CONC. TRAFFIC CURB	0	LF	\$ -	\$ -
15	CEMENT CONC. SIDEWALK	3300	SY	\$ 100	\$ 330,000
16	CEMENT CONC. CURB RAMP	7	EACH	\$ 4,000	\$ 28,000
17	PAVEMENT MARKINGS	5400	LF	\$ 10	\$ 54,000
18	PERMANENT SIGNING	1	LS	\$ 8,000	\$ 8,000
19	RECTANGULAR RAPID FLASHING BEACON SYSTEM	0	EACH	\$ -	\$ -
20	ILLUMINATION SYSTEM, COMPLETE	1	LS	\$ 510,000	\$ 510,000
21	TRAFFIC SIGNAL SYSTEMS MODIFICATIONS	1	LS	\$ 130,000	\$ 130,000
22	PLANING BITUMINOUS PAVEMENT	1200	SY	\$ 5	\$ 6,000
23	GRAVEL BACKFILL FOR PIPE ZONE	700	CY	\$ 50	\$ 35,000
24	SPEED HUMP	8	EACH	\$ 2,000	\$ 16,000
25	EMBANKMENT COMPACTION	1400	CY	\$ 5	\$ 7,000
26	SEEDING AND FERTILIZING	2200	SY	\$ 36	\$ 80,000
27	STREET TREES WITH ELECTRICAL RECEPTACLE	120	EACH	\$ 1,500	\$ 180,000
28	STREET TREE IRRIGATION SYSTEM	1	LS	\$ 70,000	\$ 70,000
29	STORMWATER DETENTION & TREATMENT	1	LS	\$ 650,000	\$ 650,000
	Subtotal				\$ 3,605,000
	<i>Erosion Controls and Water Pollution Prevention</i>	5%			\$ 180,250
	<i>Temporary Traffic Controls</i>	12%			\$ 454,230
	<i>Mobilization</i>	10%			\$ 423,948
	<i>Allowance for Indeterminates</i>	30%			\$ 1,399,028
	CONSTRUCTION SUBTOTAL (ROUNDED)				\$6,060,000
	<i>Engineering Design Fees</i>	10%			\$ 606,000
	<i>Construction Administration Fees (\$50000 per month)</i>	12 MOS		\$ 50,000	\$ 600,000
	<i>Right of Way Cost</i>				\$ 3,000,000
	<i>City of Kenmore Staff Labor</i>	8%			\$ 484,800
	NON-CONSTRUCTION SUBTOTAL				\$4,690,800
	<i>Project Contingency</i>	30%			\$ 3,225,240
	YEAR 2022 PROJECT TOTAL (ROUNDED)				\$ 14,000,000
	<i>Year 2044 Escalation</i>	4.4%			\$ 23,700,000
	YEAR 2044 PROJECT TOTAL (ROUNDED)				\$ 37,700,000

ESCALATION FORECAST ASSUMPTION

CURRENT DATE 11/1/2022

FORECAST DATE 12/31/2044

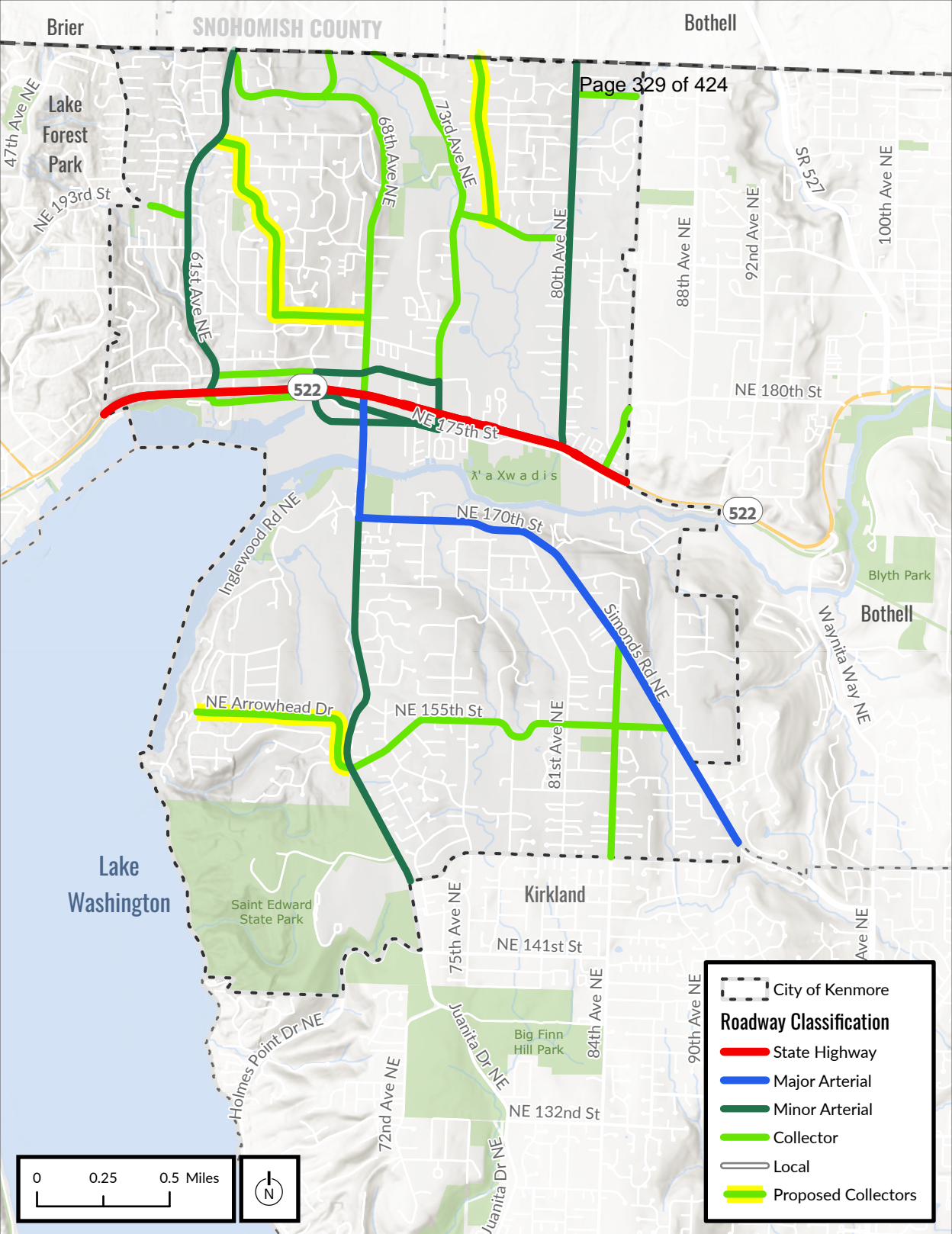
APPENDIX D-5
POTENTIAL TRANSPORTATION PROJECT FUNDING SOURCES

ATTACHMENT 8

Funding Sources	Funding Recipient	Focal Investment	Funding Description	Awarding Entity	Funding Type	Project Expenditure Type	Amount Available	Typical Award Amount	Local Match	Application Deadlines	Scoring Criteria	Application Process	Program Link/Contact
Highway Safety Improvement Program (HSIP)	Counties and Cities in Washington State are eligible to apply, other organizations may work with a county to propose/develop a project.	Roads, Transit	Provides funds to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The City Safety program provides funding for projects that reduce fatal and serious injury crashes on city/town streets and state highways using engineering improvements/countermeasures.	Federal	Grant	New Construction, Other Mass Transit, Maintenance, Engineering & Administration	\$35 million of federal HSIP funds, \$4 million of state Reducing Roadway Departures funds	Projects in Washington funded in 2021 ranged from \$50,000 to \$3,000,000 grants	Federal share is 90%	Closed March 2022. Allocated annually.	Selecting Emphasis Areas and Strategies, Strategic Data and Analysis Improvement, Program Management, Network Screening and Project Solicitation, Diagnosis and Countermeasure Selection, Economic Analysis and Eligibility Criteria, etc.	The BIL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs	https://wsdot.wa.gov/sites/default/files/2021-11/LP-County-Safety-Awards-2021.pdf https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/highway-safety-improvement-program https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/highway-safety-improvement-program/highway-safety-improvement-program-call-projects
STBG set-aside for Transportation Alternatives (TA)	Funding is apportioned to the States and MPOs, then subrecipients can apply for the funding	Roads, Trails	Provides funds for smaller-scale transportation projects such as pedestrians and bicycle facilities, historic preservation, safe routes to school and other transportation-related activities. BIL increases TAP funding to 10% of the STBG amount.	Federal	Grant	New Construction, Reconstruction, Other Mass Transit, Engineering & Administration	\$15,000,000	2022 funded project grants ranged from >\$10,000 to \$4.6 million	Federal share is 80 percent, HSIP funds may be used to meet the non-Federal share requirements up to 100% Federal share	Next PSRC TAP competition TBD	Scoring criteria are dependent on the MPOs that receive the federal apportionments, and which are responsible for allocating the apportioned funds to relevant projects	A State or MPO are required to obligate TA funds to develop a competitive process to allow eligible entities to submit projects for funding that achieves program objectives	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/ta.cfm https://wsdot.wa.gov/sites/default/files/2022-04/LP-STBG-Set-Aside-Allocation-Distribution-Final-2022.pdf
Surface Transportation Block Grant (STBG) [formerly STP]	Funding is apportioned to the States and MPOs, then subrecipients can apply for the funding	Roads, Transit	The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. Eligible projects include highway/bridge construction/repair; transit capital projects; bicycle, pedestrian and recreational trails; and construction of ferry boats and terminals. BIL adds several new eligibilities including wildlife crossings, EV charging infrastructure, and ITS technologies.	Federal	Grant	New Construction, Reconstruction, Other Mass Transit, Engineering & Administration	\$64,800,000,000	\$1 million to \$5 million are the recommended grant amounts for the recently approved projects in Washington	Federal share is 80 percent	PSRC 2022 FHWA funding competitions concluded; Next competition in 2024.	Scoring criteria are dependent on the MPOs that receive the federal apportionments, and which are responsible for allocating the apportioned funds to relevant projects	The BIL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs; 55% of a State's STBG apportionment is to be obligated to urbanized areas with population greater than 200,000, urbanized areas with population of at least 50,000 but no more than 200,000, urbanized areas with population of 5,000-49,999, and areas with population less than 5,000	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm https://www.psrc.org/media/6965
Bridge Investment Program	States, MPOs serving an urbanized area with a population of over 200,000, a unit of local government, a political subdivision of a State or local government, a special purpose district or public authority with a transportation function, an FLMA, a Tribal government, some combination of any of the other eligible recipients	Bridges	Provide grants, on a competitive basis, to improve bridge condition and the safety, efficiency, and reliability of the movement of people and freight over bridges	Federal	Grant	Reconstruction, New Construction, Maintenance, Engineering & Administration	\$12,200,000,000	Minimum grant of \$50 million for Large Bridge Projects, or \$2.5 million for other Bridge Projects	Up to 50% for "Large Bridge Projects", up to 80% for other BIP projects, up to 90% for off-system bridges	2022 funding has concluded, next NOFO is expected to start in 2023	DOT considers the Department's rating of the project, specified factors relating to bridge person and freight throughput, bridge condition in the State, geographic diversity and balance between the needs of rural and urban communities, the extent to which a bridge seeking BIP funding is in	Proposals will be submitted and then chosen off criteria	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/bip_factsheet.cfm
Safe Streets and Roads for All	MPOs, counties, cities, towns, and transit agencies or other special districts that are subdivisions of a State, federal recognized Tribal governments, and multijurisdictional groups comprised of the above entities	All	Support local initiatives to prevent death and serious injury on roads and streets	Federal	Grant	Engineering & Administration	\$5,000,000,000	For Action Plan Grants, minimum of \$200,000 to maximum of \$1,000,000 to \$5,000,000. For Implementation Plan Grants, minimum of \$5,000,000 to maximum of \$30,000,000 to \$50,000,000	Federal share is 80 percent	Closed 9/15/22 for this year, next NOFO will open up in 2023, funds will be distributed over the next 5 years	BIL requires DOT to consider the extent to which an eligible applicant: is likely to significantly reduce or eliminate transportation-related fatalities and serious injuries involving road users, demonstrates engagement with a variety of public and private stakeholders, seeks to adopt innovative technologies/strategies to promote safety, employs low-cost, high-impact strategies that can improve safety, ensures equitable investment in the safety needs of underserved communities, includes evidence-based projects/strategies and achieves other conditions the Secretary deems necessary	Funding is allocated on a competitive basis, from proposals submitted to FTA in response to NOFOs	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/ss4a_fact_sheet.cfm
Wildlife Crossings Pilot Program	State highway agency, MPO, unit of local government, regional transportation authority, special purpose district or public authority with a transportation function, an Indian tribe, a Federal land management agency, any combination of the others	Trails	Established to reduce the number of wildlife-vehicle collisions while improving habitat connectivity for terrestrial and aquatic species	Federal	Grant	Engineering & Administration, New Construction, Reconstruction, Maintenance	\$350,000,000	No information currently available about typical award amounts as this is a new fund	Federal share is 80 percent	Has not been decided at this time	Proposals will be judged on the primary goal of reducing wildlife-vehicle collisions while improving connectivity, and the secondary goals of leveraging the investment of Federal funds by encouraging non-Federal contributions, supporting local economies and improving local visitation opportunities, integration of innovative technologies, inclusion of educational and outreach opportunities, incorporation of evaluative monitoring and/or research opportunities	Competitive program which will award grants to eligible recipients	https://arc-solutions.org/wp-content/uploads/2021/11/Wildlife-Crossings-Pilot-Program-Summary.pdf https://largelandscapes.org/wp-content/uploads/2021/12/Crossing-Toolkit_Final.pdf
Pedestrian and Bicycle Program	All public agencies in Washington, including tribal governments	Trails, Roads	Improve the transportation system to enhance safety and mobility for people who choose to walk or bike	State	Grant	Engineering & Administration, New Construction, Reconstruction, Maintenance	\$56,700,000	Wide range from past projects (\$100,000 to \$1,750,000)	Match not required for requests of \$800,000 or less, review criteria for requests greater than \$800,000 will include a consideration of a match	Closed May 30, 2022 for this year, is a program that has been funding projects since 2005, and will continue to fund projects in the future. Funds are allocated on a 2-year basis.	The proposals will be judged on the following criteria: Safety (systemic safety approach or crash location improvement, up to 40% of consideration), Equity (up to 20% of consideration), Deliverability/other (up to 12% of consideration), Value (up to 10% of consideration), and Project Quality (up to 18% of consideration)	WSDOT staff will conduct a quantitative assessment of the applications using the applicant's responses, WSDOT 2017-2021 crash data, US Census data, and WSDOT local project search data	https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/pedestrian-bicycle-program/pedestrian-bicycle-program-call-projects
Safe Routes to School Program	All public agencies in Washington, including tribal governments, and nonprofit entities responsible for the administration transportation safety education and encouragement programs	Trails, Roads	Enable and encourage children to walk, roll, and bicycle to school; make bicycling and walking to school a safer and more appealing form of transportation; facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, etc.	Federal and State	Grant	Engineering & Administration, New Construction, Reconstruction, Maintenance	\$59,000,000	Wide range from past projects (\$100,000 to \$2,000,000)	Match not required for requests of \$800,000 or less, review criteria for requests greater than \$800,000 will include a consideration of a match	Closed June 6, 2022 for this year, is a program that has been funding projects since 2005, and will continue to fund projects in the future. Funds are allocated on a 2-year basis.	The proposals will be judged on the following criteria: Safety (systemic safety approach or crash location improvement, up to 40% of consideration), Equity (up to 20% of consideration), Deliverability/other (up to 12% of consideration), Value (up to 10% of consideration), and Project Quality (up to 18% of consideration)	WSDOT staff will conduct a quantitative assessment of the applications using the applicant's responses, WSDOT 2017-2021 crash data, US Census data, and WSDOT local project search data	https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/safe-routes-school-program/safe-routes-school-program-call-projects
Land and Water Conservation Fund	Local agencies, special purpose districts, Native American tribes, State agencies	Trails	Preserve and develop outdoor recreation resources, including parks, trails and wildlife lands	State	Grant	Engineering & Administration, New Construction, Reconstruction, Maintenance	\$14,000,000	\$2,000,000 at max	50% match requirement	Application due May 3, 2022	A proposal plan must have the following elements: goals and objectives; an inventory of current facilities and/or properties; public involvement in the process; a demand and need analysis; a capital improvement program; adoption by the organization's board, council, etc.	Submit a long-range comprehensive plan along with documentation of the public outreach used to develop the plan, completed self-certification form checklist, and submit a copy of the ordinance or resolution that indicates plan adoption.	https://rcو.wa.gov/grant/land-and-water-conservation-fund/
Arterial Preservation Program	Cities with a population greater than 5,000 and assessed valuation less than \$3 billion	Roads	Provides funding for overlay of federally classified arterial streets in cities	State	Grant	Engineering & Administration, New Construction, Reconstruction, Maintenance	\$82,000,000	From previous projects: ~\$200,000 to \$600,000	Local match is based upon a city's assessed valuation	Applications due August 19, 2022, funding allocated on a yearly basis	Criteria scoring are based on the following criteria: agency rating and segment rating	Projects are selected annually on a competitive basis	http://www.tib.wa.gov/grants/Grants.cfm http://www.tib.wa.gov/grants/documents/2022%20APP%20criteria.pdf
Urban Arterial Program	Counties with urban unincorporated areas and cities with a population of 5,000 or greater	Roads	Improves unsafe conditions, prevents human injury and property damage	State	Grant	Engineering & Administration, New Construction, Reconstruction, Maintenance	\$82,000,000	Maximum request of \$4.5M-\$5M	Local match requirement is determined by the city's valuation, with minimum local match ranging from 10 to 20 percent	Applications due August 19, 2022, funding allocated on a yearly basis	Criteria scoring are based on the following criteria: safety; commercial growth & development; physical conditions; mobility; sustainability; and constructability	Projects are selected annually on a competitive basis	http://www.tib.wa.gov/grants/Grants.cfm http://www.tib.wa.gov/grants/documents/2022%20UAP%20criteria.pdf
Active Transportation Program	Counties with urban unincorporated areas and cities with a population of 5,000 or greater	Roads	Provides funding to improve pedestrian and cyclist safety, enhanced pedestrian and cyclist mobility and connectivity, or improve the condition of existing facilities	State	Grant	Engineering & Administration, New Construction, Reconstruction, Maintenance	\$8,000,000	Minimum request for funds is \$250,000	Local match requirement is determined by the city's valuation, with minimum local match ranging from 10 to 20 percent	Applications due August 19, 2022, funding allocated on a yearly basis	Criteria scoring are based on the following criteria: safety; mobility; physical condition; nature of project; constructability; and sustainability	Projects are selected annually on a competitive basis	http://www.tib.wa.gov/grants/documents/2022%20AT%20criteria.pdf
Complete Streets Award	Any city or county that has an adopted completed streets ordinance	Roads	Funds for planning and building streets to accommodate all users, including pedestrians, access to transit, cyclists, and motorist of all ages and abilities	State	Grant	Engineering & Administration, New Construction, Reconstruction, Maintenance	N/A	Offers between \$100,000 and \$1 million grants to local governments	N/A	Next awards will be in 2023 or 2024	TIB staff will evaluate all nominations. There will not be set criteria established, and TIB staff will evaluate base on policy quality, plan integration, community outreach and engagement, past project actions, and future project plans	Nominating agencies will fill out a form describing what motivates a nominator to nominate a city for an award	http://www.tib.wa.gov/grants/Grants.cfm https://wacities.org/advocacy/news/advocacy-news/2021/07/12/complete-streets-grant-nominations-now-open

