



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

City Council Joint Special Meeting with Shoreline City Council and Lake Forest Park City Council - 5:45 PM at Shoreline City Hall - 17500 Midvale Ave N, Shoreline, WA 98133

Kenmore City Council Special Meeting

ON-SITE

MONDAY, OCTOBER 9, 2023 - 7:30 PM (earliest)

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

ZOOM LINK: <https://kenmorewa-gov.zoom.us/j/84880209591>

Or One tap Mobile: US: +12532158782,,84880209591#

Or Telephone Dial US: +1 253 215 8782

Callers please dial *9 to raise and lower hand

Webinar ID: 848 8020 9591

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. SPECIAL JOINT MEETING WITH SHORELINE CITY COUNCIL AND LAKE FOREST PARK CITY COUNCIL - 5:45 PM

For the complete agenda, provided by Shoreline City Council, please use the following link: [Shoreline City Council Workshop Dinner Meeting Agenda](#)

[Shoreline City Council Zoom Link for October 9, 2023](#)

Topics to be Discussed:

- City Updates - Each Mayor is given five minutes.
- Northend Aquatic Center - City Study Update
- Connections Health / Regional Crisis Response (RCR) Agency
- Legislative Priorities

[Memo from Shoreline City Manager](#)

II. CALL SPECIAL MEETING TO ORDER - 7:30 PM (earliest)

III. LAND ACKNOWLEDGEMENT

**IV. PROCLAMATION
PROCLAIMED**

- A. Domestic Violence Awareness Month, to be accepted by LifeWire and Christian Coalition for Safe Families
[Domestic Violence Awareness Month](#)

V. WHERE'S THE FUN?

VI. PUBLIC COMMENTS

- A. We welcome our community members to the Council's meeting. In this forum, the Council does not engage or dialogue with the public; the primary role of the Council is to listen. 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.

**VII. CONSENT AGENDA
UNANIMOUSLY ADOPTED**

- A. Approve City Council Special and Regular Meeting Minutes from September 18, 2023.
[City Council Special and Regular Meeting Minutes from September 18, 2023](#)
- B. Approve the City Council Special and Regular Meeting Minutes from September 25, 2023.
[City Council Special and Regular Meeting Minutes from September 25, 2023](#)
- C. Approve Roundtable Town Hall City Council Special Meeting Minutes from September 28, 2023.
[Roundtable Town Hall Special Meeting Minutes from September 28, 2023](#)

- D. Authorize the City Manager to execute Contract No. 23-C2971 with Health Management Associates, Inc. for a Human Services Needs Assessment not to exceed \$49,795, in a form approved by the City Attorney.
[Agenda Bill - Contract No. 23-C2971 Human Needs Assessment](#)
- E. Approve Total Check #s 52899 through 52981 totaling \$590,413.71 and Total Payroll/Taxes/Flexible Spending/Retirement & Health Savings Account Electronic Deposits Dated 09/08/2023 in the amount totaling \$248,403.35 and ACH Payment to Electronic Business Machines in the amount of \$255.33, and ACH Payment to KBA, Inc. in the amount of \$611.80, and ACH Payment to Thomco Construction in the amount of \$152,008.19.
[Voucher Certification and Approval 09/02/2023-09/15/2023](#)

VIII. PUBLIC HEARINGS

PUBLIC HEARINGS HELD AND CONTINUED (submit written comments to awarhol@kenmorewa.gov by Sunday, October 15, 5 PM)

- A. Proposed Ordinance No. 23-0593, Exceptional Trees, presented by Development Services Director Samantha Loyuk, *for public hearing*
[Agenda Bill - Proposed Ordinance No. 23-0593 Exceptional Trees](#)
[Attachment 1 - Proposed Ordinance No. 23-0593 Exceptional Trees](#)
[Attachment 2 - Proposed Ordinance No. 23-0593 Exhibit A](#)
[Attachment 3 - Proposed Ordinance No. 23-0593 Exhibit B](#)
[Attachment 4 - Proposed Ordinance No. 23-0593 Exhibit C](#)
[Attachment 5 - King County Conservation District Tree Canopy Study](#)
[Attachment 6 - September 2021 Exceptional Trees Policy Report](#)
[Attachment 7 - KMC 18.55.180, Reasonable Use Exception](#)
[Presentation - Exceptional Trees](#)
- B. Proposed Ordinance No. 23-0584, amending Kenmore Municipal Code (KMC) Sections 18.42.030 and 18.42.135 relating to unattended temporary signs and displays on City-owned property within public/semi-public zone, presented by Development Services Director Samantha Loyuk and Planner Reilly Rosbotham, *for public hearing*
[Agenda Bill - Proposed Ordinance No. 23-0584](#)
[Attachment 1 - Proposed Ordinance No. 23-0584](#)
[Attachment 2 - Proposed Ordinance No. 23-0584 Exhibit A](#)

IX. BUSINESS AGENDA

- A. Proposed Ordinance No. 23-0593, Exceptional Trees, presented by Development Services Director Samantha Loyuk, *for adoption*
PUBLIC HEARING EXTENDED UNTIL 5 PM SUNDAY 10/15 TO SUBMIT WRITTEN COMMENTS (email awarhol@kenmorewa.gov)

[Agenda Bill - Proposed Ordinance No. 23-0593 Exceptional Trees](#)
[Attachment 1 - Proposed Ordinance No. 23-0593 Exceptional Trees](#)
[Attachment 2 - Proposed Ordinance No. 23-0593 Exhibit A](#)
[Attachment 3 - Proposed Ordinance No. 23-0593 Exhibit B](#)
[Attachment 4 - Proposed Ordinance No. 23-0593 Exhibit C](#)
[Attachment 5 - King County Conservation District Tree Canopy Study](#)
[Attachment 6 - September 2021 Exceptional Trees Policy Report](#)
[Attachment 7 - KMC 18.55.180, Reasonable Use Exception](#)
[Presentation - Exceptional Trees](#)

- B. Proposed Ordinance No. 23-0584, amending the Kenmore Municipal Code (KMC) Sections 18.42.030 and 18.42.135 relating to unattended temporary signs and displays on City-owned property within the public/semi-public zone, presented by Development Services Director Samantha Loyuk and Planner Reilly Rosbotham, *for adoption*

**PUBLIC HEARING EXTENDED UNTIL 5 PM SUNDAY 10/15 TO
SUBMIT WRITTEN COMMENTS (email**

awarhol@kenmorewa.gov)

[Agenda Bill - Proposed Ordinance No. 23-0584](#)

[Attachment 1 - Proposed Ordinance No. 23-0584](#)

[Attachment 2 - Proposed Ordinance No. 23-0584 Exhibit A](#)

- C. Transportation Element of the Comprehensive Plan Update, presented by Engineering Director John Vicente and Principal Planner Todd Hall, *for discussion and direction*

DISCUSSED

[Agenda Bill - Transportation Element Update of the Comprehensive Plan](#)

[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 Facts 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](#)

[Attachment 11 - Proposed Changes to Bicycle and Pedestrian Priority Routes \(Figures T-18 and T-19\)](#)

[Presentation - Transportation Element](#)

- D. Traffic Impact Fee Update, presented by Engineering Director John Vicente, *for Discussion*

DISCUSSED

[Agenda Bill - Traffic Impact Fee Update](#)

[Attachment 1 - Traffic Impact Fee Study](#)

[Presentation - Traffic Impact Fee Update](#)

- E. Charter for Financial Sustainability Plan Task Force (FSPTF), presented by Finance and Administration Director Melinda Merrell, *for approval*

FSPTF CHARTER APPROVED

[Agenda Bill - Charter for Financial Sustainability Plan Task Force \(FSPTF\)](#)
[Attachment 1 - Proposed Charter for Financial Sustainability Task Force \(FSPTF\)](#)

- F. Walkways & Waterways Bond Measure Final Report, presented by City Manager Rob Karlinsey, Parks Project Manager Maureen Colaizzi, and Senior Civil Engineer Kent Vaughan, *no action*

FINAL REPORT PRESENTED

[Agenda Bill - Walkways and Waterways Bond Measure Final Report](#)
[Attachment 1 - Walkways and Waterways Bond Measure Final Report](#)
[Presentation - Walkways and Waterways Bond Measure Final Report](#)

X. STAFF REPORTS

XI. COUNCILMEMBER REPORTS & COMMENTS

- A. Debrief Kenmore City Council Roundtable Town Hall Meeting of Thursday, September 28, 2023

XII. ADJOURNMENT

UPCOMING MEETINGS

- A. Monday, October 16, 2023 at 7:00 PM - City Council Regular Meeting
Monday, October 23, 2023 at 7:00 PM - City Council Regular Meeting
Monday, October 30, 2023 at 7:00 PM - City Council Special Meeting

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.