APPENDIX D-5
POTENTIAL TRANSPORTATION PROJECT FUNDING SOURCES

Funding Sources	Awarding Entity	Amount Available	Local Match	SR 522 West B (West boundary to 61st Ave NE)	NE 181st St South Side (61st Ave NE-63rd Ave NE) Sidewalk	61st Ave NE Sidewalk Replacement (NE 181st St-62nd Ave NE)	80th Ave NE Sidewalks (SR522-NE 185th St)	NE 192nd St Sidewalks (73rd Ave NE - 75th Ave NE)	Arrowhead Drive Sidewalks (NE 151st St- 64th Ave NE)	84th Ave NE Sidewalks (NE 150th St - NE 155th St)	Lower Swamp Creek Bridge Replacement	Pavement Preservation Program (Short-term)	ADA Transition Plan Program (Short-term)	Pedestrian Facilities Plan Program (Sidewalk Program) (Short-term)	Pedestrian Facilities Plan Program (Sidewalk Program) (Long-term)	ADA Transition Plan Program (Long-term)	Pavement Preservation Program (Long-term)	61st Ave NE/NE 193rd St Intersection	73rd Ave NE/NE 192nd St Intersection	Nonmotorized crossing of SR 522	NE 181st Street/SR 522 East Connection
Highway Safety Improvement Program (HSIP)	Federal	\$35 million of federal HSIP funds, \$4 million of state Reducing Roadway Departures funds	Federal share is 90%	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
STBG set-aside for Transportation Alternatives (TA)	Federal	\$15,000,000	Federal share is 80 percent, HSIP funds may be used to meet the non-Federal share requirements up to 100% Federal share	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Surface Transportation Block Grant (STBG) [formerly STP]	Federal	\$64,800,000,000	Federal share is 80 percent	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Bridge Investment Program	Federal	\$12,200,000,000	Up to 50% for "Large Bridge Projects", up to 80% for other BIP projects, up to 90% for off-system bridges								Yes										
Safe Streets and Roads for All	Federal	\$5,000,000,000	Federal share is 80 percent	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Wildlife Crossings Pilot Program	Federal	\$350,000,000	Federal share is 80 percent			Yes					Yes										
Pedestrian and Bicycle Program	State	\$56,700,000	Match not required for requests of \$800,000 or less, review criteria for requests greater than \$800,000 will include a consideration of a match	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Safe Routes to School Program	Federal and State	\$59,000,000	Match not required for requests of \$800,000 or less, review criteria for requests greater than \$800,000 will include a consideration of a match	Yes (if related to going to school)	Yes (if related to going to school)	Yes (if related to going to school)	Yes (if related to going to school)	Yes (if related to going to school)	Yes (if related to going to school)	Yes (if related to going to school)		Yes (if related to going to school)	Yes (if related to going to school)	Yes (if related to going to school)	Yes (if related to going to school)	Yes (if related to going to school)	Yes (if related to going to school)	Yes (if related to going to school)	Yes (if related to going to school)	Yes (if related to going to school)	Yes (if related to going to school)
Land and Water Conservation Fund	State	\$14,000,000	50% match requirement			Yes					Yes							Yes	Yes	Yes	Yes
Arterial Preservation Program	State	\$82,000,000	Local match is based upon a city's assessed valuation	Yes (if federally classified arterial street)	Yes (if federally classified arterial street)	Yes (if federally classified arterial street)	Yes (if federally classified arterial street)	Yes (if federally classified arterial street)	Yes (if federally classified arterial street)	Yes (if federally classified arterial street)		Yes (if federally classified arterial street)	Yes (if federally classified arterial street)	Yes (if federally classified arterial street)	Yes (if federally classified arterial street)	Yes (if federally classified arterial street)	Yes (if federally classified arterial street)	Yes (if federally classified arterial street)	Yes (if federally classified arterial street)	Yes (if federally classified arterial street)	Yes (if federally classified arterial street)
Urban Arterial Program	State	\$82,000,000	Local match requirement is determined by the city's valuation, with minimum local match ranging from 10 to 20 percent	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Active Transportation Program	State	\$8,000,000	Local match requirement is determined by the city's valuation, with minimum local match ranging from 10 to 20 percent	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Complete Streets Award	State	N/A	N/A	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes



Staff Responses to Citizen Comments: Kenmore Transportation Element Update

(Comments Received as of 2/27/23, 5:00 pm)

	Commenter	Concern	Staff Response
1.	Bob Kaplan 1/27/2023 Email	I live at Trailwalk condos on NE 175th St. Why not have a local bus route connecting downtown and shopping centers with residential areas/condo developments. It would make it easier to use a bus instead of a personal car to do local shopping and dining, etc.	Policy T-2.4.3 identifies the need for local transit connections from the City's residential areas to the SR 522 corridor and downtown area.
2.	Bob Fish 1/21/2023 email	<ul style="list-style-type: none">• Overall, I rate the plan a B-. It is well above average “checking many of the necessary boxes” but with significant room for improvement. Two of the things I liked best about the plan are:• Its goal of accommodating and making accessible a commuter ferry from the downtown Kenmore to Husky Stadium. Perhaps the day will come when a second boat route goes from downtown Kenmore to downtown Kirkland.• Another laudatory goal is rolling out transportation plans in ways that enhance and heal rather than damage our local wetlands, streams, and Lake Washington.	<ul style="list-style-type: none">• Comment noted.• Comment noted.• Comment noted.

2.	Bob Fish 1/21/2023 email (continued)	<ul style="list-style-type: none"> • Six general comments regarding the plan follow: • A significant shortcoming of the plan is the scant research, data, and analysis on any type of trips besides commuting to and from work. It would be useful to know why, where, how, and how often people were making these trips for other reasons. • Even with commuter traffic; we learn little learn very little about where commuters are coming from and going to. • While saying we are “pro-transit” we don’t connect that stance with what kind of transit we need to go where and why based what places people are actually trying to get to and from. • Very little is said about how we might solve the “last mile” problem and providing alternatives to cars for local shopping and accessing major transit resources. It is heartening to see some attention paid to this in the proposed changes. • On a related subject the plan should be more explicit about the importance of maintaining sufficient parking for local businesses until alternatives to cars for these trip are developed and adopted. The plan should acknowledge the perils in not doing so; including a downtown that fails to thrive and people just driving further away where there is parking for their needs resulting in even more carbon emissions. • It might well be worth exploring the potential for east-west transit connecting downtown Woodinville, UW Bothell, Downtown Bothell, Downtown Kenmore, Lake Forest Park Town Center, The Mountlake Terrace Light Rail Station, Aurora Village, Westwood Village, Edmonds Ferry Terminal/Downtown Edmonds. Besides connecting all these places; such service would allow Kenmore residents wishing to access downtown Lynnwood, Alderwood Mall (now a bigger issue with what’s happened to Northgate) and Paine Field without going all the way in to 145th Street to board light rail. Kenmore cannot make this happen on our own but we can get the discussion started. 	<ul style="list-style-type: none"> • Comment noted. • The focus of Kenmore’s traffic modeling effort was to evaluate impacts to the transportation network during the PM peak period, as this is how the City measures level of service for intersections for its concurrency assessment. A concurrency assessment is required as part of the Growth Management Act for the City’s Transportation Element of the Comprehensive Plan and helps the City identify some needed transportation facility improvements. Traffic impacts are informed, in part, by travel demand modeling performed using the regional Activity Based Travel Demand model. Created by the Puget Sound Regional Council, this model is designed to forecast, for all trip purposes on an average weekday, where and how people travel in the Puget Sound region based on the intensity and distribution of different kinds of land uses, given historic trip generation rates associated with these trip purposes along with propensities for how trips will be distributed throughout the region and by which modes trips will be made. While traditionally, more travel in the PM Peak is related to commuting, the model does not isolate results to only commute trips and would include any trip purpose that might occur in the PM Peak. Analysis of impacts outside of the PM peak period would not provide supplemental information regarding
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	Commenter	Concern	Staff Response
			<p>would not provide additional information regarding compliance with concurrency requirements or identify additional needed transportation improvements. In addition, the focus of concurrency does not rely on overall origins or destinations of trips but, as noted, on overall level of service regardless of the start or end points of trips that travel through the network. (Applies to Bullets #1 and #2)</p> <ul style="list-style-type: none">• The Transportation Element discusses the importance of HCT and local transit service as a means to providing options for the City’s transit needs.• Policy T-2.2.1(k) identifies consideration of last-mile connection to transit.• The Future Transportation System chapter notes that the City should monitor downtown parking and consider a variety of options to manage demand.• The Future Transportation System chapter (Figure T-19 Transit Priority Network) identifies transit priority corridors for regional connections, including east-west along SR 522 and north-south along Juanita Drive NE/NE 155th Street/84th Avenue NE.

	Commenter	Concern	Staff Response
2.	Bob Fish 1/21/2023 email (continued)	<ul style="list-style-type: none"> • Separate but equal is terrible education policy but generally good transportation policy. Related public safety issues are detailed below: • Downtown sidewalks should adhere to the rules used on the Edmonds waterfront. Pedestrians, baby carriages, wheelchairs, and scooters for the non-ambulatory only. In outlying areas who can and can't use sidewalks should be examined on a case-by-case basis. • The plan needs to acknowledge and deal with conflicts between pedestrian and cyclist use of the Burke Gilman Trail and the safety issues involved. It would be worth exploring if the 15 foot right of way could be allocated 5 feet for pedestrians and 10 feet for bikes. The two modes could be separated by a curb or even better a waist high railing. This issue is bigger than Kenmore, but we can be a catalyst for change. • If we are serious about Target Zero, we should also be serious about motorcyclists, cyclists, and any and all wheel craft users (powered or otherwise) wearing helmets and their use should be strictly enforced. No one should be without a helmet because they can't afford one and any fines collected could go to the cost of providing them. Any additional funds could go to nonprofit organizations that provide housing to people who are incapacitated due to head injuries. 	<ul style="list-style-type: none"> • Comment noted. • Regulations for sidewalk users is outside of the scope of the Transportation Element. The City's Local Road Safety Plan (LRSP) takes a proactive approach to addressing risk factors across the City. • Regulations for users along the Burke-Gilman Trail is outside of the scope of the Transportation Element. The City's Local Road Safety Plan (LRSP) takes a proactive approach to addressing risk factors across the City, including conflicts with bicycle or pedestrian users. • Regulations for bicycle and pedestrian users is outside of the scope of the Transportation Element. The City's <i>Local Road Safety Plan</i> (LRSP) and <i>Target Zero</i> plans take a proactive approach to addressing risk factors across the City. • Not within the scope of the Transportation Element – See Kenmore's Traffic Calming Program for additional information.

	Commenter	Concern	Staff Response
2.	Bob Fish 1/21/2023 email (continued)	<ul style="list-style-type: none"> • Another worthwhile safety issue to address is finding street that are neither primary nor secondary arterials that would benefit from speed bumps. One good candidate would be 60th Avenue NE north from NE 196th Street to the County line. • Another capital improvement that would promotes safety, encourage alternatives to cars, help local businesses, and increase access to Log Boom Park would be a pedestrian and bike/wheel craft overpass of Bothell Way at 61st Avenue NE. Having such a crossing this way might even improve traffic flow. If Express Bus Service had a stop here transit riders getting off a westbound bus could get to the north side of Bothell Way safely. The overpass could be given the native American name of the small creek that enters Lake Washington near the intersection (Tschet Cha Thl). This would tie in nicely with the History of Kenmore theme in Log Boom Park and the now being renovated TI' awh-ah-dees Park. • As sidewalks are redone in the 61st Avenue NE consideration should be given to where additional pedestrian activated crossing lights are appropriate. Two candidates worthy of consideration are where Brier Road Branches off at NE 193rd Street and at about 196th Street where 60th Avenue NE branches off from 61st Avenue NE. 	<ul style="list-style-type: none"> • The plan envisions a nonmotorized crossing of SR 522 at 67th. This is near the planned location for the 68th Street Stride BRT station. This location was selected over 61st Avenue NE for several reasons, such as proximity to downtown Kenmore and forecast higher density development, including Lakepointe, as well as more available space. • Not within the scope of the Transportation Element – See Kenmore's Pedestrian Facilities Plan for additional information on future facilities.

	Commenter	Concern	Staff Response
2.	Bob Fish 1/21/2023 email (continued)	<ul style="list-style-type: none"> • Below are some additional concerns related to the functionality and quality of our public right of ways and other public spaces: • On page 53 of the plan; a bike lane is contemplated going straight up the Tolt Pipeline right of way west of 61st Avenue NE. Given the steep grade on the Kenmore part of the right of way and the even steeper grade of the right of way to the west where it enters Lake Forest Park this seem a completely illogical place for a bikeway. • While I am in general agreement with having impact fees for developments that will generate the need for additional parking; it may be appropriate to waive such fees if the residents of such housing are unlikely to have cars. • Another issue the plan should address explicitly is plantings in public right of ways. Not only should plants be chosen with an eye to hardiness for drought and climate change; but policy should also include budget for care and watering in the initial years so the plants can get established. Additionally, policy should be in place to ensure that type of street trees selected are compatible with the types of sidewalks contemplated in a given corridor. • Yet another area when we could put our money where our mouths are is parks. Historically we seem to have assumed local park users were from the immediate neighborhood or drove a car to the park to use it. Park users who don't live in the immediate vicinity and arrived on foot, by bike or by other non-auto means would appreciate the parks having restrooms or at least well-maintained Sani-cans in Linwood, Northshore Summit and Wallace Swamp Creek Parks. 	<ul style="list-style-type: none"> • Comment noted. • The Bicycle Priority Network identifies local connections to the Burke-Gilman Trail and Juanita Drive corridors, which are major commuter and recreational corridors. Challenging topography is noted in the text as one obstacle for users. • Specific requirements for payment of impact fees is addressed within the adopting ordinance. • The Street Planning Toolkit (Figure T-14) identifies a flexible approach to incorporate landscaping along the roadway. • Park facilities are not within the scope of the Transportation Element.

	Commenter	Concern	Staff Response
3.	Russ Johnson 2/24/2023 email	<ul style="list-style-type: none"> I would like to add one more project to your plan and apologize if I am late in the process. I have discussed this with the city before. There is no sidewalk on either side of the street from 193rd to the county line along 55th NE. I realize this is the border of our city and projects likely would need to be coordinated with Lake Forest Park. However, this is a busy traffic corridor with heavy trucks and commuters constantly traveling along it. Any residents (and kids) walking or biking along this route put themselves in significant risk of harm. In a few places, there is really no paved shoulder for mothers with baby strollers, to utilize. We have kids running to catch busses in places with no sidewalk and no shoulder. When I leave 202 ST and head either north or south on 55th on my bicycle, I am having to merge with traffic. I find this a little bit harrowing. This is not a case of improving a fence or sidewalk, that may already exist, but rather addressing a public safety issue in our community. I would invite someone from the city to join me along 55th so I can show you what I mean. I hope the Planning Commission will take a look at this before finalizing their plan going forward. 	<ul style="list-style-type: none"> No action required - this project is currently listed in the pedestrian facilities plan.

	Commenter	Concern	Staff Response
4.	Nancy Hansen 3/7/2023 email	<ul style="list-style-type: none"> I'm referring to Goal 3 of the Transportation plan - the part on making sure any development is both fiscally and environmentally sustainable. I question whether the critical areas in the Moorlands can handle increased development along with road improvements that will be needed. It's easy to see steep slopes, but Kenmore has taken no effort in updating underground and above ground water in this area. The last wetlands study done was the National Wetlands Inventory I believe in 2011. Most of Kenmore's wetlands and riparian areas are not included, plus so much has changed now that underground water has been altered to a major extent in most urban areas. Ecology is talking about requiring updated wetland maps every 5 years for the 2024 Critical Areas updates. Accurate mapping requires a certified wetlands specialist onsite as well as computer mapping to get a better picture of conditions that contribute to flooding. In the Moorland development it's easy to trace underground water by the cracks in the roads. (See lengthy walking trip notes below.) I have noted wetlands beginning at Moorlands Park all the way to the 7.2 acre wetland between 75th and 78 Knowing some of the homes with moisture ants is another indication that many wetlands have been filled for building. One development on 150th approved by King County years back has 8' of fill in the back and the water from a small wetland area causes the back yards to have water at a 2' depth right outside their back doors. All the duplexes on west end of the street require sump pumps. Can this kind of land and the streets already there support increased traffic, plus more frequent buses? This costs the City money to continue the repairs. The actual cost of repairs and upkeep on these roads, along with the storm drain issue brings up questions of actually dollars spent on road upkeep in the Moorlands, along with projections of future needs if development is set to increase along with more frequent bus service and more cars as well. 	<ul style="list-style-type: none"> Stormwater management is not within the scope of the Transportation Element; see Surface Water Element. Water and wetlands are addressed in the Natural Environment sub-element Pavement management is addressed in the 6-year Capital Improvement Plan

	Commenter	Concern	Staff Response
4.	Nancy Hansen 3/7/2023 email (continued)	<ul style="list-style-type: none"> The value of the wetlands for one is to keep the steep slopes safe from slides. Kenmore has the kind of soils with hard clay close to the surface where water will just run off if too much accumulates at one time. We have 2 streams that converge into a salmon bearing stream at the bottom of the steep slopes, at 165th and 76th Ave NE, one stream now only flows during the wetter seasons due to development and blocking of wetland functions likely in the Jackson area wetland. I also believe mapping of wetlands by a qualified, certified wetlands specialist would save the City money in the long run. There have been too many mistakes I've observed that are costly to repair, and have damaged water flows at the same time. We need to know what water is underground.* I believe the tremendous amount of water coming off the steep slopes deserves some special consideration in the Transportation Plan. Kenmore's Critical Area Codes and Goal 3 in the current Transportation Plan requires this. Bus ridership from Moorlands: It is difficult finding a transportation route. Has a survey been done of expected ridership in the area. Many people I've talked to said they would never either use the bus system - or they would not be able to get to where they work if they used it. As many have said, it's highly unlikely they can live here without access to vehicles. I know personally that I either drive to the park n ride or, more likely, drive to Kirkland to take the bus where I need to go. The buses in Kirkland are packed because they go directly to the U District - fast - and they go downtown where it's easy to get around once you're at a light rail station. It would take me 2 hrs, not including waiting for buses to get to 190th and Aurora approx. vs 20 minutes in my car. (There is not really too much choice in making a decision.) It seems like a lot is being asked of Kenmore in exchange for receiving transportation. Is there any way to get some help with the fact that relatively little land is buildable? Once agreed, we won't be able to save critical areas that are likely to be needed with climate change. I think Kenmore is giving up a lot of what we take for granted by using all available space for building due to the trade-off for transportation. 	<ul style="list-style-type: none"> Stormwater management is not within the scope of the Transportation Element; see Surface Water Element. Water and wetlands are addressed in the Natural Environment sub-element Policies T-2.4.3 and T-4.1.2 highlight the need for local transit connections from the City's residential areas to the regional high-capacity transit system along the SR 522 corridor. Metro Flex, a King County Metro demand-response service that serves the Juanita area, is not included in the scope of the Transportation Element.

4.	Nancy Hansen 3/7/2023 email (continued)	<ul style="list-style-type: none"> • NOTES ON CRACKS IN MOORLANDS ROADS INDICATING MUCH WATER RUNNING THROUGH UNDERGROUND/UNDER THE ROADS: Follow route from 7531 155th Cracks in road: - north side 155TH at 76TH Ave NE (1 of 2 streams runs off 155th west of 76th Pl - (This area likely joins wetlands from 80th Laurel Ridge development off 150th) - Some road damage heading towards stream at 7833 155th from wetlands same as above - Note cracks in spot up to 81st St - go up 81st St - Note wet yards west side of 81st going towards Moorlands Park and undeveloped lot across from 15127 81st (types of vegetation is a wetlands indicator) - also wet and moss in front yard at 15106 all the way to corner of 150th - Go west on 150th - mud next to sidewalk on corner of 81st and turn onto 150th . 7909 and west to 78th street duplexes - very wet all have sump pumps in spite of all the 8' of fill added when developed water table is at 2' at back doors here except for dry season —a plant that depend totally on on ground water, no vascular system has a large presence at lower end of this row of duplexes - the water source here is a stream and class 2 wetlands on 78th Ave Laurel Ridge development at 80th off 150th St Note homes on berms up to 5' - forested wetlands likely filled for this development - go to back and see degraded (due to being likely enclosed in concrete) fenced wetland . Lots of frogs here but diversity lacking due to the function of the wetlands being destroyed with development. - Road eruptions here from 150th and 78th south to where area where stream and wetlands spread out (to be developed due to City allowing mitigation, as normal) - note street next 14616 with extreme cracking and wet yards at the rear Note also in this area on west side - the deep ditches, large culvert and wet yards - all indicative of constant wet - Go north on 78th towards 155th and note wet yards, especially east side of street. This leads to parcels set aside for conservation by a conscientious landowner who still lives in the home there since 1970's. She said the stream goes under 78th St - the cracks at south near 155th indicate likely spot. Then, runs underground onto her property and surfaces at points. This stream feeds the stream visible off 155th east of 76th Place Included in this is a 7.2 acre wetlands (Jackson) between 78th and 75th. 	<ul style="list-style-type: none"> • Stormwater management is not within the scope of the Transportation Element; see Surface Water Element. • Water and wetlands are addressed in the Natural Environment sub-element • Pavement management is addressed in the 6-year Capital Improvement Plan
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	Commenter	Concern	Staff Response
4.	Nancy Hansen 3/7/2023 email (continued)	<ul style="list-style-type: none"> I am guess this was once one large interlocking system that has protected the steep slopes. With more damage, we may not have as much luck with these slopes. (See portion relating to soils above.) 	<ul style="list-style-type: none"> Water and wetlands are addressed in the Natural Environment sub-element
4.	Nancy Hansen 3/7/2023 email (continued)	<ul style="list-style-type: none"> add later and send: Streets are cracked, with the largest and most significant areas where the water is obviously flowing to get to the 2 streams viewable at the top of the slopes off 155th St. newer park used for school ballfields. This was property donated years ago by neighbors who chipped in and bought the parcel to donate to the school for wetlands education. Now the park is in the hands of the City. It appears the land was drained by Kenmore recently since the park opened in 2019, but there is a lot of signs of wetlands yet - in yards and cracks in the street that help indicate where the water comes from. These wetlands are showing up with the cracking of roads up here. I have a detailed account of exactly where the roads are cracks. This begins at Moorlands Park, and includes a smaller identified as Class 2 wetlands at 150th and 78th, plus the 7.2 acre Jackson area wetlands further west. One stream runs underground coming from Moorlands Park, a previously drained wetland, and joins into a degraded wetlands at the Laurel development on 80th from 150th. I am assuming that the entire area was forested wetlands with bowl shaped land forms that created a significant amount of water. 	<ul style="list-style-type: none"> Stormwater management is not within the scope of the Transportation Element; see Surface Water Element. Water and wetlands are addressed in the Natural Environment sub-element



KENMORE 2044

TRANSPORTATION ELEMENT AND CAPITAL FACILITIES PLAN UPDATE

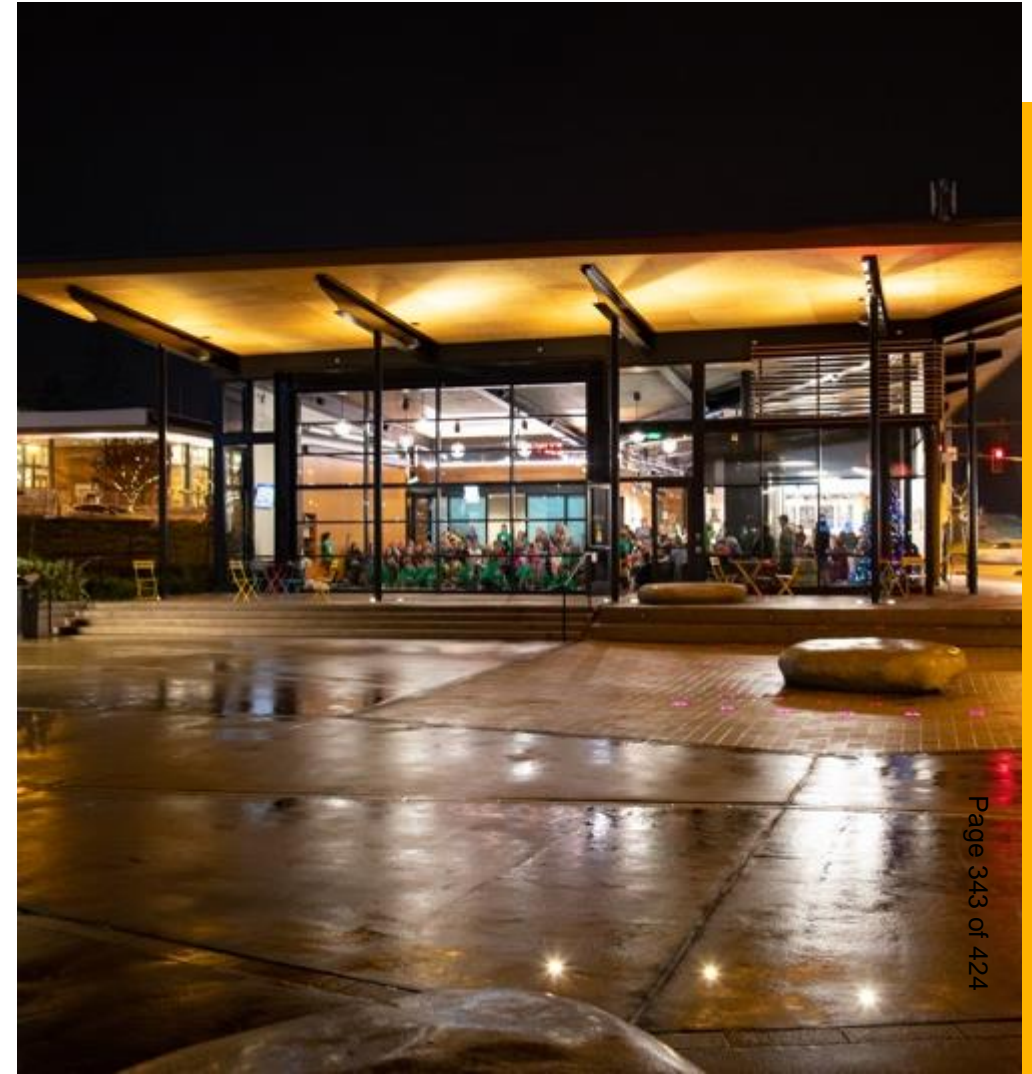
September 18, 2023

Agenda

- **Review Planning Commission Recommendation**
- **Discussion and development of recommendation**

Purpose of the Transportation Element

- **Reflects and supports recently adopted land use element**
 - High capacity transit community
 - Activated, thriving downtown
 - Supports multimodal travel – bicycle, walking, rolling, transit, auto
 - Supports City Diversity, Equity and Inclusion Policy
 - Reflects goals in the Climate Action Plan





Transportation Element Overview

- Introduction
- Existing Conditions
- Goals, Objectives, and Policies
- Future Transportation System
- Near Term and Long Term Capital Projects
- Implementation Strategies

Major Changes

- **Prioritizing non-motorized mobility**
- **Emphasis/support of Kenmore as a high capacity transit community**
- **Renaming roadway types**
- **Standards for structured parking facilities**
- **New and evolving technologies**
- **Level of Service for all modes**
- **Regional planning for SR 522**
- **Support for expanded transit service in Kenmore**
- **Equity in transportation services and infrastructure**
- **Environmental impacts of the transportation system and proactive direction**
- **Alignment with other City plans and policies**

Existing Conditions

- Transportation Network Overview
- Current Challenges and Observations
 - Bicycle and pedestrian safety
 - Transit availability
 - Limited nonmotorized connectivity
- Trends
 - Transportation related climate impacts
 - Downtown development
 - Regional growth

Existing Goals, Objectives, and Policies

- Goal 1: Comprehensive, multimodal network
- Goal 2: Local, regional, state, and federal coordination
- Goal 3: Fiscal, environmental, and equitable sustainability
- Goal 4: Encourage travel other than single occupancy vehicles
- Goal 5: Maintain safe air travel services
- Goal 6: Facilitate freight mobility

Goals, Objectives, and Policies

- Goal 7 (New): Equity in transportation services and infrastructure
 - Projects that provide equitable access and benefits
 - Promote inclusive and affordable services
 - Collaborative planning process
- Goal 8 (New): Minimize, mitigate, and respond to effects of climate change
 - Balance demands with sustainable growth strategies
 - Reduce vehicle miles traveled

Future Transportation System

- Description of layered network
- Forecast for future operations
- Roadway typologies
- Vision for modal networks

Near- and Long-Term Capital Projects

- Planned 6- and 20-year projects
- Achieve the vision outlined in the draft element
- Projects address safety, nonmotorized mobility, and maintain existing infrastructure
- No projects needed to maintain adopted LOS standards for traffic

Implementation Strategies

- Cost estimates for all projects

Appendices

- Appendix D-1 Traffic modeling methodology and outputs
- Appendix D-2 Land use distribution
- Appendix D-3 Roadway typologies
- Appendix D-4 Conceptual Design and Cost Estimates
- Appendix D-5 Funding Sources

- All projects included in 6- and 20-year plans
- Costs in 2022 dollars

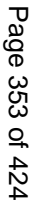


TABLE CF-C 2024-2044 TRANSPORTATION CAPITAL IMPROVEMENTS

Projects	Total Cost (2022 \$)
SR 522 West B (West boundary to 61st Ave NE)	\$2,200,000
NE 181st St South Side (61st-63rd) Sidewalk	\$1,300,000
61st Ave NE Sidewalk Replacement (181st-62nd)	\$5,110,000
80th Ave NE Sidewalks (SR 522-NE 185th St)	\$2,470,000
NE 192nd St Sidewalks (73rd Ave NE - 75th Ave NE)	\$800,000
Arrowhead Drive Sidewalks (NE 151st St - 64th Ave NE)	\$2,220,000
84th Ave NE Sidewalks (NE 150th St - NE 155th St)	\$2,370,000
Lower Swamp Creek Bridge Replacement	\$4,100,000
Pavement Preservation Program	\$17,360,000
ADA Transition Plan Program	\$11,500,000
Pedestrian Facilities Plan Program (Sidewalk Program)	\$33,000,000
Lakepointe Development Mitigation	To be determined/Developer Funded
61st Ave NE/NE 193 rd St Intersection	\$2,200,000
73rd Ave NE/NE 192nd St Intersection	\$3,700,000
Nonmotorized crossing of SR 522	\$17,160,000
NE 181st Street/SR 522 East Connection	\$14,000,000
Total	\$119,490,000



Public Engagement

- In person drop in – January 19
- Online open house – January 9-March 1
- Postcards, newsletter, and website
- Public hearing – March 7





Public Engagement

- 138 surveys completed
- How do you travel around Kenmore
 - Walking/Rolling – 74%
 - Driving – 94%
 - Biking – 36%
 - Transit/Ride Share – 21%
- How do you travel outside of Kenmore
 - Walking/Rolling – 10%
 - Driving – 94%
 - Biking – 28%
 - Transit/Ride Share – 58%



Public Engagement

- 91% do not use assisted mobility devices
- Supported the proposed changes
 - Strongly supported/supported – 55%
 - Neutral – 28%
 - Oppose/Strongly oppose – 17%
- Support level comments
 - Project specific
 - More transit
 - Alternative modes of travel
 - A lot to absorb/comprehend
 - Need parking and balance with automobiles
 - More pedestrian and bicycle improvements



Public Engagement

- **Most important policies**
 - Non-motorized – 44%
 - Expanded bus service – 28%
 - New/evolving transportation technologies – 11%
 - Climate change – 8.5%
 - Equity – 8.5%
- **General comments:**
 - Focus on automobiles
 - More parking
 - More sidewalks and bicycle infrastructure
 - More transit and light rail

Planning Commission

- Discussion – 6 meetings (August 2022 – April 2023)
- Recommended to Council on April 4th



Next Steps

- City Council discussion and adoption



Questions?

Kenmorewa.gov

John Vicente, PE, PMP

jvicente@kenmorewa.gov



KENMORE 2044





City Council Agenda Bill City of Kenmore, WA

<p>Subject/Topic: 2023 Surface Water Management (SWM) Rate Analysis and Proposed Rates For 2024-2030.</p> <p>Proposed Council Action/Motion: For discussion and possible direction.</p>	<p>For Council Meeting Agenda of: Sept. 18, 2023</p> <p>Department: Environmental Services</p> <p>Prepared by: Richard Sawyer, ES Director</p> <table border="0" style="width: 100%;"> <tr> <td></td><td style="text-align: right;"><u>Initial & Date</u></td></tr> <tr> <td>Approved by Department Head:</td><td style="text-align: right;">____ 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;">____ MM</td></tr> <tr> <td>Approved by City Manager:</td><td style="text-align: right;">____ RK</td></tr> </table> <p>Exhibits/Attachments: 2023 SWM Rate Analysis Report SWM Fee Rates to Remove Fish Blocking Culverts</p>		<u>Initial & Date</u>	Approved by Department Head:	____ RS	Approved by City Attorney:	____ NA	Approved by Finance Director:	____ MM	Approved by City Manager:	____ RK
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Approved by City Attorney:	____ NA										
Approved by Finance Director:	____ MM										
Approved by City Manager:	____ RK										
<p>Summary:</p> <p>City staff hired and worked with Peninsula Financial Consulting (PFC) to conduct a Surface Water Management (SWM) rate analysis to propose and establish rates for 2024-2030. This report provides a summary of the rate analysis for Council's review and discussion.</p> <p>With the future vision of zero fish-blocking culverts, clean waterways, and restored riparian zones along all streams and rivers in Kenmore, the following SWM rate options have been developed for the City Council to consider:</p> <ul style="list-style-type: none"> • Stay the Course – Go Slow • Moderate Pace • Rapid Progress • Rapid Progress+ <p>These options are described in more detail below and in the attached rate study report. After reviewing and discussing the above options, City Council direction on which option to bring back for consideration and approval at a later date is requested.</p>											
<p>Information/Background:</p> <p>The City has established and maintains a Surface Water Management (SWM) Fund that financially supports current and anticipated needs of the City's SWM programs, which include both operating and capital improvement costs. The primary revenue source for the SWM Fund is the SWM Service Charge, which is collected from every developed property in the City and is determined by rates set</p>											

by the City Council. Single family residential properties pay a set amount and multi-family and commercial properties pay an amount based on their property size and how much impervious area is on the property. Periodically, staff conduct SWM rate analyses to ensure current and future rates provide adequate funds to support SWM programs and projects. The last rate analysis, conducted in 2018, established rates for 2019-2024 and the current analysis proposes rates for 2024-2030.

A Vision for Kenmore

In keeping with the City Council's top priority of reducing greenhouse gas emissions and environmental stewardship, the City Council should consider this vision:

A future Kenmore with:

- No fish-blocking culverts
- Riparian habitat fully restored along all streams and rivers
- Roadway runoff fully treated, resulting in clean, pristine waterways

With the will, time, and enough resources, this vision can become a reality.

The SWM rate study explored a variety of ways to chart a financial course in making progress toward that vision.