Memorandum

DATE: October 9, 2023

TO: Shoreline City Council
Lake Forest Park Mayor and City Council
Kenmore City Council

FROM: Bristol S. Ellington, Shoreline City Manager

RE: Joint Dinner Meeting of the Shoreline, Lake Forest Park, and Kenmore City Councils

CC: Phillip Hill, City Administrator, City of Lake Forest Park
Rob Karlinsey, City Manager, City of Kenmore,
Stephanie Lucash, Deputy City Manager, City of Kenmore
John Norris, Assistant City Manager, City of Shoreline
Jim Hammond, Intergovernmental Relations Manager, City of Shoreline

On October 9, 2023, the City Councils of Shoreline, Lake Forest Park, and Kenmore will meet to discuss topics of mutual interest. The City Managers/Administrators identified the following four items for the agenda:

1. Round-Robin City Update
2. North King County Aquatics Center Study Update
3. RCR/Connections Accomplishments
4. Early look at State Legislative priorities

This memorandum provides a brief synopsis of each topic and some discussion points to facilitate the conversation. As always, the questions and discussion points are simply suggestions to stimulate conversation amongst councilmembers.

North King County Aquatics Center Study Update

The City of Kenmore entered into a consultant services agreement with Keith M. Comes, Principal Architect with Ballard King Associates on May 23, 2023, to perform the following services:

- Task 1: Gap Analysis & Market Analysis: Deliverables to include a Gap Analysis Report, and a Market Analysis Report.

- Task 2: Public Engagement: Deliverables to include a Communication & Outreach Schedule, Outreach graphics, informational text, & survey, and a Summary report of Public Engagement findings.
- Task 3: Site Identification & Assessment: Deliverables to include list of considered sites, and Site Comparison Analysis & Findings.
- Task 4: Concept Program & Plan: Deliverables to include Aquatic Programming Menu Options, Aquatic Center Building Program(s) for each sub-region, and Conceptual Site Plan and Floor Plan Diagrams for each preferred site.
- Task 5: Cost Analysis & Funding Strategy: Deliverables to include Concept level Probable Cost of Construction Estimates (including estimated soft costs), Operational Performance Indicator Analysis, and Funding Strategy Options.
- Task 6: Final Report: Deliverables to include the Final report document, and City Council Presentations.

The final report is due November 30, 2023.

Discussion Points

- How can we best support this project to ensure a successful outcome?
- What are councilmembers hearing about this initiative? Any encouraging feedback? Red flags?
- How critical is the final selection of the preferred site in determining city interest in participating in a regional aquatic facility?

RCR/Connections Accomplishments

In the realm of behavioral health, Kenmore, Lake Forest Park, and Shoreline, along with partner cities Bothell and Kirkland, have been leaders in not only King County, but also in Washington State. RCR will allow the cities of north King County to build an effective system of co-response and extend behavioral health support beyond those residents who are able and willing to call 988. Having someone to talk to is a critical first step in behavioral health care.

Beyond RCR, individuals in crisis also need somewhere to go. Again, north King County cities have led the way, working together with King County to effectively recruit Connections Health Solutions, a national leader, to expand to Washington State and locate a crisis care center in Kirkland. Connections is committed to not only tackling the acute stage of a person in crisis, but also working with them to ensure that they have an effective, ongoing system of support. Their services will be available not only to first responders, but also to any community member who chooses to walk in.

Together, RCR and Connections will enable our communities to tackle behavioral health challenges with behavioral health tools, allowing our public safety resources, such as police, fire, and hospitals, to devote their resources more effectively to our communities' needs. To that end, staff have begun looking ahead to the upcoming legislative session in Olympia to promote additional funding and support for models like our RCR program in our first response system.

Discussion Points

- This kind of resource is new to communities in our region. Do you think residents in your community understand and appreciate this positive change?
- RCR and Connections should also produce a strong positive impact in the work of our hospitals and first responders. What are you hearing from them?
- Is there more information you think our communities need?

State Legislative Priorities

Each of our cities are planning to adopt legislative priorities for the 2024 State Legislative Session in the next month or so. Given that this is a mid-biennial short session, budget-related initiatives are likely to be both smaller and fewer. However, early assessments from the Association of Washington Cities suggest that a number of key issues will be addressed during the 60-day session.

The AWC agenda features several issue areas, including:

- Law enforcement officer recruitment and retention.
- Infrastructure investment, ranging from state and local transportation (especially preservation and maintenance), as well as other local infrastructure, including investments under the Climate Commitment Act for carbon reduction and climate resiliency.
- Behavioral health, particularly greater access to treatment resources, with a focus on growing the workforce to make this happen.
- Lifting the 1% property tax cap.

In addition to the AWC's top priorities, staff expect other issues of importance to our communities to emerge, including:

- Transit oriented development, and the question of mandated densities.
- Producer responsibility for packaging.
- Affordable housing, including a possible third quarter percent REET.
- Ongoing adjustments to legislation adopted in the wake of the *Blake* decision, including additional funding for cities.
- Additional funding and support for models like the RCR program in the first response system.
- The cities of Kenmore and Lake Forest Park are interested in expanding traffic photo enforcement authority to bus lanes.

Discussion Points

- What are some of the top priorities for each city?
- Are there opportunities to support each other on our respective legislative priorities?

City of Kenmore, Washington Proclamation

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

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

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

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

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

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

WHEREAS, Kenmore City Council and the City should honor survivors by promoting peace in our own families, homes, and communities. We all renew our commitment to end domestic violence and its brutal and destructive effects so that domestic violence has no future in Kenmore or beyond.

NOW THEREFORE, I, Nigel Herbig, Mayor of the City of Kenmore, on behalf of the City Council, do hereby proclaim **October 2023** to be **Domestic Violence Awareness Month** throughout the City of Kenmore.

IN WITNESS WHEREOF, signed this 9th day of October 2023.

Signed: _____
Nigel Herbig, Mayor

Attested: _____
Anastasiya Warhol, City Clerk

**City of Kenmore
City Council Meeting
Special & Regular Meeting Minutes
Monday, September 18, 2023**

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

PRESENT:

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

Staff: City Manager Rob Karlinsey
Deputy City Manager Stephanie Lucash
City Attorney Dawn Reitan
City Attorney Curtis Chambers
City Clerk Anastasiya Warhol
Deputy City Clerk Michelle Kang
Engineering Director John Vicente
Environmental Services Director Richard Sawyer
Assistant to the City Manager Garrett Oppenheim
ARPA Management Analyst Janet Quinn
Communications Specialist Lauren Chomiak

Speaking Guests: Julianna Pooley, Kenmore Resident
Jeff Pooley, Kenmore Resident
Jeff McAllister, Kenmore Resident
Jennifer Anderson, Kenmore Resident
Elizabeth Pooley, Kenmore Resident
Maura Pooley, Kenmore Resident
Chris Olson, Kenmore Resident
Terry Federer, King County Marine Division Director
Chris Arkills, King County Marine Government Relations Manager
Dwight Thompson, Planning Commission Chair

Nathan Loutsis, Planning Commissioner
Tracey Banaszynski, Planning Commissioner
Ashley Emery, Peninsula Financial Consulting
Alex Alex Atchison, Consultant, Parametrix
Rachel Durham, Consultant, Parametrix

Public Comments Speaking Guests:

Katie Rhodes, Kenmore Resident
Elizabeth Mooney, Kenmore Resident
Patrick O'Brien, Kenmore Resident
Robbie Taves, Kenmore Resident
Allen Ricciardi, Kenmore Resident
Craig Odegaard, Kenmore Resident
Jon Culver, Kenmore Resident
Tracy Banaszynski, Kenmore Resident
Angie K. BB, Kenmore Resident
Tom Wood, Kenmore Resident
Eric Adman, Kenmore Resident - Virtual

CALL SPECIAL MEETING TO ORDER

Mayor Herbig called the special meeting to order at 6:15 p.m.