Four Rate Options to Consider

A full report of the rate analysis is attached, but here is a preview of the result, which includes four rate options for Council to consider for 2024-2030:

- “Stay the Course”
 - Fund existing programs and maintain compliance with regulatory requirements.
 - Complete capital projects currently on the books, including:
 - Public Works Operations Center (PWOC)
 - Muck Creek Restoration
 - Blueberry Creek Culvert Removal
 - Stormwater Facility Retrofit
 - Replacement of Tributary 0056 Culvert (190TH)
 - Replacement of Swamp Creek Tributary Culvert (192ND)
- “Moderate Pace”
 - Includes everything listed in previous option.
 - Includes more capital project funding, including:
 - Design costs (but not construction) fully funded for replacement of high priority fish passage culverts located in Tributary 0057 (4 total). Once completed, these projects open up 98% of the stream (over 14,000 feet) to fish. Construction funds will rely on receiving grants.
 - Design costs (but not construction) fully funded for replacement of high priority fish passage culvert located Sammamish Tributary 01 (1 total). Once completed, this project opens up 100% of the stream (over 1,300 feet) to fish. Construction funds will rely on receiving grants.
 - Design costs for Little Swamp Creek Replacement project (but not construction), which includes relocation of stream and replacement/removal of

four culverts. Once complete, this project opens up 40% of the stream (over 2,000 feet) to fish. Construction funds will rely on receiving grants.

- Stormwater facility retrofit every other year.
- Implements actions identified in the City's Climate Action Plan (CAP) Natural Systems & Water Resources section.

- "Rapid Pace"

- Includes everything listed in previous options.
- Includes more capital project funding, including:
 - 50% of the estimated construction costs for high priority culvert replacements in Tributary 0057 and Sammamish River Tributary 01 resulting in earlier construction schedules. Relies on grant funding for completion of all projects.
 - Annual funding for open space land acquisition and habitat restoration projects.
 - Guarantees construction of some projects regardless of grant status.

- "Rapid Pace+"

- Includes everything listed in previous options.
- Begins building up funding for important projects in the 2030s, including:
 - Riparian habitat restoration of the Swamp Creek Channel
 - Replacement of large fish-blocking culverts on Chet Chatl (0056) Creek adjacent to SR 522

The current (2023) monthly SWM rate for single family residential property owners is \$20.75. The following table summarizes rate changes associated with the four options presented above.

	2024	2025	2026	2027	2028	2029	2030
Stay the Course/Slow Progress	\$23.66	\$26.97	\$28.32	\$29.74	\$31.23	\$32.79	\$34.43
Moderate Pace	\$24.69	\$29.38	\$30.85	\$32.39	\$34.01	\$35.03	\$36.08
Rapid Progress	\$24.90	\$29.88	\$32.12	\$34.53	\$37.12	\$39.90	\$41.10
Rapid Progress+	\$24.90	\$29.88	\$33.47	\$37.49	\$39.74	\$42.12	\$43.80

Timeline

September 18, 2023: Staff present the SWM rate analysis to Council and discuss proposed options for 2024-2030 SWM rates.

October 2023: Staff will prepare and present a resolution to Council with proposed 2024-2030 SWM rates for review and adoption. The updated SWM Capital Improvement Plan will also be presented for City Council consideration and adoption.

November 2023: Updated SWM rates will be provided to King County. The City contracts King County to collect SWM Service Charges from property owners as part of their overall property taxes. King County provides the City SWM Fund revenue throughout the year as it is collected.

January 1, 2024: Updated SWM rates will be effective.

Fiscal Consideration:

Please refer to the attached SWM Rate Analysis Report for detail.

City Council Priority or Budget Objective Being Addressed:

City Council Priority 1: Implement the adopted Climate Action Plan and promote environmental stewardship, including water, air, forest, and habitat restoration and preservation.



CITY OF KENMORE

SURFACE WATER UTILITY RATE STUDY 2023

EXECUTIVE SUMMARY

The City of Kenmore operates a surface water utility. This utility is primarily funded by rates charged to property owners. Kenmore's surface water utility is responsible for managing all functions related to surface water and stormwater, including:

- flood prevention and management
- water quality improvement
- fish and wildlife habitat restoration and maintenance in and along wetlands, streams, rivers, and the lake
- management and control of surface runoff into wetlands, streams, rivers, and the lake, and regulating water quality laws on private and public property (including the public right-of-way on streets and roads).

Due to changes in state-mandated stormwater requirements, inflation, capital projects, and other factors, the City's stormwater utility rates should be reviewed and increased from time to time. The last time a rate study for this utility was completed was in 2018. This year, the City hired Ashley Emery of Peninsula Financial Consulting to conduct a utility rate study in light of increasing state regulatory requirements, rising costs, and capital project needs. This report presents the findings of the study as well as several different rate scenarios.

Kenmore, due to its geography, including its topography, its prevalence of wetlands, streams and rivers, and its unique location on the Sammamish River, Swamp Creek, and Lake Washington, is on the front lines of surface water management. In other words, Kenmore has particularly high needs and demands when it comes to surface water.

A Vision for Kenmore

These needs and demands are also wonderful aspects of Kenmore's natural environment. We are fortunate to be the stewards these features in our city.

As stewards, we can create and advance toward vision for the full restoration of these natural resources. A vision where:

- There are no fish-blocking culverts in Kenmore's streams and rivers
- Riparian habitat is fully restored along all streams and rivers



- Runoff is fully treated, resulting in clean, pristine waterways

On the path to achieving this vision, the City Council should consider and give direction on how much investment should go into fish and habitat restoration in and along its bodies of water. For example, numerous culverts block fish passage and disrupt riparian habitat throughout the City. The City can either continue to take a slow approach with less impacts to ratepayers, or the City can move more quickly by raising rates to address these problems.

While both options have their pros and cons, the go-slow approach can end up being more costly over time, both in dollars and impact to the natural environment. Many of the culvert projects in this rate study are complex and costly, and if we do not start building our rate revenues, we will be much less able to fund the high value projects that will make significant improvements to our water quality and fish and wildlife habitat.

In funding our stormwater utility, we must also recognize that growth from large development projects is less frequent than it used to be, and therefore revenues from general facility charges (aka “stormwater connection fees”) will be limited to mainly infill. As a result, we cannot assume in our revenue projections that general facility charges will provide a significant source of revenues for surface water capital projects. Therefore, the City is limited to financing new projects mainly from a combination of cash funding, grants, and issuing new debt.

It is also likely that the City’s capital improvement schedule will continue to revolve around several very large \$5M to \$15M projects. When combined with the time it takes to amass enough cash reserves to cash fund these projects, it makes it highly likely that the City will continue to require debt funding combined with grant funds to facilitate constructing these capital improvements.

Advancing Toward the Vision: Four Options

This rate study creates four possible rate revenue scenarios for the City Council to evaluate and consider. All four scenarios provide for the necessary operational revenue to comply with the NPDES regulations, pay for operational costs, and meet other previously committed obligations, such as debt service on the Public Works Operations Center and the culvert replacement project at the intersection of 61st Avenue and 190th Street.

Where the four scenarios differ is how quickly and aggressively fish and wildlife habitat are restored, including removing fish-blocking culverts and acquiring open space for wetland and riparian habitat restoration. The four scenarios are as follows:



Stay the Course – Go Slow.

This scenario continues what the city has been doing over the last decade or more, which is occasionally replacing a fish-blocking culvert once every few years as cash and grants become available.

More specifically, this scenario includes restoration of the recently-acquired Muck Creek property on 73rd Avenue and the removal (not replacement) of an old unused culvert on Blueberry Creek. Both of these projects are lower cost projects at \$500,000 and \$250,000, respectively. This approach also includes the removal and replacement of a culvert on a tributary under 192nd Street (east of 73rd Avenue), all of which is assumed to be funded via future grants (including a potential congressionally-directed Community Project grant which is proposed but not yet secured).

In this scenario, no other culvert replacements or open space land acquisitions are planned between now and 2030.

Moderate Pace

Proceed with as planned with the projects in Stay the Course. In addition, start increasing rates just enough to pay for design only of several culvert replacement and stream restoration projects, including the high-value Stream 0057 culverts, the Sammamish River Tributary culvert, and the Little Swamp Creek relocation (from a ditch on the side of the road to a natural, meandering stream) and culvert replacements. Assume grants will pay for construction.

Construction on these projects would, if grant funded, move forward one at a time spread out over a number of years, starting with Little Swamp Creek in 2027 to the fourth Stream 0057 Culvert in 2030.

Rapid Progress

In this scenario, increase rates to pay for design of the projects in the Moderate Pace scenario, plus 50% of the construction costs. This scenario would finance the projects to allow the high value Stream 0057 and Sammamish Tributary culvert replacements to be grouped together and completed simultaneously much sooner (construction as soon as 2026). Little Swamp Creek relocation and culverts would stay on the 2027 construction schedule but would have a greater chance of being fully funded and staying on schedule.

In addition, this rapid progress scenario includes annual funding for open space land acquisitions and accompanying riparian and wetland habitat restoration.



Rapid Progress+

This scenario is the same as the Rapid Progress scenario, but begins building up funding for important projects in the 2030s, including:

- Riparian habitat restoration of the Swamp Creek Channel
- Replacement of large fish-blocking culverts on Chet Chatl (0056) Creek adjacent to SR 522

All four scenarios attempt to leave the stormwater fund with both net revenues and available cash reserves to cash fund designs and actively seek grant funds where available. As shown in the four scenarios, at the end of the next six-year rate schedule, the City's debt load will be approximately 25% of annual rate revenues. For any utility this debt ratio is considered low and reflects positively on the management of the system and therefore will leave the stormwater utility in a financially advantageous position to meet both the recommendations of the next comprehensive plan as well as any new NPDES standards.

The following provides a snapshot summary of the four scenarios:

Comparison of Surface Water Rate Scenarios

	Stay the Course	Moderate Pace	Rapid Progress	Rapid Progress +
Culvert Replacements	One every few years; none planned after 19nd Street Tributary	Fund design only of several high value culverts; Hope for grants to pay for 100% construction; Spread over 2027-2030	Fund design and 50% of construction of high value culverts; group these culverts together and move construction up to 2026.	Same as Rapid Progress
Open Space Acquisitions	None Planned	None Planned	Annual Acquisitions	Same as Rapid Progress
Clean Water Facility Retrofits	Only one in 2025	One every other year	One every other year	Same as Rapid Progress
Small Works Projects	\$70k - \$90k Annually	\$70k - \$90k Annually	\$70k - \$90k Annually	Same as Rapid Progress
Muck Creek Property Restoration	2024	2024	2024	Same as Rapid Progress
Removal of old culvert on Blueberry Creek	2024	2024	2024	Same as Rapid Progress
192nd St. Tributary Culvert Replacement	2024 - 2025	2024 - 2025	2024 - 2025	Same as Rapid Progress
Stream 0057 Culverts (four)	Not included	2027 - 2030	2026	Same as Rapid Progress
Little Swamp Creek Relocation and Culverts	Not included	2027	2027	Same as Rapid Progress
Swamp Creek Channel Restoration and/or Stream 0056 Large Culverts	Not included	Not included	Not included	2030s

The following table provides a comparison of the projected rate increases by percentage and the corresponding monthly rates for a single-family residence with each scenario:

Projected Rate Increases of the Four Scenarios

	2024	2025	2026	2027	2028	2029	2030
Stay the Course/Slow Progress	14%	14%	5%	5%	5%	5%	5%
Moderate Pace	19%	19%	5%	5%	5%	3%	3%
Rapid Progress	20%	20%	7.5%	7.5%	7.5%	7.5%	3%
Rapid Progress+	20%	20%	12%	12%	6%	6%	4%

The following table shows what the single-family home monthly surface water utility rates will be for each scenario:

Projected Monthly Rates for Each of the Four Scenarios

	2024	2025	2026	2027	2028	2029	2030
Stay the Course/Slow Progress	\$23.66	\$26.97	\$28.32	\$29.74	\$31.23	\$32.79	\$34.43
Moderate Pace	\$24.69	\$29.38	\$30.85	\$32.39	\$34.01	\$35.03	\$36.08
Rapid Progress	\$24.90	\$29.88	\$32.12	\$34.53	\$37.12	\$39.90	\$41.10
Rapid Progress+	\$24.90	\$29.88	\$33.47	\$37.49	\$39.74	\$42.12	\$43.80

The following is a comparison of surface water utility rates for single-family homes in neighboring cities as well as cities with similar surface water needs and demands:

	2023 Monthly Rate
Sammamish	\$35.06
Seattle	\$29.74
Lynwood	\$29.54
Mountlake Terrace	\$27.96
Bothell	\$26.92
King County	\$26.92
Snoqualmie	\$26.64
Shoreline	\$25.86
Bellevue	\$24.47
Edmonds	\$23.45
Lake Stevens	\$21.42
Kenmore	\$20.75
Lake Forest Park	\$20.52
Kirkland	\$19.75
Issaquah	\$18.88
Woodinville	\$17.17
Mill Creek	\$17.17
Average Rate	\$24.25

* Note that Kenmore has a \$0.0 Rate for low income



CITY OF KENMORE

STORMWATER UTILITY SCENARIOS

This study provides Kenmore with four scenarios for funding planned capital improvements through the year 2030. Using an interactive model, staff have looked at such factors as the timing of projects, the ability to get grant funds, and issuing debt to enable the utility to pay for levels of capital improvements while maintaining adequate cash reserve balances. Increases to monthly rates were only considered as a last resort.

All four scenarios start with a major financial obligation, the construction of the new public works operation building. When combined with other debt newly issued to construct SW8 190th/61st Culvert replacement, by the year 2025 the utility's annual debt service will have increased from zero to almost \$1M. Considering that annual revenues from the utility are just over \$3M, the utility will have to quickly enact increases totaling about 25% in addition to the 4% increase in 2023 and 2024 that have already been adopted in order to pay for the new debt.

Therefore, due to the new debt, all four scenarios assume two double-digit rate increases in 2024 and 2025 to counteract the new annual debt payments; however, the 2024 rate increase also includes the 4% increase already approved.

Most operation and maintenance expenses remain consistent through the four scenarios but do reflect increases associated with the following:

Operation and Maintenance expense increases that are common to all scenarios:

- Previously passed 4% rate increases in 2023 and 2024
- To keep pace with ever-increasing NPDES surface water regulations and population growth, operating costs are increased for additional personnel as follows:
 - 1 FTE (Full time equivalent) in 2027
 - 1 FTE in 2029
 - 1 FTE in 2030
- Beginning the year after construction, an annual increase of \$50k/year for costs associated with the new public works operations center (e.g., insurance, electricity, maintenance and repair, etc.)
- Annual cost increase factors used to forecast operation and maintenance expenses:

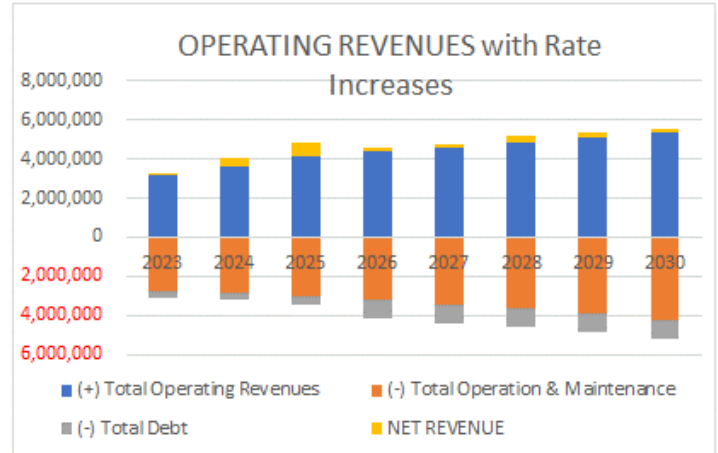
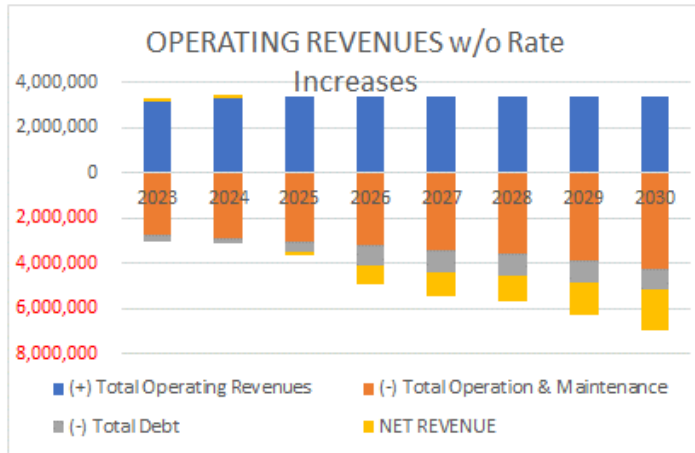
Annual Inflationary Factors	2024	2025	2026	2027	2028 - 2042
COLA	5.20%	4.50%	4.00%	3.50%	3.00%
Inflation	5.50%	4.50%	3.50%	2.50%	2.50%
Customer growth in single-family equivalents	50	50	50	50	50
Capital cost increases	6%	5%	4%	2.50%	2.50%

Scenario 1: Stay the Course – Go Slow

This scenario includes all operating costs and cost increase factors as outlined above plus the capital projects as listed in the color-coded CIP table on the last page of this report. With only the 4% rate increases in 2023 and 2024, revenues are insufficient to offset increased operating costs and new debt payments that increase from about \$300k to \$1M per year as a result of the new Public Works Operations Center. Similarly, as positive net revenues are replaced with net losses, the continuing drain on capital reserves continues into 2025 and beyond.

Of note in the CIP:

- In addition to the surface water utility share of the annual debt service on Public Works Operations land acquisition in 2021, the utility's share of the new PW Operation building (\$8,250,000) is being financed with a 20-year LTGO bond at 5% annual interest
- 75% of the 61st Avenue property acquisition is grant funded
- There is a \$1M grant for the FPCL 12 192nd Swamp Creek Tributary Culvert
- SW 8 190th Street Culvert Replacement has partial funding of an existing \$1.5M Public Works Trust Fund low interest loan from the State
- The remaining capital projects are funded from existing cash reserves currently at \$4.5M



The above left chart shows that the additional debt payments cannot be funded from existing rates and the planned 4% increase in 2023 and 2024 are not enough--net revenues are negative beginning in 2025 and grow to over a \$1M a year in losses. The chart on the right above shows the resulting cash flows in the operating fund if the rate increases listed below are enacted.

In order to correct the cash projection, the Baseline scenario requires additional rate increases. If the city adopts the following schedule of rate increases, the cash flows are in balance and the fund will run smoothly. Note that the two large increases in 2024 and 2025 are necessary to offset the new debt from the Public Works Operations Center (also note that the 14% in 2024 includes the planned 4%).

Note also that the utility is growing its cash reserves to over \$3M and as shown in the table below and that annual operating revenue is positive in each year and stable.

Year	2023	2024	2025	2026	2027	2028	2029	2030
Residential Storm Monthly Bill	\$20.75	\$23.66	\$26.97	\$28.32	\$29.74	\$31.23	\$32.79	\$34.43
% Rate Increase	4.0%	14.0%	14.0%	5.0%	5.0%	5.0%	5.0%	5.0%

CAPITAL SUMMARY								
Start of Year Cash	4,502,000	1,728,900	958,500	1,227,500	1,603,300	1,942,100	2,422,600	2,851,600
(+) Connection Charges & Intere	221,700	208,900	215,300	230,300	245,900	262,200	273,600	279,500
(+) Transfer from Operations	96,500	456,600	663,200	229,000	179,700	307,300	246,600	174,200
(+) Total Loan Funds	0	2,000,000	6,250,000	0	0	0	0	0
(+) Total CIAC Funds	0	1,043,100	0	0	0	0	0	0
(-) Total Capital Expenses	3,091,300	4,479,000	6,859,500	83,500	86,800	89,000	91,200	93,500
(-) Transfer to Operations	0	0	0	0	0	0	0	0
NET CAPITAL REVENUE	2,773,100	770,400	269,000	375,800	338,800	480,500	429,000	360,200
End of Year Cash	1,728,900	958,500	1,227,500	1,603,300	1,942,100	2,422,600	2,851,600	3,211,800

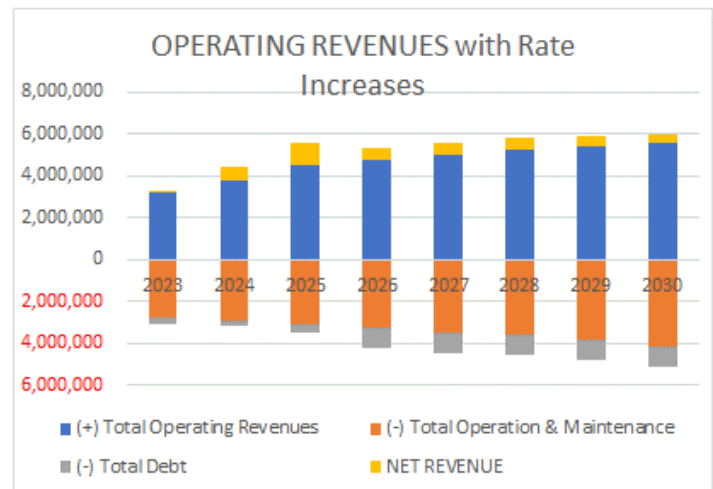
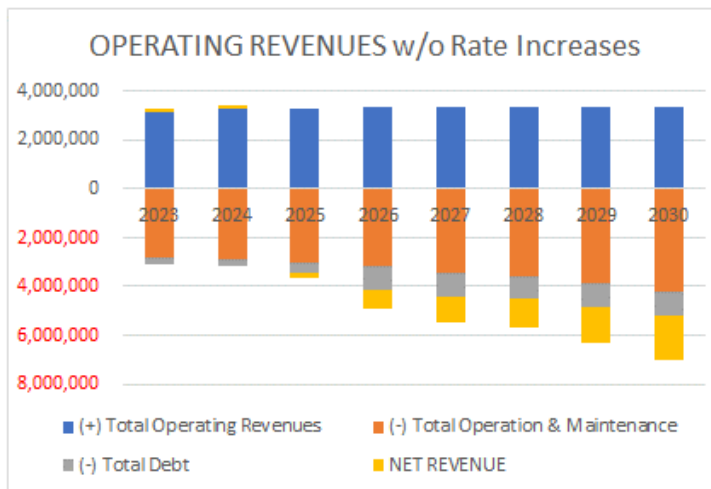
MODERATE PACE

This scenario includes all operating costs and cost increase factors as outlined earlier plus all of the capital costs and financing (new debt and grant funds) associated with the Stay the Course scenario.

In addition, this Moderate Pace scenario also includes:

- \$500k in every other year (in today's dollars) for ongoing small stormwater facility retrofits for improved water quality for fish habitat in our lake, streams, and rivers
- Phases I & II for Little Swamp Creek Relocation (about \$5.7M) with designs paid by cash to better our ability to get grants and with both construction costs 100% paid by grants
- The four Stream 0057 Culverts and the Sammamish River Tributary culvert (projects FPCL 1, 2, 3, 4 & 11) have been staggered over 5 years with the design costs for each project paid for by cash to facilitate getting grant funds and the construction costs (shown as the cost in the last year) are 100% paid for by grants

The major difference between this scenario and the Stay the Course scenario is that design for five high value culvert and stream projects are funded, producing an additional \$4M in capital costs. These costs are paid for by cash which results in rates needing to be increased to maintain cash reserves at a reasonable level. Since these costs are design costs, we need to fund them from cash in order to better our chances in getting grant funds. We don't want to issue debt to pay for these design costs in case the grant funds are not awarded.



The above left chart shows that the additional cash needed for the new projects as well as the existing debt payments cannot be funded from existing rates and the planned 4% increase in 2023 and 2024, in fact net revenues are negative beginning in 2025 and grow to over a \$1M a year in losses. The chart on the right above shows the resulting cash flows in the operating fund if the rate increases listed below are enacted.

In order to correct the cash projection, the Moderate Pace scenario requires additional rate increases. If the city adopts the following schedule of rate increases, the cash flows will be in balance and the fund will run smoothly. Note that the two large increases in 2024 and 2025 are necessary to offset the new debt from the Public Works Operations Center (also note that the 19% in 2024 includes the planned 4%).

Year	2023	2024	2025	2026	2027	2028	2029	2030
Residential Storm Monthly Bill	\$20.75	\$24.69	\$29.38	\$30.85	\$32.39	\$34.01	\$35.03	\$36.08
% Rate Increase	4.0%	19.0%	19.0%	5.0%	5.0%	5.0%	3.0%	3.0%
Start of Year Cash	4,502,000	1,728,900	1,115,500	1,220,300	1,072,500	665,700	904,500	585,800
(+) Connection Charges & Intere	221,700	210,000	216,400	226,300	232,300	241,300	245,200	247,200
(+) Transfer from Operations	96,500	612,500	1,027,900	613,500	585,000	734,600	592,700	431,200
(+) Total Loan Funds	0	2,000,000	6,250,000	0	0	0	0	0
(+) Total CIAC Funds	0	1,043,100	0	0	4,630,000	4,402,300	2,346,500	3,749,500
(-) Total Capital Expenses	3,091,300	4,479,000	7,389,500	987,600	5,854,100	5,139,400	3,503,100	3,843,000
(-) Transfer to Operations	0	0	0	0	0	0	0	0
NET CAPITAL REVENUE	2,773,100	613,400	104,800	147,800	406,800	238,800	318,700	584,900
End of Year Cash	1,728,900	1,115,500	1,220,300	1,072,500	665,700	904,500	585,800	1,170,700

RAPID PROGRESS

This scenario includes all operating costs and cost increase factors as outlined earlier plus all of the capital costs and financing (new debt and grant funds) associated with the Stay the Course scenario.

In addition, this Rapid Progress scenario also includes:

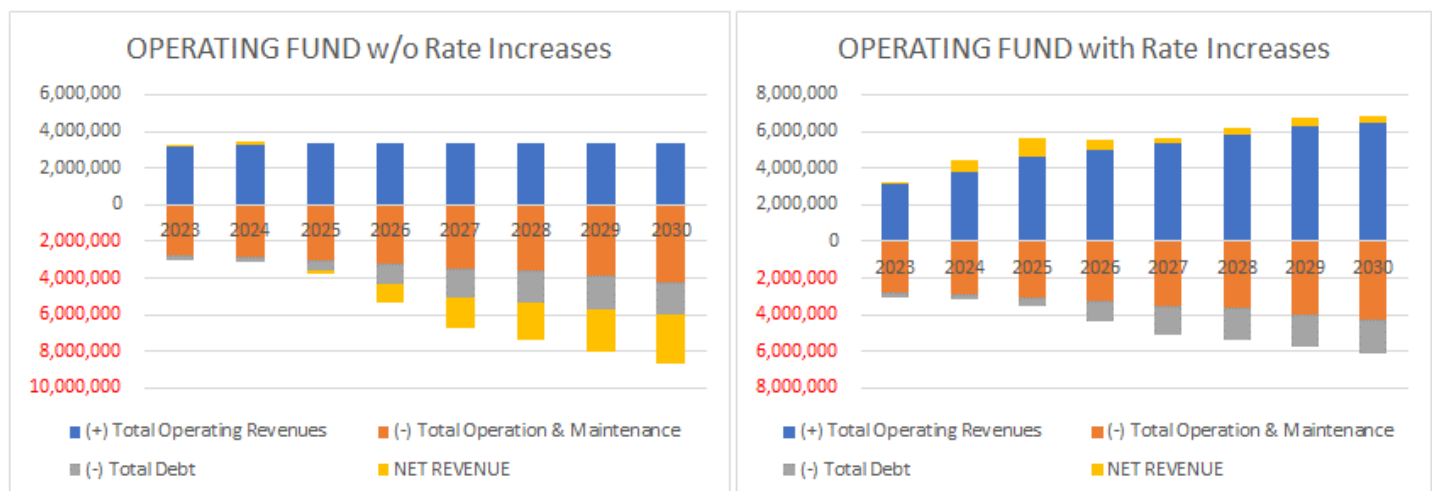
- \$500k in every other year (in today's dollars) for ongoing small stormwater facility retrofits
- Phases I & II for Little Swamp Creek Relocation (about \$5.7M) with designs paid by new debt and construction costs paid by 50% grants and 50% new debt
- The four Stream 0057 Culverts and the Sammamish River Tributary culvert Projects (FPCL 1, 2, 3, 4 & 11) are grouped together and brought up much sooner in the schedule with the design costs for each project paid for by new debt and



construction costs (shown as the cost in the last year) paid for by 50% grants and 50% new debt

- Open space acquisitions (projects RP1, RP2, RP3, RP4, RP5, & RP6) are added—one each year—and are included as being 50% grant and 50% cash funded
- All new debts are assumed to be 20-year bonds with an annual interest rate of 5.5%

The major difference between this scenario and the Moderate Pace scenario is that all five of the FCPL (Stream 0057 and Sammamish Tributary) culvert projects have been grouped together and moved up to start design in 2024. Also, the funding for the FCPL and Little Swamp Creek Relocation projects have changed from the designs being cash funded to being debt funded and the construction costs being 100% grant funded to 50% grant and 50% debt funded. This approach speeds up the projects in order to apply for grants that might not last as long as we planned in the Moderate Pace scenario. Paying for all of design and 50% of construction also increases the City's chances of obtaining grants by having "skin in the game". Another benefit of this approach is the ability to combine multiple projects into one large project, which may result in better grant scoring and lower interest costs.



The above left chart shows that the additional debt payments cannot be funded from existing rates and the planned 4% increase in 2023 and 2024; in fact, net revenues are negative beginning in 2025 and grow to over almost \$2M a year in losses. The chart on the right above shows the resulting cash flows in the operating fund if the rate increases listed below are enacted.

In order to correct the cash projection, the Rapid Progress scenario requires additional rate increases. If the city adopts the following schedule of rate increases, the cash

flows are in balance and the fund will run smoothly. Note that the two large increases in 2024 and 2025 are necessary to offset the new debt from the Public Works Bldg. (also note that the 20% in 2024 includes the planned 4%)

In this scenario we have increased the total costs of projects by about \$2.5M (the 6 RP projects) but saved a million dollars in inflation costs by moving the 5 FPCL projects up by several years. Of more consequence, we have reduced the expected total in grants by about \$6M and increased new debt by \$10M.

Year	2023	2024	2025	2026	2027	2028	2029	2030
Residential Storm Monthly Bill	\$20.75	\$24.90	\$29.88	\$32.12	\$34.53	\$37.12	\$39.90	\$41.10
% Rate Increase	4.0%	20.0%	20.0%	7.5%	7.5%	7.5%	7.5%	3.0%
CAPITAL SUMMARY								
Start of Year Cash	4,502,000	1,728,900	1,147,000	1,415,400	1,789,000	1,228,000	1,345,700	975,700
(+) Connection Charges & Intere	221,700	210,300	218,100	233,100	241,900	248,800	251,400	249,300
(+) Transfer from Operations	96,500	643,700	1,030,800	613,100	267,800	373,100	503,500	367,400
(+) Total Loan Funds	0	2,858,600	7,690,100	5,369,400	2,315,000	0	0	0
(+) Total CIAC Funds	0	1,043,100	371,000	5,202,400	2,720,200	415,300	425,700	436,300
(-) Total Capital Expenses	3,091,300	5,337,600	9,041,600	11,044,400	6,105,900	919,500	1,550,600	966,100
(-) Transfer to Operations	0	0	0	0	0	0	0	0
NET CAPITAL REVENUE	2,773,100	581,900	268,400	373,600	561,000	117,700	370,000	86,900
End of Year Cash	1,728,900	1,147,000	1,415,400	1,789,000	1,228,000	1,345,700	975,700	1,062,600

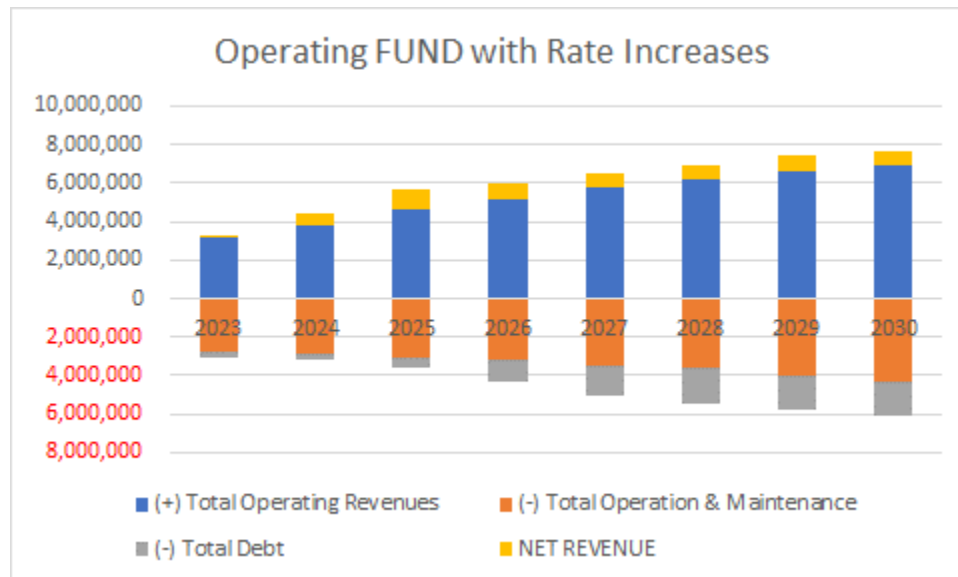
RAPID PROGRESS+

The Rapid Progress+ scenario is the exact same as the Rapid Progress scenario except that rates have been increased in the years 2025 through 2029 in order to increase both net operating revenues as well as build cash reserves to leave the utility with more capability to continue to fund projects important to the environment like the Stream 0056 culverts on either side of SR 522 or the Swamp Creek channel restoration in the 2030s.

With the additional monthly rate increases by the year 2030, the utility has grown net operating revenues from 400K to 900K and increased cash reserves from \$1M to \$3M.

This scenario is intended to build sufficient capacity and flexibility into the fund in order to meet the new challenges that will be determined by the next comprehensive plan update which is planned to occur around 2030. These rates will allow the utility to cash fund the design of a major project (\$10M to \$15M) such as the Stream 0056 culverts or the Swamp Creek channel restoration and then pay for the construction of the project from a mixture of cash reserves and new debt. Without these additional rate increases

the utility will require substantial future increases before work on any new projects can begin after the year 2030.



The chart above shows the cash flows in the operating fund if the rate increases listed in the table below are enacted.

The table below shows a summary of the stormwater utility finances with the indicated rate increases. As can be seen in the table below by the **end of year cash** in 2030 the fund is just short of \$3M and the **transfer from operations** (e.g., net revenue from operations) is almost \$800K in the year 2030.