EXECUTIVE SESSION

Pursuant to RCW 42.30.110(1)(i), the City Council entered an executive session to discuss pending litigation. No action was taken.

ADJOURN SPECIAL MEETING

Mayor Herbig adjourned the special meeting at approximately 7:00 p.m.

CALL REGULAR MEETING TO ORDER

Mayor Herbig called the regular meeting to order at 7:00 p.m.

FLAG SALUTE

Mayor Herbig led the Council in the flag salute.

AGENDA APPROVAL

The agenda was approved as presented.

PROCLAMATION

Falls Prevention Week (09/18/23 – 09/24/23)

[Falls Prevention Week Proclamation](#)

Mayor Herbig issued the Falls Prevention Week Proclamation; there was no recipient.

WHERE'S THE FUN?

Rob Karlinsey displayed a parade of residents who own or ride e-bikes. Each person shared personal stories of how they use their vehicles.

LAND ACKNOWLEDGEMENT

Mayor Herbig read the Land Acknowledgement to Honor First Peoples.

PRESENTATION

King County Marine Division Director Terry Federer and King County Marine Government Relations Manager Chris Arkills presented about a Kenmore Passenger Only Ferry.

[Presentation - Kenmore Passenger Only Ferry](#)

PUBLIC COMMENTS

The City Council took comments from the public.

Timestamped link here:

https://www.youtube.com/live/Yt9zWi5x4J0?si=3XoFayd4R_jmGPYT&t=7267

CONSENT AGENDA

- 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](#)

MOTION: Councilmember Baker moved to approve the consent agenda items A-C outlined above. Deputy Mayor O’Cain seconded the motion.

VOTE: Consent Agenda was approved by UNANIMOUS CONSENT.

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.*

[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](#)

Engineering Director John Vicente presented the proposed changes to the Transportation Element and Capital Facilities Plan of the greater Comprehensive Plan. Planning Commissioners were present to discuss their proposed changes.

The presented document outlines significant changes in the transportation element. These are articulated in the agenda bill. After listening to Council comments, Staff agreed to return with the Transportation element in October for further discussion.

- 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.*

[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](#)

Environmental Services Director Richard Sawyer reminded the Council of goals to have zero fish-blocking culverts, clean waterways, and restored riparian zones. To fund this vision, the City needs to reassess the current surface water management rate (SWM) rate. The City, in collaboration with Peninsula Financial Consulting (PFC) is presenting

three options for Council consideration: Stay the Course, Moderate Pace, Rapid Progress, and Rapid Progress +. Each pace is described as follows:

“Stay the Course” to Fund existing programs and maintain compliance with regulatory requirements. o 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; also 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 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 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 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 Progress” Includes everything listed in previous options. o 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 Progress +” Includes everything listed in previous options and 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

To continue this work, the City must adjust the current SWM rate (\$20.70 per month for single family residential property owners). Staff presented the following options relating to each progress category:

	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 Council offered initial comments and highlighted the need for public engagement. Staff agreed to bring the item back for further discussion and direction in October.

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
[Presentation - ARPA Update](#)

Assistant to the City Manager Garrett Oppenheim and Management Analyst Janet Quinn offered the following updates:

- Homelessness Response (\$50,000) - The City Partnered with Lace City Partners and Outreach Specialist began working in March, in various locations.
- Human Services (\$250,000) - Cetner for Human Services submitted the winning proposal. The program, including family counseling, case management, mental health assessments, outreach with students and faculty, is based at Inglemoor High School
- Catch-Up Learning - (\$100,000) - The City has contracted with Cascadia College to conduct catch-up learning courses on Cascadia campus.
- Business Assistance (\$250,000) - There was \$65,000 disbursed in 2022. In 2023, 21 businesses and 4 nonprofits were awarded \$185,000 based on a rigorous application and interview process.

- B. Kenmore Cares Mental Health Kits, presented by Assistant to the City Manager Garrett Oppenheim

Assistant to the City Manager Garrett Oppenheim previewed the mental health kit which included chewing gum, a stress ball, a sleep mask, chocolates, and a deck of cards with encouraging reminders to support mental health. These are available at the Senior Center or at the City Hall front desk.

- C. Civics 101 Online Course Update, presented by Assistant to the City Manager Garrett Oppenheim and Communications Specialist Lauren Chomiak
[Presentation - Civics 101 Online Course Update](#)

Assistant to the City Manager Garrett Oppenheim and Communications Specialist Lauren Chomiak presented the latest civics 101 course update.

- D. Town Hall Meeting on Thursday, September 28th: Schedule and Table Assignments, presented by City Manager Rob Karlinsey

City manager Rob Karlinsey and the Council discussed the format of the upcoming round table.

COUNCILMEMBER REPORTS & COMMENTS

ADJOURNMENT

Mayor Herbig adjourned the meeting at approximately 11:04 p.m.

Nigel Herbig, Mayor

Anastasiya Warhol, City Clerk

**City of Kenmore
City Council Meeting
Special & Regular Meeting Minutes
Monday, September 25, 2023**

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

PRESENT:

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

Staff: City Manager Rob Karlinsey
Deputy City Manager Stephanie Lucash
City Attorney Dawn Reitan – Virtual
City Clerk Anastasiya Warhol
Deputy City Clerk Michelle Kang
Community Development Director Debbie Bent
Environmental Services Director Richard Sawyer
Senior Civil Engineer Kent Vaughan
Climate Action Plan Program Manager Nina Rasmussen
Assistant to the City Manager Garrett Oppenheim
Principal Planner Todd Hall

Speaking Guests: Ty Juvenil, Proclamation Recipient
Suzanne Greathouse, Kenmore Heritage Society President
Dwight Thompson, Planning Commission Chair
Mike Vanderlinde, Planning Commission Vice Chair – Virtual
Tracy Banaszynski, Planning Commissioner
Nathan Loutsis, Planning Commissioner
Derek Wycoff, Planning Commissioner
Saad Qadri, Planning Commissioner – Virtual
Sara Solum Hayashi, Arts of Kenmore Director

Public Comments Speaking Guests:
Jon Culver, Kenmore Resident

Patrick O'Brien, Kenmore Resident
Katie Rhodes, Kenmore Resident
Elizabeth Mooney, Kenmore Resident
Peter Lance, Kenmore Resident
Victoria Grayland, Kenmore Resident
Stacey Valenzuela, Kenmore Resident

Public Hearing Speaking Guests:

Dwight Thompson, Kenmore Resident
Elizabeth Mooney, Kenmore Resident

CALL SPECIAL MEETING TO ORDER

Mayor Herbig called the special meeting to order at 6:15 p.m.

EXECUTIVE SESSION

Pursuant to RCW 42.30.110(1)(i), the City Council entered an executive session to discuss potential litigation. This executive session lasted 45 minutes, until approximately 7:00 p.m. No action was taken.

ADJOURN SPECIAL MEETING

Mayor Herbig adjourned the special meeting at approximately 7:00 p.m.

CALL REGULAR MEETING TO ORDER

Mayor Herbig called the regular meeting to order at 7:00 p.m.

LAND ACKNOWLEDGEMENT

Mayor Herbig read the Land Acknowledgement Honoring First Peoples.

FLAG SALUTE

Mayor Herbig led the Council in the flag salute.

AGENDA APPROVAL

The agenda was approved as presented.

PROCLAMATION

Mayor Herbig read the Native American Heritage Month proclamation; it was accepted by Tulalip Coast Salish Artist Ty Juvinel.