Year	2023	2024	2025	2026	2027	2028	2029	2030
Residential Storm Monthly Bill	\$20.75	\$24.90	\$29.88	\$33.47	\$37.49	\$39.74	\$42.12	\$43.80
% Rate Increase	4.0%	20.0%	20.0%	12.0%	12.0%	6.0%	6.0%	4.0%
CAPITAL SUMMARY								
Start of Year Cash	4,502,000	1,728,900	1,147,000	1,415,400	1,994,200	1,888,500	2,417,800	2,405,400
(+) Connection Charges & Intere	221,700	210,300	218,100	234,700	248,400	261,800	270,200	274,000
(+) Transfer from Operations	96,500	643,700	1,030,800	816,700	716,600	771,700	842,300	782,600
(+) Total Loan Funds	0	2,858,600	7,690,100	5,369,400	2,315,000	0	0	0
(+) Total CIAC Funds	0	1,043,100	371,000	5,202,400	2,720,200	415,300	425,700	436,300
(-) Total Capital Expenses	3,091,300	5,337,600	9,041,600	11,044,400	6,105,900	919,500	1,550,600	966,100
(-) Transfer to Operations	0	0	0	0	0	0	0	0
NET CAPITAL REVENUE	2,773,100	581,900	268,400	578,800	105,700	529,300	12,400	526,800
End of Year Cash	1,728,900	1,147,000	1,415,400	1,994,200	1,888,500	2,417,800	2,405,400	2,932,200



Color Code

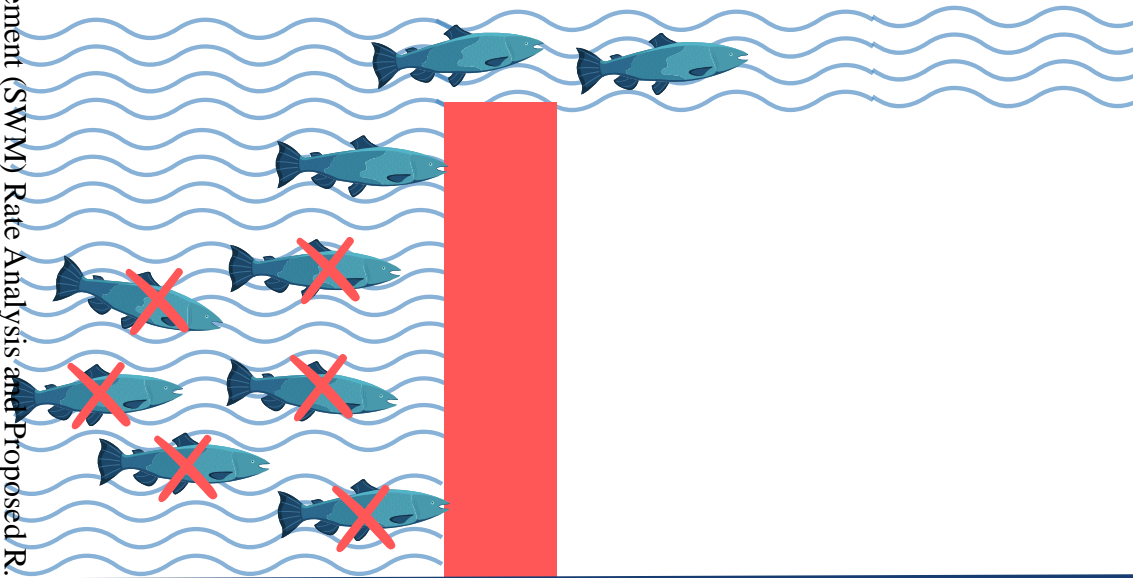
100% Cash Funded (No fill)		100% Debt Funded		100% Grant Funded	
Mix of Grant & Cash Funding				Mix of 50/50 Debt & Grant Funding	

CAPITAL EXPENSES	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total Debt Funding	Total Cash Funding	Total Grant Funding	
Stay the Course Scenario													
CITY FACILITIES F1 - Public Works Operations Center		2,000,000	6,250,000							8,250,000			
SW 8 - 190TH/61ST Culvert Replacement (Construction)	2,866,300	20,000									2,886,300		
SW 20 - Small Works	75,000	75,000	79,500	83,500	86,800	89,000	91,200	93,500			673,500		
SW 29 - Stormwater Facility Retrofits			530,000								530,000		
61ST Property Acquisition and Restoration		49,000									12,200	36,800	
SW 34 - Blueberry Creek Culvert Mitigation	50,000	200,000									250,000		
SW 35 - Muck Creek Restoration	100,000	400,000									500,000		
FPCL 012 - 192ND SC Trib Culvert		1,735,000									728,700	1,006,300	
										8,250,000	5,580,700	1,043,100	SUBTOTAL
Moderate Scenario													
<i>All CIP projects listed under the Baseline Scenario plus the following</i>													
SW 29 - Stormwater Facility Retrofits					578,800		608,100				1,186,900		
SW 17 - Little Swamp Creek Relocation Phase 1			265,000	278,300	2,315,000						543,300	2,315,000	
SW 17 - Little Swamp Creek Relocation Phase 2			265,000	278,300	2,315,000						543,300	2,315,000	
FPCL 001 - 163RD Trib 0057 Culvert						234,300	240,200	1,969,500			474,500	1,969,500	
FPCL 002 - 76TH Trib 0057 Culvert						211,800	217,100	1,780,000			428,900	1,780,000	
FPCL 004 - 74TH Trib 0057 Culvert					197,100	202,000	2,346,500				399,100	2,346,500	
FPCL 011 - 74TH Trib 0057 Culvert				117,700	122,400	2,442,300					240,100	2,442,300	
FPCL 003 - 169TH Samm Trib 01 Culvert				229,800	239,000	1,960,000					468,800	1,960,000	
										0	4,284,900	15,128,300	SUBTOTAL
Rapid Scenario													
<i>All CIP projects listed under the Baseline Scenario plus the following</i>													
SW 29 - Stormwater Facility Retrofits					578,800		608,100				1,186,900		
SW 17 - Little Swamp Creek Relocation Phase 1			265,000	278,300	2,315,000					1,700,800		1,157,500	
SW 17 - Little Swamp Creek Relocation Phase 2			265,000	278,300	2,315,000					1,700,800		1,157,500	
FPCL 001 - 163RD Trib 0057 Culvert		197,500	209,400	1,758,500						1,286,100		879,300	
FPCL 002 - 76TH Trib 0057 Culvert		178,500	189,200	1,589,400						1,162,400		794,700	
FPCL 004 - 74TH Trib 0057 Culvert		170,300	180,500	2,147,500						1,424,500		1,073,800	
FPCL 011 - 74TH Trib 0057 Culvert		105,800	112,100	2,291,100						1,363,400		1,145,600	
FPCL 003 - 169TH Samm Trib 01 Culvert		206,500	218,900	1,838,700						1,344,700		919,400	
RP 001 - Restoration (Land Acquisition, Demo, Restoration)			742,000								371,000	371,000	
RP 002 - Restoration (Land Acquisition, Demo, Restoration)				779,100							389,500	389,600	
RP 003 - Restoration (Land Acquisition, Demo, Restoration)					810,300						405,100	405,200	
RP 004 - Restoration (Land Acquisition, Demo, Restoration)						830,500					415,200	415,300	
RP 005 - Restoration (Land Acquisition, Demo, Restoration)							851,300				425,600	425,700	
RP 006 - Restoration (Land Acquisition, Demo, Restoration)								872,600			436,300	436,300	
										9,982,700	3,629,600	9,570,900	SUBTOTAL
Rapid+ Scenario													
<i>All CIP projects listed under the Baseline Scenario plus the following</i>													
<i>All CIP projects as listed under the CIPMid Scenario plus the following</i>													
FPCL 006 - 175TH Trib 0056 Culvert									9,576,000				
FPCL Swamp Creek Channel Restoration									TBD				

Surface Water Management (SWM) Fee Rates to Remove Fish Blocking Culverts

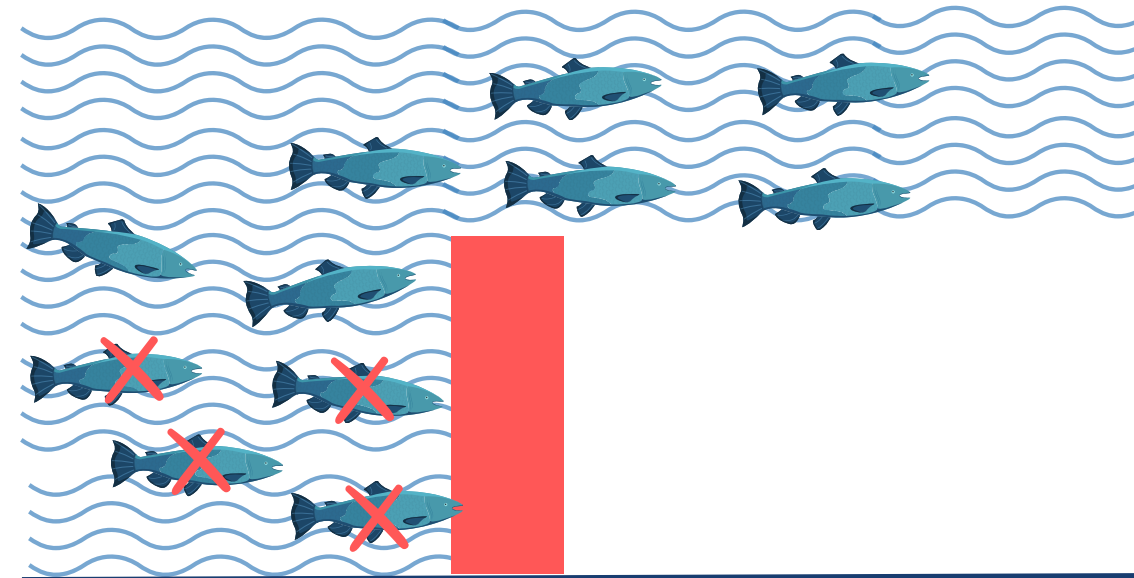
The current (2023) monthly SWM rate for single family residential property owners is \$20.75.

Stay the Course/Go Slow



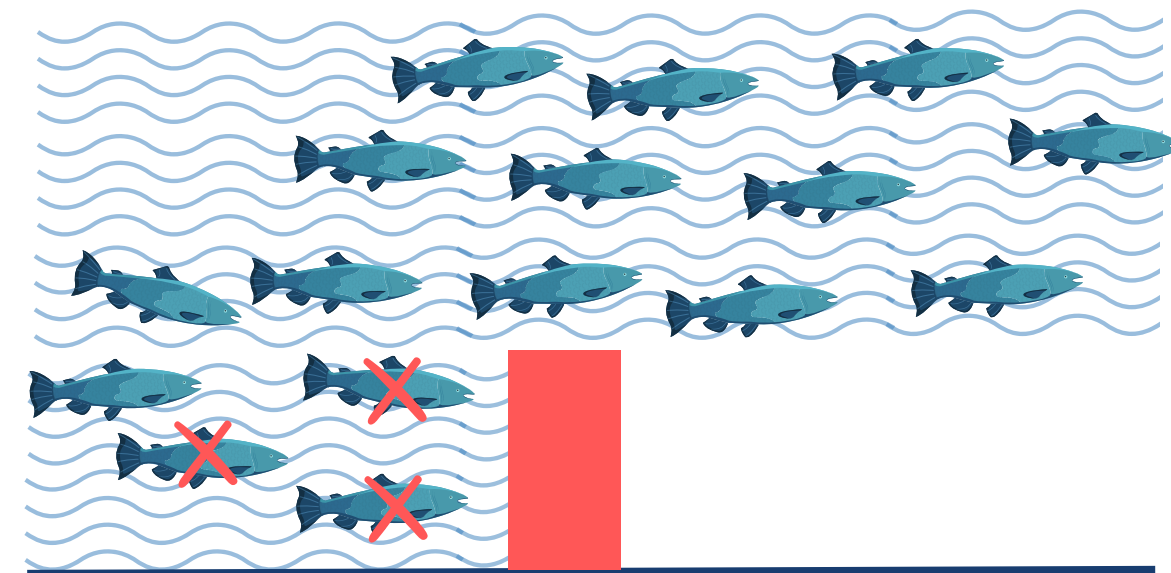
Fish Blocking Culverts

Moderate Pace



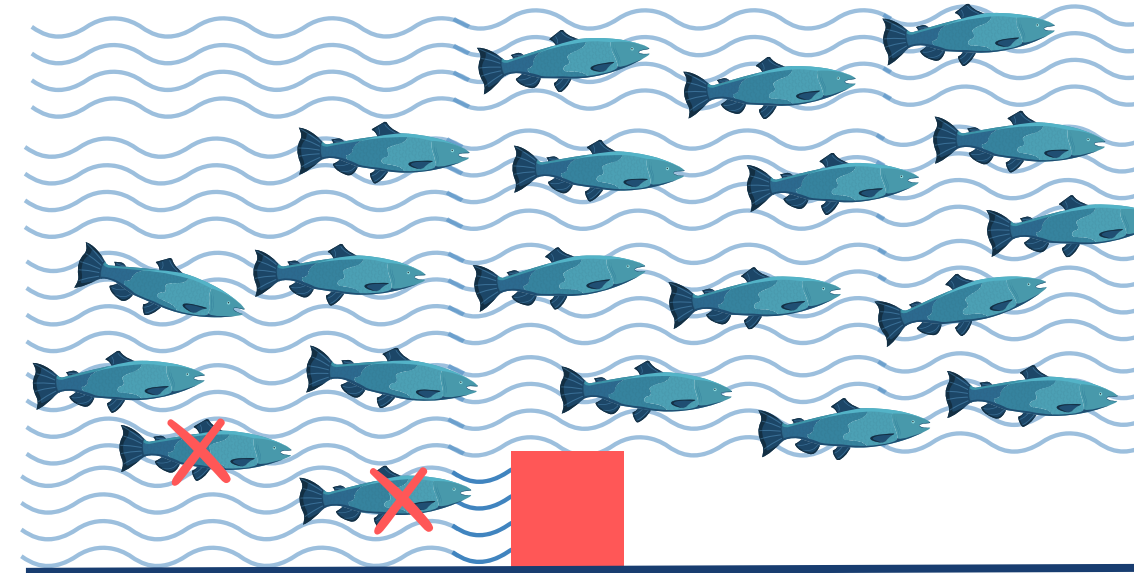
Fish Blocking Culverts

Rapid Progress



Fish Blocking Culverts

Rapid Progress +



Fish Blocking Culverts

Stay the Course/Go Slow

- Fund existing programs and maintain compliance with regulatory requirements.
- Complete capital projects currently planned including the Public Works Operations Center, removing/replacing 3 fish blocking culverts, retrofitting stormwater facilities, and Muck Creek restoration.
- **\$23.66 to \$34.43** (2024 - 2030) proposed monthly SWM rate increase.

Moderate Pace:

- Includes everything listed in previous option and more capital project funding, including:
 - Design costs for replacement of 6 additional high priority fish passage culverts.*
 - Design costs for Little Swamp Creek Replacement project, including replacement/removal of 4 culverts.*
 - Implements actions identified in the Climate Action Plan Natural Systems & Water Resources section.
- **\$24.69 to \$36.08** (2024 - 2030) proposed monthly SWM rate increase.

**Construction costs not included. Construction funds will rely on receiving grants.*

Rapid Progress:

- Includes everything listed in previous option and more capital project funding, including:
 - 50% of the estimated construction costs for the high priority fish passage culvert replacements.
 - Annual funding for open space land acquisition and habitat restoration projects.
 - Guarantees construction of some projects regardless of grant status.
- **\$24.90 to \$41.10** (2024 - 2030) proposed monthly SWM rate increase.

Rapid Progress+:

- Includes everything listed previously and begins building up funding for important projects in the 2030s, such as:
 - Riparian habitat restoration of the Swamp Creek Channel.
 - Replacement of large fish-blocking culverts on Chet Chatl (0056) Creek adjacent to SR 522.
- **\$24.90 to \$43.80** (2024 - 2030) proposed monthly SWM rate increase.

2023 Stormwater Rate & CFC Study



CITY OF KENMORE

ENVIRONMENTAL SERVICES



Consulting Services:

Ashley Emery, Peninsula Financial Consulting

Staff:

Melinda Merrell, Finance Director

Richard Sawyer, Environmental Services Director

Rob Karlinsey, City Manager



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Surface Water: What We Do



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The City of Kenmore operates a surface water utility. This utility is primarily funded by rates charged to property owners.

Kenmore's surface water utility is responsible for managing all surface water functions, including:

- flood prevention and management
- water quality improvement
- fish and wildlife habitat restoration and maintenance in and along wetlands, streams, rivers, and the lake
- management and control of surface runoff into wetlands, streams, rivers, and the lake
- regulating water quality laws on private and public property





Intro & Terminology

Before we begin, here are some key terms and what they mean when used in this presentation:

- **SWM – Surface Water Management** is the management of all water in the environment, including *stormwater*, which is a type of surface water.
- **Service Charge** – The total annual fee collected from a parcel. Also referred to as “Stormwater Fee” or “Utility Fee”
- **Rate** – A component of the Service Charge calculation
- **CFC – Capital Facilities Charge**, a one-time fee on new construction. May also be referred to as “General Facilities Charge” or “Connection Fee”



Why We Care



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ENVIRONMENTAL SERVICES

The City has an amazing natural environment, and we are fortunate to be the stewards of these features for our city. As stewards, we can reach for the following vision:

- No fish-blocking culverts
- Riparian habitat is fully restored along all streams and rivers
- Runoff is fully treated, resulting in clean, pristine waterways



Funding SWM



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SWM Service Charge

- Established in Chapter 13.40 KMC
- Collects revenue from all developed property in the City
- King County is contracted to collect the service charge, annually, along with all other property taxes
- Primary revenue source for the City's Surface Water Fund
- Analyzed and updated periodically to ensure SWM programs and projects are adequately funded



Funding SWM



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SWM Service Charge Continued

- Single Family Residential (SFR) property owners are assessed a flat annual charge
(Charge = Flat Rate)
- Non-SFR property owners, such as multi-family, commercial and industrial, are assessed a charge based on the area of the property multiplied by a sliding scale rate determined by the percentage of impervious area on the property
(Charge = Area x Rate)
- This presentation uses SFR rates to help visualize different scenarios, but all rates would be impacted the same proportionally.



Funding SWM



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Capital Facilities Charge

- A one-time charge assessed for new development
- Calculated based upon how many equivalent residential units (ERU) are created multiplied by the CFC Rate
- An ERU is 2,500 square feet of impervious area
- $(CFC = ERU \times Rate)$



Funding SWM



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Why conduct a rate study?

- Ever-increasing state-mandated stormwater requirements
- Operational changes (e.g., PW Operations Center)
- Inflation
- Re-prioritization of capital projects in keeping with City Council priorities

The City Council's #1 Priority in 2023:

"Implement the adopted Climate Action Plan and promote environmental stewardship, including water, air, forest, and habitat restoration and preservation."