[Native American Heritage Month](#)

PRESENTATION

Proposed Ordinance No. 23-0595, Accepting Funds for the Purchase of a Hank Heron Mascot Costume, presented by Deputy City Manager Stephanie Lucash, Senior Civil Engineer Kent Vaughan, and Kenmore Heritage Society President Suzanne Greathouse

[Agenda Bill - Acceptance of Funds for the Purchase of a Hank Heron Mascot Costume](#)
[Attachment 1 - Proposed Ordinance No. 23-0595, Hank Heron Mascot Costume](#)
[Attachment 2 - Hank Heron Mascot Donation Application Form, signed](#)
[Attachment 3 - Contract No. 23-C2979 Street Characters, Inc.](#)

Deputy City Manager Stephanie Lucash explained that Hank Heron is the official City Mascot. She explained that Kent Vaughan, the City's Civil Engineer, is the creative artist behind the character. Suzanne Greathouse wishes to donate \$11,900 to the City for the purchase of a Hank Heron mascot costume to be owned and maintained by the City. The Hank Heron mascot will make special appearances at the businesses who contributed funding to make the purchase possible, and Hank Heron will also appear at city events throughout the year including the farmers market, concerts, movie nights and other celebrations. The Council was appreciative of Ms. Greathouse' generosity and expressed their delight in having a Hank Haron mascot costume.

WHERE'S THE FUN?

City Manager Rob Karlinsey highlighted "internal ribbon cuttings" conducted during an All-Staff meeting to celebrate the completion of the internal Personnel Policies, and the Diversity, Equity, Inclusion, and Accessibility Strategic Plan. Deputy Clerk Michelle Kang and Assistant to the City Manager Garrett Oppenheim were invited to cut the ribbons during the celebration.

PUBLIC COMMENTS

The City Council took comments from the public.

Timestamped link here:

<https://www.youtube.com/live/jmaynhMltTg?si=E97xDkSvKPVuINDV&t=3754>

CONSENT AGENDA

- A. Approve City Council Special and Regular Meeting Minutes from September 11, 2023.

[City Council Special and Regular Meeting Minutes from September 11, 2023](#)

MOTION: Councilmember Baker moved to approve the consent agenda item A, outlined above. Councilmember Pfeil seconded the motion.

VOTE: Consent Agenda was approved by UNANIMOUS CONSENT.

BUSINESS AGENDA

- A. Proposed Ordinance No. 23-0595, Accepting Funds for the Purchase of a Hank Heron Mascot Costume, presented by Deputy City Manager Stephanie Lucash and Senior Civil Engineer Kent Vaughan, *for adoption*

[Agenda Bill - Acceptance of Funds for the Purchase of a Hank Heron Mascot Costume](#)

[Attachment 1 - Proposed Ordinance No. 23-0595, Hank Heron Mascot Costume](#)

[Attachment 2 - Hank Heron Mascot Donation Application Form, signed](#)

[Attachment 3 - Contract No. 23-C2979 Street Characters, Inc.](#)

Deputy City Manager Stephanie Lucash thanked artist Kent Vaughan for creating the character of Hank Heron who has become a part of Kenmore's culture. She also thanked Suzanne Greathouse for her generous donation.

MOTION: Councilmember Pfeil moved to adopt Ordinance No. 23-0595, accepting the funds for a Hank Heron mascot costume. Deputy Mayor O'Cain seconded the motion.

VOTE: 7 Yes; 0 No; 0 Abstain. **MOTION PASSES.**

- B. Planning Commission Recommendation on the Climate Action Element of the Comprehensive Plan Update, presented by Community Development Director Debbie Bent, Climate Action Plan Program Manager Nina Rasmussen, and Planning Commissioners, *for discussion*

[Agenda Bill - Climate Action Element](#)

[Attachment 1 - Draft Climate Action Element](#)

[Attachment 2 - CAE Equity Assessment](#)

[Attachment 3 - SEPA Determination of Nonsignificance](#)

[Attachment 4 - Public Hearing Comments and Staff Responses](#)

[Attachment 5 - Washington Department of Commerce Comments](#)

[Presentation - Climate Action Element Comprehensive Plan Update](#)

Climate Action Plan Program Manager Nina Rasmussen discussed outlined the Draft Climate Action Element. Planning Commission Chair Dwight Thompson highlighted the work the Planning Commission put into the presented recommendations.

The Council offered comments questions, including the following:

- What metrics will be used to track our progress? Staff answered that the greenhouse inventory is the best indicator of progress.
- Is there a clear delineation between what the municipality aims to achieve, versus the greater community? Staff will take this under advisement.
- Reference Documents – maybe reference to what details are included in the detailed Climate Action Plan.

Staff agreed to incorporate some recommended edits and suggestions and will plan to return on October 9 to continue the discussion and gather more direction.

- C. Designating the Arts of Kenmore (AOK) as Kenmore's Local Arts Agency and Review and Processing of City-Supported Community Projects presented by City Manager Rob Karlinsey, Community Development Director Debbie Bent, and Arts of Kenmore Director Sara Solum Hayashi, *for discussion*

[Agenda Bill - Arts of Kenmore as Kenmore's Local Arts Agency](#)

[Attachment 1 - 08/25/2023 Memo Providing Background Information](#)

[Memo Attachment 1 - Resolution designating Arts of Kenmore as a Local Arts Agency](#)

[Memo Attachment 2 - Contributions to Arts of Kenmore](#)

[Memo Attachment 3 - Seven Ways LAAs Work In Communities](#)

[Attachment 2 - Arts of Kenmore Funding Options](#)

Ms. Debbie Bent noted that in July the Council asked staff about the process of designating Arts of Kenmore ('AOK') as the City's local Arts Agency. The agenda bill spells out the background and relationship. There are a few options being presented for discussion.

1. Contract with AOK - \$40,000 to \$50,000 per year to fund three part-time positions
2. Contract with AOK to lead and manage arts and culture projects on a project-by-project basis (minimum \$10,000 per project)
3. Reduce the scope and services provided by AOK
4. Dissolve and discontinue Arts of Kenmore

The council gave direction for staff to return with a resolution designating Arts of Kenmore Nonprofit organizations as a local arts agency for the City of Kenmore. Discussions will continue in the future.

MOTION: Councilmember Marshall moved to direct staff to suspend review and processing of City-Supported Community Projects until policies and procedures are completed and adopted by the City Council. Councilmember Pfeil seconded the motion.
VOTE: 7 Yes; 0 No; 0 Abstain. **MOTION PASSES.**

PUBLIC HEARING

Proposed Ordinance No. 23-0593 Exceptional Trees, presented by Assistant to the City Manager Garrett Oppenheim, *for public hearing*

[Attachment 1 - Ordinance No. Proposed 23-0593, Exceptional Tree Ordinance](#)

[Attachment 2 - Exhibit A to Ordinance No. 23-0593](#)

[Attachment 3 - Exhibit B to Ordinance No. 23-0593](#)

[Attachment 4- Exhibit C to Ordinance No. 23-0593](#)

[Attachment 5 - King county Conservation District Tree Canopy Study](#)

[Attachment 6 - September 2021 Exceptional Trees Policy Report](#)

[Attachment 7 - KMC 18.55.180, Reasonable Use Exception](#)

Mayor Herbig opened the Public Hearing at approximately 9:00 p.m.
The City Council received testimony from the public; two people testified. Timestamped link here:

<https://www.youtube.com/live/jmaynhMltTg?si=sgS1KgLrwJmNNPps&t=9995>

Mayor Herbig closed the Public Hearing at approximately 9:09 p.m.

BUSINESS AGENDA (continued)

D. Middle Housing: Final Report and Findings, presented by Community Development Director Debbie Bent and Principal Planner Todd Hall, *for discussion*

[Agenda Bill - Middle Housing: Final Reports and Findings](#)

[Attachment 1 - PRR Summary Report](#)

[Attachment 2 - LDC Policy Review for Middle Housing and Small-Scale Commercial Development](#)

[Attachment 3 - LDC Middle Housing Code Options Report](#)

[Attachment 4 - PRR Framing the Future of Housing Community Event Summary Report](#)

[Attachment 5 - PRR Small Group Meeting Summary Report](#)

[Attachment 6 - PRR Survey Result Summary](#)

[Attachment 7 - PRR Racial Equity Report](#)

[Attachment 8 - Eastside for All Community Based Organization Outreach Report](#)

[Attachment 9 - June 12, 2023 Council Agenda Bill on Middle Housing Findings](#)

[Attachment 10 - PRR June 12, 2023 PowerPoint Presentation](#)

[Presentation - Middle Housing: Final Report and Findings](#)

Community Development Director Debbie Bent explained the progress related to Missing Middle Housing in Kenmore. She noted an important motivator for the work, two pieces of legislation recently passed: Washington State House Bill 1337 and State Law House Bill 1110. These House Bills encourage the building of Accessory Dwelling Units and encourage multiple units on certain lots to spur Middle Housing. During the “Framing the Future” public engagement process, community members voiced worries about diminished green spaces, increased traffic, housing affordability, and impact on neighborhood tranquility and character. Conversely, some community members expressed support for duplexes and cottage housing and the step toward more housing stock. Ms. Bent noted that the next steps:

- 1) Apply for continued grants to develop missing middle housing regulations.
- 2) Bring the Planning Commission 2024 Docket Work Program for approval, which will include:
 - a. Amendments to the Land Use and Housing elements of the Comprehensive Plan

- b. Developing implementing zoning regulations for missing middle housing and ADUs consistent with state law
- 3) Bring formal Planning Commission recommendations to the Council for review and adoption before November 2024.

Councilmembers offered suggestions, including the desire to discuss cottage housing and the need for ongoing public communication on these important developments. Relating to evaluating cottage housing, Ms. Bent noted that while it is unlikely that it can be addressed in the 2024 Planning Commission Docket Work Program, it will be added as a future work item, along with neighborhood commercial possibilities.

- E. North King County Severe Winter Weather Shelter Funding, presented by Assistant to the City Manager Garrett Oppenheim, *for approval*
[Agenda Bill - North King County Severe Winter Weather Shelter](#)
[Presentation - North King County Severe Winter Weather Shelter](#)

Mayor Nigel Herbig recused himself from the discussion. Deputy Mayor O'Cain assumed the role of Presiding Officer.

Assistant to the City Manager Garrett Oppenheim explained that Kenmore, Bothell, Lake Forest Park, Shoreline, and Woodinville have entered an Interlocal Agreement with KCRHA (King County Regional Homelessness Authority), in which each city has agreed to collaborate with KCRHA to address homelessness in northern King County. In the upcoming 2023-24 biennium, cities like Kenmore, which have a history of investing in homelessness services, will continue to do so as usual. Cities that had not previously invested in this endeavor are now making annual contributions to KCRHA to participate in service contracts for northern King County.

Shoreline has operated a severe winter weather shelter at St. Dunstan's Church on N. 145th St., just west of Highway 99, for several years. However, this volunteer-run shelter is no longer available and is situated on the western edge of the five-city geographical area, making it less accessible to many residents in the region. Consequently, KCRHA is actively seeking a service provider who can establish a shelter location within northern King County to serve all five cities.

For the severe winter weather shelter initiative, KCRHA is contributing \$50,000. The other partner cities are making contributions as follows:

- Shoreline: \$25,000
- Lake Forest Park: \$16,344
- Bothell: \$8,000
- Woodinville: \$3,500

- Kenmore is also being requested to contribute \$7,000. This contribution request was not part of the 2023-24 biennial budget process, either within the overall budget or the specific human services budget

In general, Councilmembers were inclined to keep supporting the cause. Some Councilmembers expressed hesitation in making continued offerings as these “asks” don’t seem to have a stable funding source. Mayor Herbig was not part of the discussion of the agenda bill and did not render a vote.

MOTION: Councilmember Baker moved to Approve contribution of \$7,000 from the \$250,000 American Rescue Plan Act (ARPA) Human Services funding program for North King County severe winter weather shelter. Councilmember Kugler seconded the motion.

VOTE: 6 Yes; 0 No; 0 Abstain. **MOTION PASSES**

STAFF REPORTS

City Manager Rob Karlinsey invited the Council to finalize the Proposed Town Hall Plan for September 28, 2023. There were no proposed changes.

COUNCILMEMBER REPORTS & COMMENTS

ADJOURNMENT

Mayor Herbig adjourned the meeting at approximately 10:06 p.m.

Nigel Herbig, Mayor

Anastasiya Warhol, City Clerk

**City of Kenmore
Roundtable Town Hall
Special Meeting Minutes
Thursday, September 28, 2023**

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

PRESENT:

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

Staff: City Manager Rob Karlinsey
Finance and Administration Director Melinda Merrell
Environmental Services Director Richard Sawyer
Public Works Operations Director Jennifer Gordon
Community Development Director Debbie Bent
Development Services Director Samantha Loyuk
Kenmore Police Chief Brandon Moen
Traffic Engineer Tobin Bennett-Gold
Housing and Human Services Manager Tambi Cork
Principal Planner Todd Hall
Communications Specialist Lauren Chomiak
Deputy City Clerk Michelle Kang

CALL SPECIAL MEETING TO ORDER

Mayor Herbig called the special meeting to order at 6:05 PM.

Mayor Herbig welcomed the public and described how the town hall meeting would proceed.

City Manager Rob Karlinsey presented on City happenings and informed the public of the seven table topics for tonight’s roundtable discussions.

1. Transportation
2. Climate & Environment

3. Housing & Land Use
4. Budget & Taxes
5. Public Safety
6. Parks, Recreation, and Open Space
7. Other

One Councilmember was present at each table and engaged in dialogue with the public. The Councilmembers rotated to another table after approximately thirty minutes.

Mayor Herbig provided closing remarks.

ADJOURNMENT

Mayor Herbig adjourned the town hall special meeting at approximately 7:58 PM.

Nigel Herbig, Mayor

Michelle Kang, Deputy City Clerk



City Council Agenda Bill City of Kenmore, WA

Subject/Topic: Human Services Needs Assessment Proposed Council Action/Motion: Authorize City Manager to execute contract 23-C2971 with Health Management Associates, Inc. for a Human Services Needs Assessment not to exceed \$49,795, in a form approved by the City Attorney.	For Council Meeting Agenda of: October 9, 2023 Department: City Manager's Office Prepared by: Tambi Cork, Housing and Human Services Manager <table border="0"><thead><tr><th></th><th><u>Initial & Date</u></th></tr></thead><tbody><tr><td>Approved by Department Head:</td><td>SLL, 9/25/23</td></tr><tr><td>Approved by City Attorney:</td><td>DFR, 9/25/23</td></tr><tr><td>Approved by Finance Director:</td><td>MM, 9/25/23</td></tr><tr><td>Approved by City Manager:</td><td>RK, 9/26/23</td></tr></tbody></table> Exhibits/Attachments:		<u>Initial & Date</u>	Approved by Department Head:	SLL, 9/25/23	Approved by City Attorney:	DFR, 9/25/23	Approved by Finance Director:	MM, 9/25/23	Approved by City Manager:	RK, 9/26/23
	<u>Initial & Date</u>										
Approved by Department Head:	SLL, 9/25/23										
Approved by City Attorney:	DFR, 9/25/23										
Approved by Finance Director:	MM, 9/25/23										
Approved by City Manager:	RK, 9/26/23										
Summary: Requesting authorization to proceed with a \$49,795 contract with Health Management Associates, Inc that will create a Human Services Needs Assessment for the City of Kenmore.											
Information/Background: On February 13, 2023, the Kenmore City Council approved a plan to create a Housing and Human Services Manager position to engage the community, conduct a needs assessment, identify available resources (grants, partnerships, etc.), serve as a resource to the community, and assist with the growing body of Housing and Human Services work that already exists. The City issued a Request for Proposals (RFP) on August 7, 2023 for a Human Services Needs Assessment, and Health Management Associates, Inc. responded with a scope of work that includes: • Community Profile guided by qualitative and quantitative data and centered in equity. In addition to existing data, data collection will include interviews, focus groups and a town hall meeting • Profile of existing human services programs that are currently available to Kenmore residents • Draft guiding principles and objectives for Kenmore human services, which will be presented to City Council for approval. Approved language will be included in final report. • Road map for Kenmore Human Services for the next two biennium, including a review of municipal human services program models and policy recommendations.											