Rate Study Goals



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Primary Goals of the rate study:

- Fund ongoing operation and maintenance activities
- Meet the ever-increasing requirements of NPDES
- Fund construction of high priority capital projects that protect and restore fish & wildlife habitat along our streams, rivers, and the lake
- Maintain adequate cash reserves

Secondary Goal of the rate study:

- Keep monthly rates as low as possible by using a combination of grants, new debt, and timing to schedule and fund planned capital improvement projects

We have developed four scenarios with different monthly rate adjustments that result in funding different levels of capital improvements



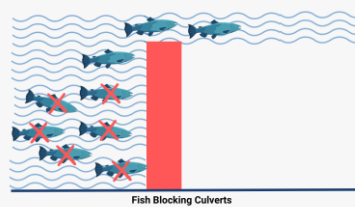
Funding Scenarios



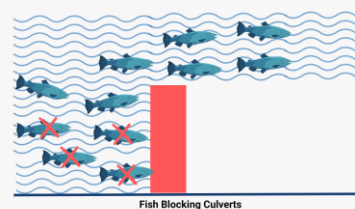
The four funding scenarios are:

- Stay the Course – Go Slow
- Moderate Pace
- Rapid Progress
- Rapid Progress+

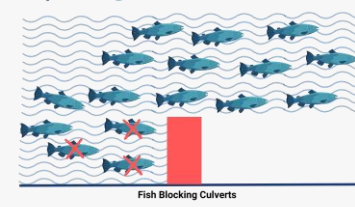
Stay the Course/Go Slow



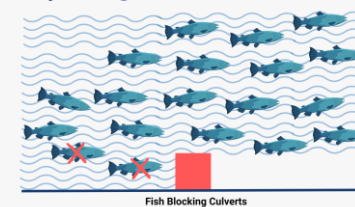
Moderate Pace



Rapid Progress



Rapid Progress +



Funding Scenarios



All four scenarios include the following:

- Previously approved 4% rate increase in 2024
- New employee (FTE) hired in 2027, 2029, and 2030
- New SWM share of debt service and O&M costs at the PW Operations Center
- Increasing the GFC by \$200 a year from the current \$3,500
- Increasing O&M costs as a result of inflationary factors, regulatory requirements, and growth

Annual Inflationary Factors	2024	2025	2026	2027	2028 - 2042
COLA	5.20%	4.50%	4.00%	3.50%	3.00%
Inflation	5.50%	4.50%	3.50%	2.50%	2.50%
Customer growth (new single-family equivalents)	50	50	50	50	50
Capital cost increases	6%	5%	4%	2.50%	2.50%



Funding Scenarios



All four scenarios also include previously committed capital obligations:

- Culvert replacement at 61st Ave and 190th Street
- SWM Fund's share of the new Public Works Operations Center

These two projects are largely debt funded and will significantly change the demand on monthly rates:

- The new debt associated with both projects will increase the total annual debt payment of the SWM Fund from zero to almost \$1M a year
- Given existing annual rate revenues of approximately \$3M a year, monthly rates will need to be increased by about 30% in the next two years just to pay for new debt payments



Funding Scenarios



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The primary difference between the first three scenarios is the costs associated with:

- Culvert projects ranging from \$1.5M to \$2.5M
 - Little Swamp Creek Phase I & II (Relocation & Culverts)
 - Four culvert projects on Tributary 0057
 - One culvert project on Sammamish Tributary 01
- Restoration projects

Our focus is on maximizing grants and low-cost loans from State and Federal programs

The two most effective strategies to win grant or low-cost loan funding assistance from State or Federal programs are:

- Be as close to shovel ready as possible
- Have significant skin in the game (cities share in cost thus leveraging government dollars)

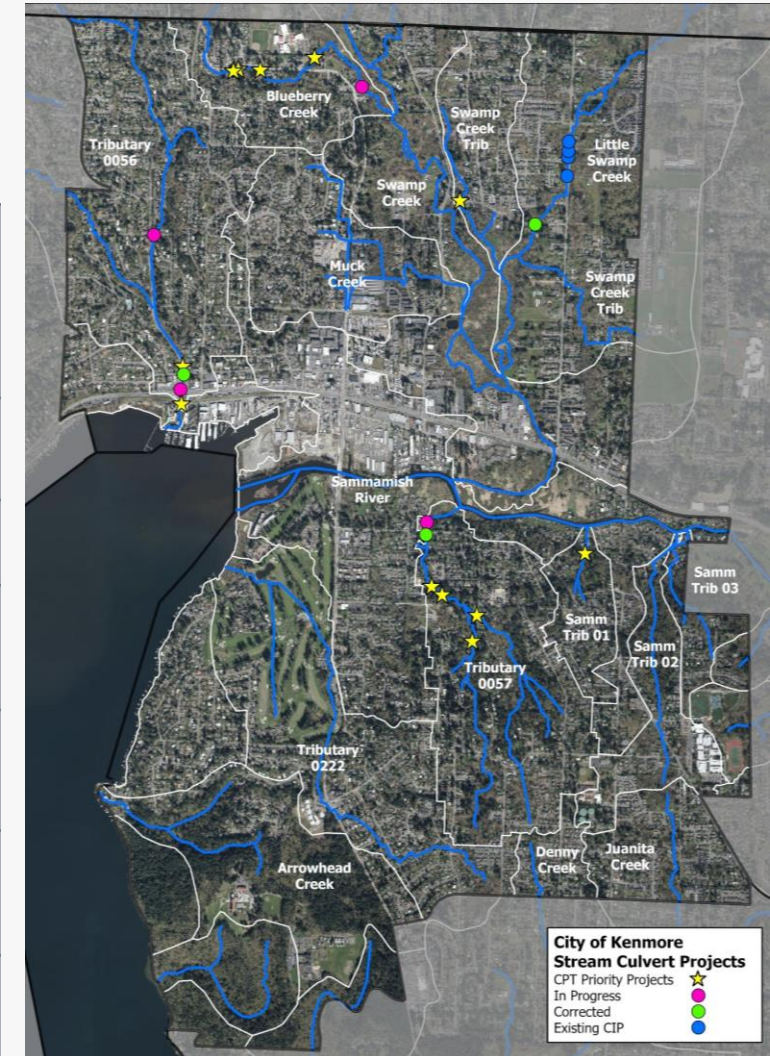


Funding Scenarios



High Priority Culvert Projects (City Council May 1, 2023 Meeting Presentation)

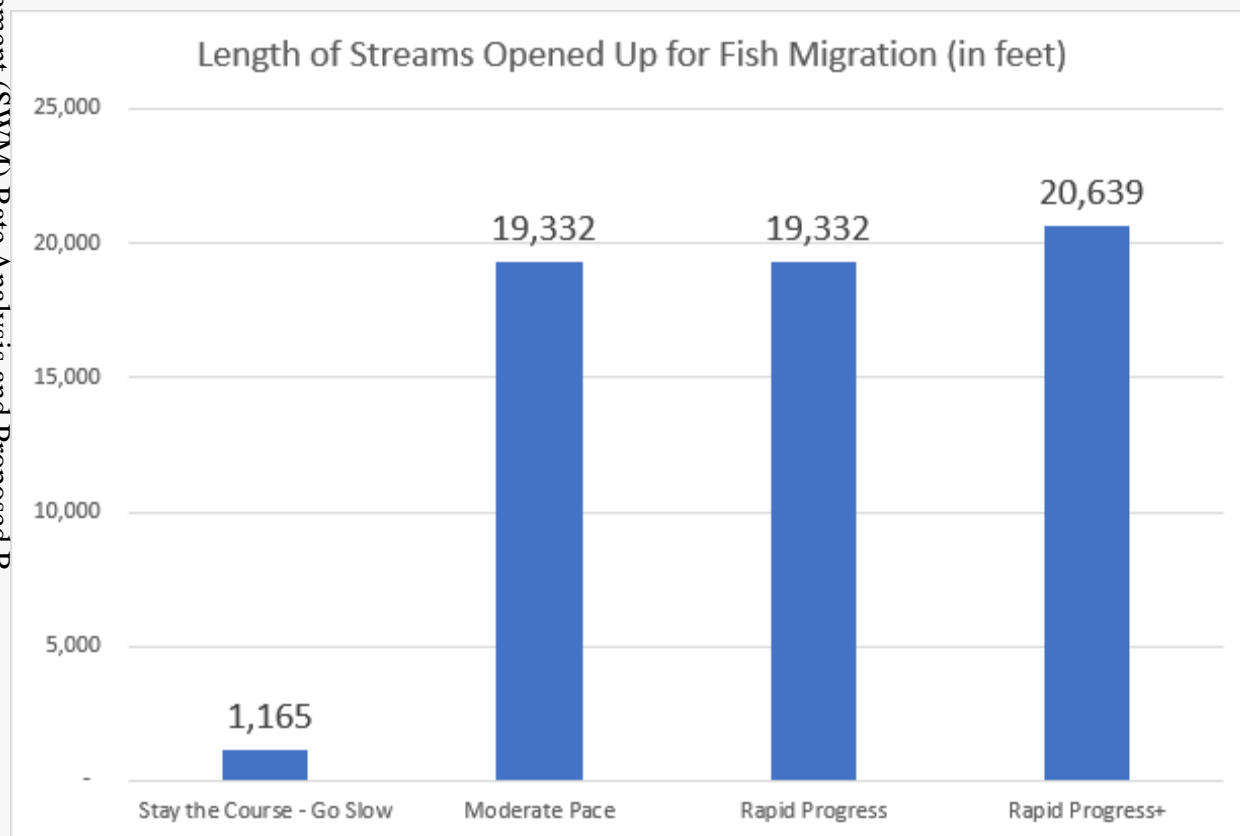
Stream	Culvert Projects	Total Length (Feet)	Blocked Length (Feet)	Opened Length (Feet)	Blocked Stream Opened
Tributary 0056	2 (CPT)* 1 (Corrected) 2 (In Progress)	13,754	13,194	1,307	9.9%
Blueberry Creek	1 (In Progress)	5,619	4,754	630	11.2%
Swamp Creek Tributary	1 (CPT)	3,525	1,941	535	27.6%
Little Swamp Creek	4 (Existing CIP) 1 (Corrected)	9,300	5,160	2,063	40.0%
Sammamish River Tributary	1 (CPT)	1,776	1,304	1,304	100.0%
Tributary 0057	4 (CPT)* 1 (Corrected) 1 (In Progress)	16,250	15,072	14,800	98.2%



Funding Scenarios



This graph shows the difference in linear feet of stream opened to migratory fish once barrier culverts are removed for each option.



Funding Scenarios



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Moderate Pace and Rapid Progress look the same. What's the difference?

- Funding
 - Moderate Pace: Design Only
 - Rapid Progress: Design and 50% of Construction, increasing likelihood of grants and speedier timeline
- Likelihood of Obtaining Grants:
 - Moderate Pace: Moderate
 - Rapid Progress: High
- Construction Timeline for the Stream 0057 Culverts:
 - Moderate Pace: 2027 – 2030
 - Rapid Progress: 2026
- Land Acquisitions for Habitat Restoration:
 - Moderate Pace: None planned
 - Rapid Progress: One every other year



Funding Scenarios



Here is a summary comparison of the four scenarios:

Comparison of Surface Water Rate Scenarios

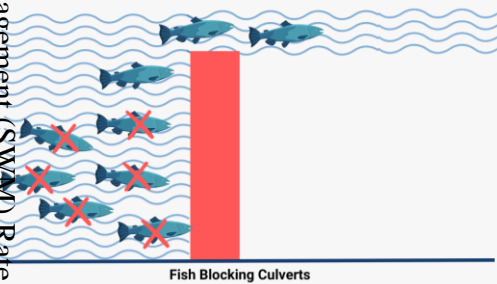
	Stay the Course	Moderate Pace	Rapid Progress	Rapid Progress +
Culvert Replacements	One every few years; none planned after 19nd Street Tributary	Fund design only of several high value culverts; Hope for grants to pay for 100% construction; Spread over 2027-2030	Fund design and 50% of construction of high value culverts; group these culverts together and move construction up to 2026.	Same as Rapid Progress
Open Space Acquisitions	None Planned	None Planned	Annual Acquisitions	Same as Rapid Progress
Clean Water Facility Retrofits	Only one in 2025	One every other year	One every other year	Same as Rapid Progress
Small Works Projects	\$70k - \$90k Annually	\$70k - \$90k Annually	\$70k - \$90k Annually	Same as Rapid Progress
Muck Creek Property Restoration	2024	2024	2024	Same as Rapid Progress
Removal of old culvert on Blueberry Creek	2024	2024	2024	Same as Rapid Progress
192nd St. Tributary Culvert Replacement	2024 - 2025	2024 - 2025	2024 - 2025	Same as Rapid Progress
Stream 0057 Culverts (four)	Not included	2027 - 2030	2026	Same as Rapid Progress
Little Swamp Creek Relocation and Culverts	Not included	2027	2027	Same as Rapid Progress
Swamp Creek Channel Restoration and/or Stream 0056 Large Culverts	Not included	Not included	Not included	2030s

Funding Scenarios



I. Stay the Course – Go Slow

Stay the Course/Go Slow



Year	2023	2024	2025	2026	2027	2028	2029	2030
Residential Storm Monthly Bill	\$20.75	\$23.66	\$26.97	\$28.32	\$29.74	\$31.23	\$32.79	\$34.43
% Rate Increase	4.0%	14.0%	14.0%	5.0%	5.0%	5.0%	5.0%	5.0%
Start of Year Cash	4,502,000	1,728,900	958,500	1,227,500	1,603,300	1,942,100	2,422,600	2,851,600
(+) Connection Charges & Interest	221,700	208,900	215,300	230,300	245,900	262,200	273,600	279,500
(+) Transfer from Operations	96,500	456,600	663,200	229,000	179,700	307,300	246,600	174,200
(+) Total Loan Funds	0	2,000,000	6,250,000	0	0	0	0	0
(+) Total CIAC Funds	0	1,043,100	0	0	0	0	0	0
(-) Total Capital Expenses	3,091,300	4,479,000	6,859,500	83,500	86,800	89,000	91,200	93,500
(-) Transfer to Operations	0	0	0	0	0	0	0	0
NET CAPITAL REVENUE	2,773,100	770,400	269,000	375,800	338,800	480,500	429,000	360,200
End of Year Cash	1,728,900	958,500	1,227,500	1,603,300	1,942,100	2,422,600	2,851,600	3,211,800

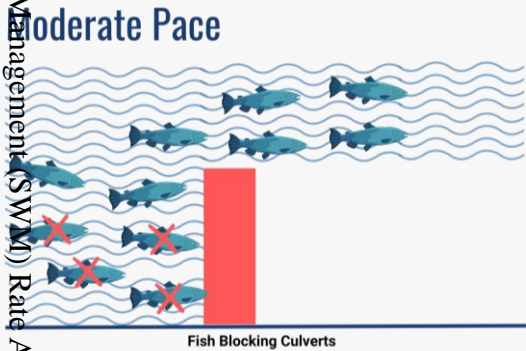
Highlights of Stay the Course:

- Previously approved capital projects already scheduled to occur within two years are funded (total forecasted CIP costs of \$15M)
- Net revenues from operations (shown as Transfer from Operations) are increased enough to pay for the new debt and remain positive through 2030
- Cash reserves have been used to pay for critical projects but are slowly built back by the year 2030

Funding Scenarios



2. Moderate Pace



Year	2023	2024	2025	2026	2027	2028	2029	2030
Residential Storm Monthly Bill	\$20.75	\$24.69	\$29.38	\$30.85	\$32.39	\$34.01	\$35.03	\$36.08
% Rate Increase	4.0%	19.0%	19.0%	5.0%	5.0%	5.0%	3.0%	3.0%
Start of Year Cash	4,502,000	1,728,900	1,115,500	1,220,300	1,072,500	665,700	904,500	585,800
(+) Connection Charges & Interest	221,700	210,000	216,400	226,300	232,300	241,300	245,200	247,200
(+) Transfer from Operations	96,500	612,500	1,027,900	613,500	585,000	734,600	592,700	431,200
(+) Total Loan Funds	0	2,000,000	6,250,000	0	0	0	0	0
(+) Total CIAC Funds	0	1,043,100	0	0	4,630,000	4,402,300	2,346,500	3,749,500
(-) Total Capital Expenses	3,091,300	4,479,000	7,389,500	987,600	5,854,100	5,139,400	3,503,100	3,843,000
(-) Transfer to Operations	0	0	0	0	0	0	0	0
NET CAPITAL REVENUE	2,773,100	613,400	104,800	147,800	406,800	238,800	318,700	584,900
End of Year Cash	1,728,900	1,115,500	1,220,300	1,072,500	665,700	904,500	585,800	1,170,700

Highlights:

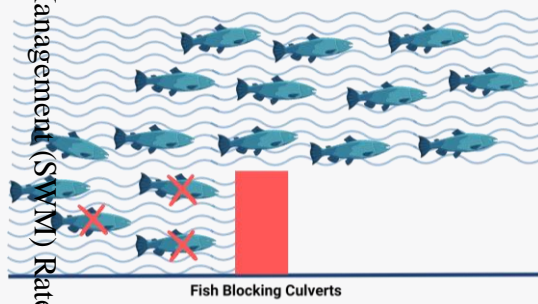
- High priority capital projects already scheduled to occur within two years are funded (total forecasted CIP costs of \$34M) with no new debt issued but reliant on \$16M in grants
- Net revenues from operations (shown as Transfer from Operations) are increased enough to pay for the new debt and remain positive through 2030
- Cash reserves have been used to pay for critical projects but are slowly built back by the year 2030

Funding Scenarios



3 Rapid Progress

Rapid Progress



Year	2023	2024	2025	2026	2027	2028	2029	2030
Residential Storm Monthly Bill	\$20.75	\$24.90	\$29.88	\$32.12	\$34.53	\$37.12	\$39.90	\$41.10
% Rate Increase	4.0%	20.0%	20.0%	7.5%	7.5%	7.5%	7.5%	3.0%

CAPITAL SUMMARY

Start of Year Cash	4,502,000	1,728,900	1,147,000	1,415,400	1,789,000	1,228,000	1,345,700	975,700
(+) Connection Charges & Interest	221,700	210,300	218,100	233,100	241,900	248,800	251,400	249,300
(+) Transfer from Operations	96,500	643,700	1,030,800	613,100	267,800	373,100	503,500	367,400
(+) Total Loan Funds	0	2,858,600	7,690,100	5,369,400	2,315,000	0	0	0
(+) Total CIAC Funds	0	1,043,100	371,000	5,202,400	2,720,200	415,300	425,700	436,300
(-) Total Capital Expenses	3,091,300	5,337,600	9,041,600	11,044,400	6,105,900	919,500	1,550,600	966,100
(-) Transfer to Operations	0	0	0	0	0	0	0	0
NET CAPITAL REVENUE	2,773,100	581,900	268,400	373,600	561,000	117,700	370,000	86,900
End of Year Cash	1,728,900	1,147,000	1,415,400	1,789,000	1,228,000	1,345,700	975,700	1,062,600

Highlights:

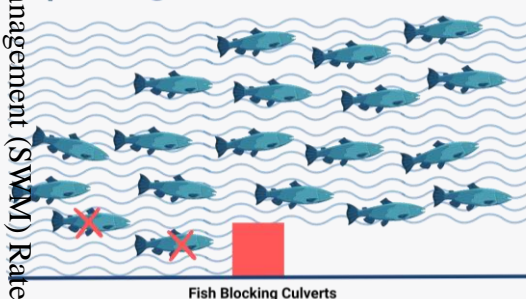
- High priority capital projects already scheduled to occur within two years are funded (total forecasted CIP costs of \$38M) with \$10M in new debt issued and reliant on \$10M in grants
- Net revenues from operations (shown as Transfer from Operations) are increased enough to pay for the new debt and remain positive through 2030
 - Cash reserves have been used to pay for critical projects but are just sufficient to support operations but are inadequate to fund any future capital costs