The needs assessment will help the City better understand the broad spectrum of human needs within the community and equitably respond to those needs through the support of human services and human services providers.

Fiscal Consideration:

The contract uses the \$50,000 allocated for the Human Services Needs Assessment that was authorized at the February 13, 2023 City Council Meeting.

City Council Priority or Budget Objective Being Addressed:

- 2. Increase and preserve the options for affordable housing stock
- 9. Foster community engagement and participation
- 11. Respond to the pandemic



Voucher Certification and Approval

Page 29 of 566

City of Kenmore

DATE RANGE: 09/02/2023 - 09/15/2023

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 52899 through 52981: \$ 590,413.71

Total Payroll/Taxes/Flex Spending/Retirement & Health Savings Acct Electronic Deposits Dated:
09/08/2023 \$ 248,403.35

ACH Payment - Electronic Business Machines	<u>\$ 255.33</u>
ACH Payment - KBA Inc	<u>\$ 611.80</u>
ACH Payment - Thomco Const.	<u>\$ 152,008.19</u>

Rob Karlinsey Sep 18, 2023
Rob Karlinsey (Sep 18, 2023 18:23 PDT)
City Manager / Date

Melinda Merrell Sep 18, 2023
Melinda Merrell (Sep 18, 2023 17:31 PDT)
Finance & Administrative Services Director / Date

Vendor Name	Payment	Payment Date	Description	Amount
ELECTRONIC BUSINESS MACHINES	1441	09/15/2023	Aug. copier B/W & Color overage charges	255.33
KBA INC.	1442	09/15/2023	Engineering Svcs 7/30-8/26/23	611.80
THOMCO CONSTRUCTION, INC.	1443	09/15/2023	20-C2144 Juanita Dr Ped/Bike Improv.	152,008.19
AMERICAN GENERAL LIFE GPO/400S	52899	09/08/2023	Life Insurance	220.33
MISSION SQUARE / 109964	52900	09/08/2023	City of Kenmore 401a	25,465.37
MISSION SQUARE 457 / 304745	52901	09/08/2023	ICMA 457 Deferred Comp	5,182.59
4IMPRINT	52902	09/15/2023	25th Anniv Event t-shirts for giveaway	5,903.29
ACF WEST INC	52903	09/15/2023	Supplies for 61st/203rd Ditch Project	279.38
ALWAYS ACTIVE SERVICES LLC	52904	09/15/2023	23-C2902 Asphalt Services	7,487.96
AM TEST, INC	52905	09/15/2023	Swim Beach & Swamp Creek Monitoring	670.00
AMADOR FARMS	52906	09/15/2023	SNAP/EBT & Volunteer Appreciation Reimb.	82.00
AMERICALL	52907	09/15/2023	July 2023 After Hours Call Out	146.66
ARTS OF KENMORE	52908	09/15/2023	(ARPA) Business/NonProfit Grant	2,500.00
AURORA RENTS	52909	09/15/2023	Excavator/Scissor Lift/Generator rentals	2,073.11
BAKER, BRIDGIT	52910	09/15/2023	WACE Conference lodging & meals	501.56
BENNETT GOLD, TOBIN	52911	09/15/2023	Reimbursement: Tuition, ITE Conf Travel	5,380.14

VII. E. Approve Total Check #s 52899 through 52981 totaling \$590,413.71 ...

Vendor Name	Payment	Payment Date	Description	Page 30 of 566	Amount
BROTHER'S FARMS	52912	09/15/2023	Volunteer Appreciation Reimbursement		20.00
BROWN, STEPHANIE	52913	09/15/2023	Reimb. for 25th Anniv Event supplies		55.02
BRYAN HAMPSON	52914	09/15/2023	Story Pole Installation final balance		908.84
CALPORTLAND COMPANY	52915	09/15/2023	WO#10924-Dredge Upstream 1/2 of ditch		587.14
CAPITAL ONE/COSTCO	52916	09/15/2023	VOID		0.00
CITY OF BELLEVUE	52917	09/15/2023	2023 Q2 Human Svcs Pool		12,152.50
CODE PUBLISHING COMPANY	52918	09/15/2023	Municipal Code Web Update & New Pages		284.61
COMCAST	52919	09/15/2023	City Hall & Hangar Internet		2,073.24
COMCAST BUSINESS	52920	09/15/2023	TI Park & CH Internet & CH Cable		249.35
DANSOUND INC	52921	09/15/2023	25th Anniv Event extra gear rental day of		220.00
DEPARTMENT OF ECOLOGY	52922	09/15/2023	NPDES Permit & Aquatic Weed Control		20,268.00
DTG RECYCLE	52923	09/15/2023	SW Material Disposal & Moorlands Mulch		2,068.86
FLEMINGS HOLIDAY LIGHTING LLC	52924	09/15/2023	2023 Holiday Lighting Install 25% Deposit		2,752.10
GAYLYNN BRIEN	52925	09/15/2023	Aug 2023 Sales Tax Data Conversion Svcs		60.00
GEORGE AND LIZ MCKINNON	52926	09/15/2023	Timing Fee for Fly Way 5K Event		1,495.00
GORDON THOMAS HONEYWELL	52927	09/15/2023	Aug 2023 Governmental Affairs Svcs		4,515.00
GYPSY ROWS	52928	09/15/2023	SNAP/EBT Reimbursement		12.00
H.D. FOWLER COMPANY	52929	09/15/2023	Irrigation Parts Rhododendron Park		257.81
HOME DEPOT CREDIT SERVICES	52930	09/15/2023	PW Supplies & Equipment		454.65
HONEY BUCKET	52931	09/15/2023	Honey Bucket: 25th Anniv Event & PW Yard		1,182.75
HORIZON DISTRIBUTORS INC	52932	09/15/2023	Parks Irrigation Supplies		550.36
JENSEN TOFFEE	52933	09/15/2023	SNAP/EBT Reimbursement		1.00
KARLINSEY, ROB	52934	09/15/2023	ICMA Conference Austin TX 9/29-10/4/23		269.00
KELLER ROHRBACK LAW OFFICES LLP	52935	09/15/2023	Misc. Attorney Fees		37.50
KING COUNTY ANIMAL SVCS	52936	09/15/2023	Aug 2023 Pet Licenses		155.00
KING COUNTY FINANCE	52937	09/15/2023	Debris Disposal @ Dump PW Yd & SW Pond		130.86
KING COUNTY FINANCE	52938	09/15/2023	Aug 2023 DPD Small Cities Screening		81.00
KING COUNTY RADIO COMM SERVICES	52939	09/15/2023	2023 Q3 Emergency Radios		319.84
KING COUNTY SHERIFF	52940	09/15/2023	Police OT for 4th of July & Concerts		1,797.78
KPFF CONSULTING ENGINEERS	52941	09/15/2023	22-C2862 Engineering Svcs 4/29-5/26/23		37,896.86
LAKE DEFENSE FORCE CORP	52942	09/15/2023	23-C2938 DASH Aquatic Weeds Mgmt Sept		10,769.73
LIGHTHOUSE CONSULTING INC	52943	09/15/2023	Aug 2023 IT Services		13,122.36
LOUDEGE, INC.	52944	09/15/2023	25th Anniv Event Stage Banner		225.00
MASONS SUPPLY COMPANY	52945	09/15/2023	Materials for SW SR #17565 (curbing @ NE 1!		249.12
MINUTEMAN PRESS	52946	09/15/2023	CAP Workshop EDDM		4,000.27
MK FLOWERS	52947	09/15/2023	Volunteer Appreciation Reimbursement		30.00

VII. E. Approve Total Check #s 52899 through 52981 totaling \$590,413.71 ...

Vendor Name	Payment	Payment Date	Description	Page 31 of 566	Amount
NATIONAL BARRICADE CO., LLC	52948	09/15/2023	Farmers Market Fencing, Street Arrowboard		2,427.48
NORTHSHORE UTILITY DIST	52949	09/15/2023	Fleet Fuel & Maintenance		9,773.76
NORTHWEST PAVEMENT MGMT ASSOC.	52950	09/15/2023	NWPMA Conf. J Smith & T Joachimides		700.00
OFFICE DEPOT	52951	09/15/2023	Misc. Office Supplies		47.83
OUTCOMES BY LEVY, LLC	52952	09/15/2023	Jul-Aug Fed & St Grant Funding Assistance		3,700.00
PACIFIC AIR CONTROL, INC.	52953	09/15/2023	City Hall Control Board Replacement		1,438.50
PACIFIC TOPSOILS	52954	09/15/2023	Dump Fees, Park Mat., Drainage Maint Svcs		1,988.35
PENINSULA FINANCIAL CONSULTING	52955	09/15/2023	2023 Aug Stormwater Rate Study		5,937.50
PUGET SOUND ENERGY	52956	09/15/2023	City Hall Electricity		3,761.44
PUGET SOUND ENERGY	52957	09/15/2023	Parks/Traffic Signals/Crosswalks/Radar		1,068.16
QUALITY WATER FINANCIAL	52958	09/15/2023	Jul & Sep PW & CH Filtered Water Systems		396.00
REGIONAL CRISIS RESPONSE AGENCY	52959	09/15/2023	2023 Q4 Regional Crisis Response Program		41,049.51
REPUBLIC SERVICES	52960	09/15/2023	2023 Aug Solid Waste CH, PW, Rhody Park		2,063.28
RRJ COMPANY, LLC	52961	09/15/2023	22-C2862 Pavement Overlay/Sidewalk Rep.		56,899.59
SANTIAGO FLORES	52962	09/15/2023	Refund of roof permit issued in error		260.85
SARAH ROBERTS	52963	09/15/2023	Aug. Prosecution/DV Advocacy Svcs		12,759.54
SSI & MHA CORPORATION	52964	09/15/2023	Pandemic Recovery (ARPA) Bus. Grant		2,500.00
STAPLES	52965	09/15/2023	Maint. Supplies City Hall, Hangar & Parks		27.70
STAPLES	52966	09/15/2023	Maint. Supplies City Hall, Hangar & Parks		325.21
STAPLES	52967	09/15/2023	Maint. Supplies City Hall, Hangar & Parks		479.41
STRATEGIES 360, INC.	52968	09/15/2023	2023 Aug Federal Relations		6,500.00
SUNRISE LOCAL BERRIES FARM, LLC	52969	09/15/2023	SNAP/EBT & Volunteer Reimbursement		12.00
T MOBILE USA, INC.	52970	09/15/2023	Staff Cell Phones & Data Plans		1,853.98
TASTAD CONTRUCTION INC	52971	09/15/2023	NE 190th St Fish Culvert Replacement		243,440.68
THE SEATTLE TIMES NIE	52972	09/15/2023	2023 Aug Legal Notices		1,033.75
TOTAL LANDSCAPE CORP	52973	09/15/2023	Landscape Maintenance - Parks		5,642.63
ULINE	52974	09/15/2023	City Hall Cabinets/Shelving & Bike Rack		2,676.77
UPS STORE KENMORE	52975	09/15/2023	Love Where You Live; Shipping; 25th Anniv.		552.01
UTILITIES UNDERGROUND LOCATION CTF	52976	09/15/2023	2023 Aug Utility Locating		233.49
VERIZON WIRELESS	52977	09/15/2023	Staff Cell Phones & Data Plans		80.06
WA STATE DEPT OF TRANSPORTATION	52978	09/15/2023	2023 Jul Traffic Signal Maintenance		1,220.35
ZIPLY FIBER	52979	09/15/2023	PW Office Internet & City Hall Phones		819.60
CAPITAL ONE TRADE CREDIT/MCLENDON	52980	09/15/2023	Small Tools - Pruning Saws		198.11
STUDIO 3 SIGNS	52981	09/15/2023	Plaques for Project Art Installations		3,401.23
DRS 457	DFT0001687	09/08/2023	DRS 457 Deferred Comp		615.00
AVIDIA HEALTH	DFT0001688	09/08/2023	Employee Health Savings Contribution		266.30

VII. E. Approve Total Check #s 52899 through 52981 totaling \$590,413.71 ...

Vendor Name	Payment	Payment Date	Description	Page 32 of 566	Amount
DEPARTMENT OF RETIREMENT SYSTEMS	DFT0001689-97	09/08/2023	Public Employees Retirement		36,052.28
NAVIA	DFT0001698	09/08/2023	Employee Flexible Spending Account		1,077.28
BANK OF AMERICA 941	DFT0001699	09/08/2023	Federal Taxes		32,331.91
PAYROLL	Electronic Dep.	09/08/2023	Direct Deposit		178,060.58
TOTAL					991,692.38

VII. E. Approve Total Check #s 52899 through 52981 totaling \$590,413.71 ...



City of Kenmore

Vendor Purchasing Report

Page 33 of 566
For Date Range 01/01/2023 - 09/15/2023

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	7019.31
0099	CONSOLIDATED PRESS	15202.24
0103	COSTCO WHOLESALE MEMBERSHIP	60
0109	DAILY JOURNAL OF COMMERCE	2057.5
0111	DEPARTMENT OF ECOLOGY	30829
0121	REPUBLIC SERVICES	14804.54
0130	EMPLOYMENT SECURITY DEPARTMENT	32383.37
0137	FERGUSON ENTERPRISES INC #3156	6255.9
0151	CALPORTLAND COMPANY	4940.66
0173	HOME DEPOT CREDIT SERVICES	5015.95
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	950
0216	KING COUNTY FINANCE	3500
0219	KING COUNTY FINANCE	226929.02
0230	KING COUNTY RADIO COMM SERVICES	959.52
0233	KING COUNTY SHERIFF	2414184.51
0235	KING COUNTY TREASURY	61227.82
0251	LIGHTHOUSE CONSULTING INC	112697.34
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	124962.19
0289	NORTHSHORE YMCA	10000
0292	HONEY BUCKET	6625.75
0300	OFFICE DEPOT	4293.02
0304	OLYMPIC ENVIRONMENTAL RESOURCES INC	39555.96
0310	PACIFIC TOPSOILS	7835.39
0311	PARAMETRIX INC	48104.11
0314	PETTY CASH CUSTODIAN	734.57
0328	PUGET SOUND ENERGY	319537.07
0329	PUGET SOUND FINANCE OFFICERS ASSOC	75
0345	SEATTLE TIMES	10648.1
0355	STAPLES	11932.53
0356	STATE AUDITOR'S OFFICE	2520

VII. E. Approve Total Check #s 52899 through 52981 totaling \$590,413.71 ...

Vendor Purchasing Report

Page 24 of 56
For Date Range 01/01/2023 - 09/15/2023

Vendor Set: Vendor Set 01

Vendor	Name	Volume
0357	STEWART MACNICHOLS HARMELL, INC.	30000
0365	TOTAL LANDSCAPE CORP	71838.87
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	10758.71
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	97071.24
0425	DRS 457	10950
0426	AFLAC	1672.32
0428	BANK OF AMERICA 941	530590.21
0429	AWC EMPLOYEE BENEFIT TRUST	729268.2
0431	DEPARTMENT OF RETIREMENT SYSTEMS	618675.07
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	5990
0448	UPS STORE KENMORE	754.45
0449	ACF WEST INC	364.01
0450	AURORA RENTS	9416.23
0473	ARTS OF KENMORE	9150
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	2073.54
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	6330.28