Funding Scenarios



4. Rapid Progress+

Rapid Progress +



Year	2023	2024	2025	2026	2027	2028	2029	2030
Residential Storm Monthly Bill	\$20.75	\$24.90	\$29.88	\$33.47	\$37.49	\$39.74	\$42.12	\$43.80
% Rate Increase	4.0%	20.0%	20.0%	12.0%	12.0%	6.0%	6.0%	4.0%
CAPITAL SUMMARY								
Start of Year Cash	<u>4,502,000</u>	<u>1,728,900</u>	<u>1,147,000</u>	<u>1,415,400</u>	<u>1,994,200</u>	<u>1,888,500</u>	<u>2,417,800</u>	<u>2,405,400</u>
(+) Connection Charges & Interest	221,700	210,300	218,100	234,700	248,400	261,800	270,200	274,000
(+) Transfer from Operations	96,500	643,700	1,030,800	816,700	716,600	771,700	842,300	782,600
(+) Total Loan Funds	0	2,858,600	7,690,100	5,369,400	2,315,000	0	0	0
(+) Total CIAC Funds	0	1,043,100	371,000	5,202,400	2,720,200	415,300	425,700	436,300
(-) Total Capital Expenses	3,091,300	5,337,600	9,041,600	11,044,400	6,105,900	919,500	1,550,600	966,100
(-) Transfer to Operations	0	0	0	0	0	0	0	0
NET CAPITAL REVENUE	2,773,100	581,900	268,400	578,800	105,700	529,300	12,400	526,800
End of Year Cash	1,728,900	1,147,000	1,415,400	1,994,200	1,888,500	2,417,800	2,405,400	2,932,200

Highlights:

- High priority capital projects already scheduled to occur within two years are funded (total forecasted CIP costs of \$38M) with \$10M in new debt issued and reliant on \$10M in grants
- Net revenues from operations (shown as Transfer from Operations) are increased enough to enable the utility to debt fund future capital projects (i.e. Stream 0056 Culverts and or Swamp Creek channel restoration) after 2030
- Cash reserves have been used to pay for critical projects but have been built back to a point where some of the reserves can be used to fund future capital projects

Funding Scenario Summary



CITY OF KENMORE
ENVIRONMENTAL SERVICES

Projected Rate Increases of the Four Scenarios

	2024	2025	2026	2027	2028	2029	2030
Stay the Course/Slow Progress	14%	14%	5%	5%	5%	5%	5%
Moderate Pace	19%	19%	5%	5%	5%	3%	3%
Rapid Progress	20%	20%	7.5%	7.5%	7.5%	7.5%	3%
Rapid Progress+	20%	20%	12%	12%	6%	6%	4%

Projected Monthly Household Rates of the Four Scenarios

	2024	2025	2026	2027	2028	2029	2030
Stay the Course/Slow Progress	\$23.66	\$26.97	\$28.32	\$29.74	\$31.23	\$32.79	\$34.43
Moderate Pace	\$24.69	\$29.38	\$30.85	\$32.39	\$34.01	\$35.03	\$36.08
Rapid Progress	\$24.90	\$29.88	\$32.12	\$34.53	\$37.12	\$39.90	\$41.10
Rapid Progress+	\$24.90	\$29.88	\$33.47	\$37.49	\$39.74	\$42.12	\$43.80

*2023 Monthly Household Rate: \$20.75

2023 Rate Comparisons



2023 monthly rates for a single-family home property in surrounding cities

	2023 Monthly Rate
Sammamish	\$35.06
Seattle	\$29.74
Lynnwood	\$29.54
Mountlake Terrace	\$27.96
Bothell	\$26.92
King County	\$26.92
Snoqualmie	\$26.64
Shoreline	\$25.86
Bellevue	\$24.47
Edmonds	\$23.45
Lake Stevens	\$21.42
Kenmore	\$20.75
Lake Forest Park	\$20.52
Kirkland	\$19.75
Issaquah	\$18.88
Woodinville	\$17.17
Mill Creek	\$17.17
Average Rate	\$24.25
* Note that Kenmore has a \$0.00 rate for senior low income property owners	



Back to the Vision

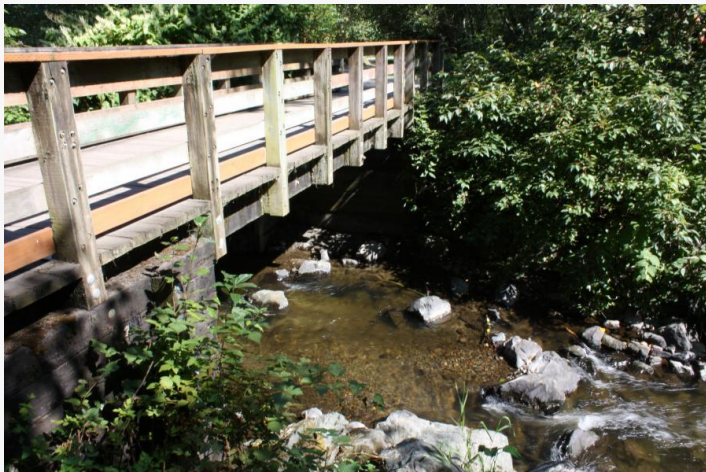


CITY OF KENMORE

ENVIRONMENTAL SERVICES

A Vision for Kenmore:

- No fish-blocking culverts
- Riparian habitat is fully restored along all streams and rivers
- Runoff is fully treated, resulting in clean, pristine waterways



Recap of the Scenarios

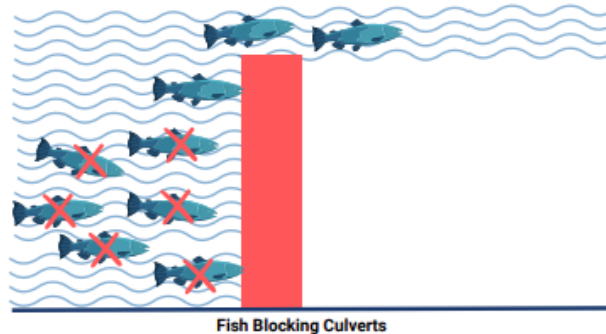


CITY OF KENMORE

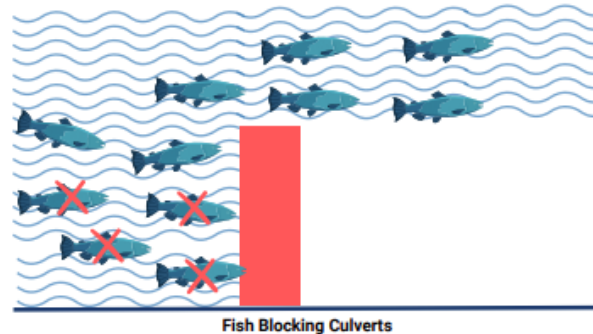
Surface Water Management (SWM) Fee Rates to Remove Fish Blocking Culverts

The current (2023) monthly SWM rate for single family residential property owners is \$20.75.

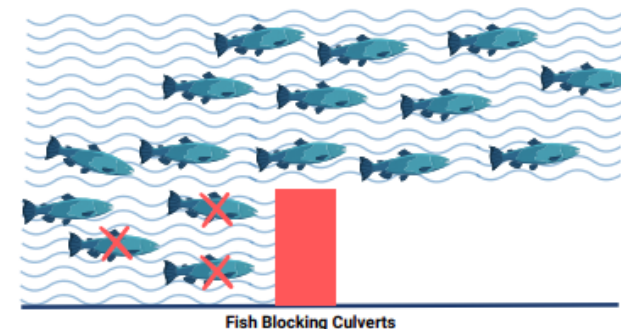
Stay the Course/Go Slow



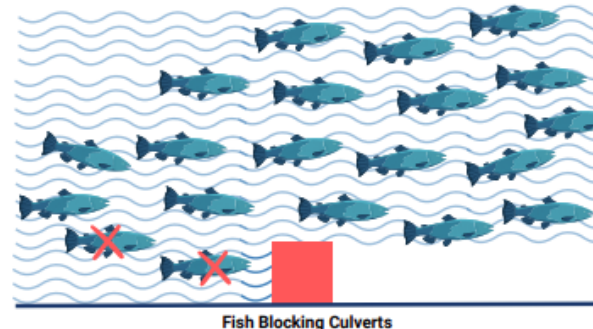
Moderate Pace



Rapid Progress



Rapid Progress +



Stay the Course/Go Slow

- Fund existing programs and maintain compliance with regulatory requirements.
- Complete capital projects currently planned including the Public Works Operations Center, removing/replacing 3 fish blocking culverts, retrofitting stormwater facilities, and Muck Creek restoration.
- **\$23.66 to \$34.43** (2024 - 2030) proposed monthly SWM rate increase.

Moderate Pace:

- Includes everything listed in previous option and more capital project funding, including:
 - Design costs for replacement of 6 additional high priority fish passage culverts.*
 - Design costs for Little Swamp Creek Replacement project, including replacement/removal of 4 culverts.*
 - Implements actions identified in the Climate Action Plan Natural Systems & Water Resources section.
- **\$24.69 to \$36.08** (2024 - 2030) proposed monthly SWM rate increase.

*Construction costs not included. Construction funds will rely on receiving grants.

Rapid Progress:

- Includes everything listed in previous option and more capital project funding, including:
 - 50% of the estimated construction costs for the high priority fish passage culvert replacements.
 - Annual funding for open space land acquisition and habitat restoration projects.
 - Guarantees construction of some projects regardless of grant status.
- **\$24.90 to \$41.10** (2024 - 2030) proposed monthly SWM rate increase.

Rapid Progress+:

- Includes everything listed previously and begins building up funding for important projects in the 2030s, such as:
 - Riparian habitat restoration of the Swamp Creek Channel.
 - Replacement of large fish-blocking culverts on Chet Chatl (0056) Creek adjacent to SR 522.
- **\$24.90 to \$43.80** (2024 - 2030) proposed monthly SWM rate increase.

Conclusion



CITY OF KENMORE

ENVIRONMENTAL SERVICES

Questions and Discussion



CITY OF KENMORE
City Manager's Office

American Rescue Plan Act (ARPA) Program Updates

September 18, 2023



Homelessness Response

\$50,000

- Partnered with Lake City Partners
- Outreach Specialists Started in March
- Community Court
- Kenmore Library
- Bimonthly Reports Show Engagement Levels
- One Client into Housing



Human Services

\$250,000

- Center for Human Services Submitted Best Proposal
- Based at Inglemoor High School
- Available to Students & Families
- Services to include:
 - Outreach with student body
 - Collaboration with faculty
 - Family Counseling
 - Mental Health Assessments
 - Case Management



Center for Human Services

Building a stronger community...one family at a time

Catch-Up Learning \$100,000

- Contract with Cascadia College for \$50,000
 - One Wednesday/mo. through 2023-2024 school year
 - 2-week Summer Academy summer 2024
 - Up to 100 Kenmore high school juniors and seniors
 - Classes on Cascadia campus
 - Includes college student mentoring 1x/month
 - Email cascadiaacademy@cascadia.edu
- Remaining unexpended funds of \$50,000
 - Continue program for additional year OR
 - Other catch-up learning/childcare support program



Business Assistance

\$250,000

- Urgent Business Assistance grants in 2022
 - \$65,000 for 6 businesses
- Pandemic Recovery Grants in 2023
 - 43 Unique applicants
 - 3 Withdrawn by applicants + 1 ineligible nonprofit type
 - 39 Business owners/Nonprofit leaders interviewed
 - 14 Ineligible based on data they provided
 - All documentation reviewed by Finance Director
 - Award amounts proportional to harm experienced, per Final Rule
 - \$185,000 total awarded to 21 businesses and 4 nonprofits
 - Review team included Nancy Meehan and Nancy Thai (DEIA Committee member)

**Pandemic Recovery
(ARPA) Grants
for Kenmore
Small Businesses
and Non-Profits**

Business and Nonprofit Interviews

Common Themes

- Mandated closures
- Space required for social distancing
- Time spent sanitizing
- Wages pre-pandemic vs. during/after
- Difficulty finding & retaining employees
- Balancing children & work
- Cost of supplies skyrocketed
- Customer purchasing habits changed
- Contract and event cancellations



Grant Recipients' Gratitude In their words...

- ❖ ...heartfelt thanks!
- ❖ ...takes a lot of the pressure off
- ❖ ...will help us rebound to carry on our important mission
- ❖ ...thank you so so much!
- ❖ ...I just hired a part time worker for the rest of the summer because of this help 🙏
- ❖ ...thanks so much!!
- ❖ ...timely and invaluable relief
- ❖ ...it's wonderful that my city appreciates the value that small businesses bring to our community
- ❖ ...this means so much—I appreciate it!
- ❖ ...❤️❤️
- ❖ ...THANK YOU!!!!!!



For comments and questions:

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CITY OF KENMORE
City Manager's Department

Civics 101 Online Course

The Kenmore Zone

September 18, 2023 Update



Civics 101 Project Goals

1. **Provide the public with information** about how the City functions and the services it provides.
2. **Entertain viewers.** Don't create material that is stuffy or boring. Make people want to tune in to the next episode.
3. **Teach students** about what it means to be civics-minded.
4. **Inspire people** to become more engaged in their local community.
5. **Focus on conveying information that will alleviate staff work** by prioritizing information that helps streamline staff workload.
6. **Modernize what these courses are-** digital, cutting edge, a way that hasn't been done before.

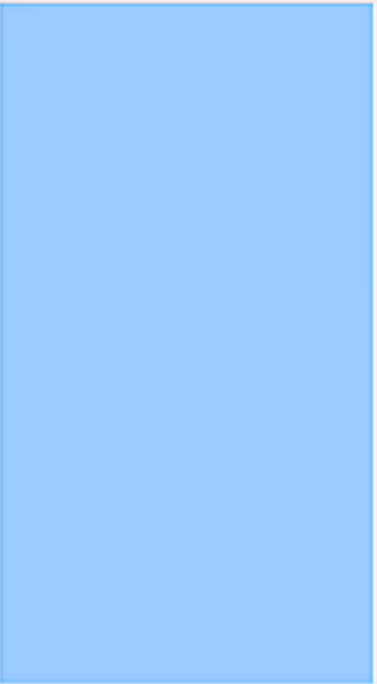


Civics 101 Behind the Scenes

- Inglemoor Class of 2023 Bren Bartol and Cary Trott spent many a Wednesday afternoon during the past school year filming educational and entertaining video segments, including Breaking News, Letters to the Editor, and Kenmore Zone bumpers
- Digital Communications Intern Nathan Dills has diligently edited the raw footage to make the content we will show the public
- IHS Civics teacher Ms. Alexandra Baker graciously allowed us use of her classroom on multiple occasions to film segments of the curriculum
- Next up is one example of a Kenmore Zone Breaking News feature with Bren & Cary

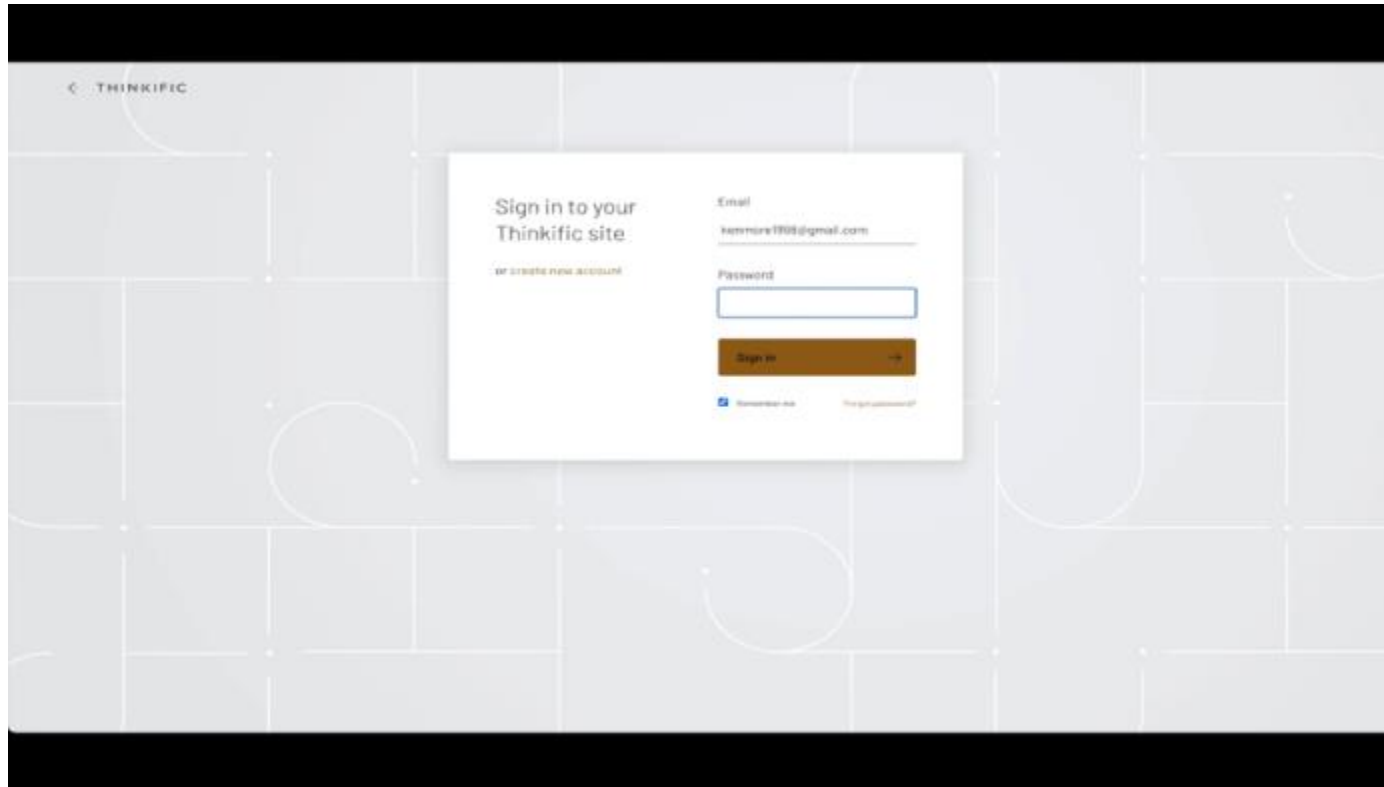
The Kenmore Zone Breaking News





Civics 101 Online Academy

Digital Communications Intern Nathan Dills has created this walkthrough video to show users how Thinkific works.



Sign in to your
Thinkific site

or [create new account](#)

Email

kenmore1998@gmail.com

Password

Sign in



☒ Remember me

[Forgot password?](#)

Civics 101 Next Steps

- More to come in the near future.
- This project continues to be on our priorities list as we have time.
- We hope to have something to share in 2024.