VII. E. Approve Total Check #s 52899 through 52981 totaling \$590,413.71 ...

Vendor Purchasing Report

Page 25 of 56
For Dates Range 01/01/2023 - 09/15/2023

Vendor Set: Vendor Set 01

Vendor	Name	Volume
0994	GORDON THOMAS HONEYWELL	36120
1003	IWORQ SYSTEMS	2800
1010	WESTLAKE HARDWARE WA-153	4460.7
1045	HORIZON DISTRIBUTORS INC	3170.5
1047	SARAH ROBERTS	111585.86
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	5200
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	640.58
1304	HAMPSON, BRYAN	299.55
1313	BOTHELL KENMORE CHAMBER OF COMMERCE	2725
1322	AABCO BARRICADE COMPANY INC.	793.22
1331	KBA INC.	218328.24
1333	WELWEST CONSTRUCTION INC.	11325
1337	STATE OF WA DEPT. OF LICENSING	2.16
1345	SHERWIN WILLIAMS CO.	699.21
1356	KARLINSEY, ROB	666.1
1358	ALPHAGRAPHICS	1219.51
1383	CHICAGO TITLE	416.98
1385	AZTECA SYSTEMS, LLC/CITYWORKS	42751.83
1390	UTILITIES UNDERGROUND LOCATION CTR	1638.3
1403	OSBORN CONSULTING INC.	298139.72
1410	SEATTLE & KING COUNTY PUBLIC HEALTH	833
1420	SAUVE, GAYLEN	600
1431	GAYLYNN BRIEN	440
1452	CITY OF KENT	500
1456	HESTON PHOTOGRAPHY	1302.95
1457	LANGUAGE LINE SERVICES, INC.	25.77
1459	FLEMINGS HOLIDAY LIGHTING LLC	4350.61
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
1584	STUDIO 3 SIGNS	3401.23
1591	ULINE	5056.34
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	221176.42
1682	PUBLIC AGENCY TRAINING COUNCIL	425
1689	MOTT MACDONALD GROUP, INC.	71708.94
1701	THE SEATTLE TIMES NIE	1033.75

VII. E. Approve Total Check #s 52899 through 52981 totaling \$590,413.71 ...

Vendor Purchasing Report

Page 26 of 56
For Date Range 01/01/2023 - 09/15/2023

Vendor Set: Vendor Set 01

Vendor	Name	Volume
1711	SOFTWAREONE, INC.	20235.08
1725	NORTHLAKE LUTHERAN CHURCH	10000
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
1762	BAKER, BRIDGIT	501.56
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	36431.95
1828	QUALITY BUSINESS SYSTEMS / WELLS FARGO	2768.32
1829	SHI INTERNATIONAL CORP.	182.93
1838	AVIDIA HEALTH	3146.4
1879	HOLMBERG COMPANY	7055.76
1884	HEIDELBERG MATERIALS	1920.23
1885	NATIONAL BARRICADE CO., LLC	6429.88
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.	12333.19
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	17812.5
2126	SCHWARZWALTER, MARK	218
2137	ECIVIS, INC.	4000
2142	MISSION SQUARE / 109964	430416.48
2157	SOUND SAFETY PRODUCTS CO.	503.8
2161	BENNETT GOLD, TOBIN	5380.14
2175	ELECTRONIC BUSINESS MACHINES	1730.88
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
2224	STEPHANIE BROWN	55.02
2236	COMCAST	14560.14
2249	KING COUNTY BAR ASSOCIATION	650

VII. E. Approve Total Check #s 52899 through 52981 totaling \$590,413.71 ...

Vendor Purchasing Report

Page 27 of 56
For Date Range 01/01/2023 - 09/15/2023

Vendor Set: Vendor Set 01

Vendor	Name	Volume
2250	NAMI EASTSIDE	4500
2252	TRUGREEN	2656.72
2254	U.S. BANK PURCHASE CARDS	208553.86
2259	MINUTEMAN PRESS	8411.01
2262	DILIGENT CORPORATION	36005.82
2270	LAKESIDE INDUSTRIES	1185.78
2282	RICK BURNSTEAD CONSTRUCTION, LLC	10432
2284	ENVIROTECH	7973.66
2285	QUALITY WATER FINANCIAL	1689.54
2288	NORTHWEST PAVEMENT MANAGEMENT ASSOCIATIO	700
2311	BEST BEST & KRIEGER LLP ATTORNEYS AT LAW	4433.5
2327	PACIFIC AIR CONTROL, INC.	7511.61
2330	PROMOTIONS NOW	236.05
2334	NORTHSHORE YOUTH SOCCER ASSOC.	55
2338	58 STARS TRAVEL	2442.6
2349	SSI & MHA CORPORATION	2500
2353	NORTHSHORE SCHOOLS FOUNDATION	1500
2357	4IMPRINT	5903.29
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	6596.87
2403	AMERICALL	1205.58
2413	ICLEI	1200
2425	THOMCO CONSTRUCTION, INC.	1287557.89
2431	ALPINE PRODUCTS INC.	420.1
2434	PSR MECHANICAL, LLC	644.09
2437	LOUDEDGE, INC.	2962.5
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	3668.79

VII. E. Approve Total Check #s 52899 through 52981 totaling \$590,413.71 ...

Vendor Purchasing Report

Page 28 of 56
For Date Range 01/01/2023 - 09/15/2023

Vendor Set: Vendor Set 01

Vendor	Name	Volume
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
2609	DTG RECYCLE	5209.37
2615	TRIBAL LINES	70000
2617	STRIDER CONSTRUCTION CO., INC.	834697.62
2618	STEPHANIE LUCASH	1205.91
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	43078.92
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	123148.89
2774	KISHORE SERALATHAN	17731.35
2775	LIUBOV UZIK	300
2776	KERALA ASSOCIATION OF WASHINGTON	250

VII. E. Approve Total Check #s 52899 through 52981 totaling \$590,413.71 ...

Vendor Purchasing Report

Page 29 of 56
For Date Range 01/01/2023 - 09/15/2023

Vendor Set: Vendor Set 01

Vendor	Name	Volume
2778	OUTCOMES BY LEVY, LLC	14700
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
2786	BRYAN HAMPSON	7443.39
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.	23616.67
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	383
2804	BROTHER'S FARMS	153
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	979453.5
2813	OUR FAMILY FARM	67
2815	SUNRISE LOCAL BERRIES FARM, LLC	173
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	104
2851	JENSEN TOFFEE	23

VII. E. Approve Total Check #s 52899 through 52981 totaling \$590,413.71 ...

Vendor Purchasing Report

Page 40 of 56
For Date Range 01/01/2023 - 09/15/2023

Vendor Set: Vendor Set 01

Vendor	Name	Volume
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
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	105808.6
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	552876.68
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 CONNEXION LLC	477.8
2907	CAPITAL ONE TRADE CREDIT/MCLENDON	198.11
2908	KELLER ROHRBACK LAW OFFICES LLP	37.5
2909	MASONS SUPPLY COMPANY	249.12
2910	MK FLOWERS	30
2911	SANTIAGO FLORES	260.85
2915	GEORGE AND LIZ MCKINNON	1495
Vendor Set Vendor Set 01 Total:		16149174.95

VII. E. Approve Total Check #s 52899 through 52981 totaling \$590,413.71 ...

City Council Agenda Bill City of Kenmore, WA

Subject/Topic: Exceptional Tree Ordinance Public Hearing & Adoption Proposed Council Action/Motion: Public hearing, Adoption of the proposed exceptional tree ordinance.	For Council Meeting Agenda of: October 9, 2023 Department: City Manager's Office Prepared by: Garrett Oppenheim, Assistant to the City Manager, Samantha Loyuk, Development Services Director <table border="0"> <tr> <td></td><td style="text-align: right;"><u>Initial & Date</u></td></tr> <tr> <td>Approved by Department Head:</td><td style="text-align: right;"><u>SL 9/29/23</u></td></tr> <tr> <td>Approved by City Attorney:</td><td style="text-align: right;"><u>DR 9/28/23</u></td></tr> <tr> <td>Approved by Finance Director:</td><td style="text-align: right;"><u>MM 9/29/23</u></td></tr> <tr> <td>Approved by City Manager:</td><td style="text-align: right;"><u>MM 9/29/23</u></td></tr> </table> Exhibits/Attachments: 1. Ordinance No. 23-0593 2. Ord. 23-0593 Exhibit A 3. Ord. 23-0593 Exhibit B 4. Ord. 23-0593 Exhibit C 5. King Conservation District Tree Canopy Study 6. September 2021 Exceptional Trees Policy Report 7. KMC 18.55.180 – Reasonable Use Exception 8. PowerPoint presentation		<u>Initial & Date</u>	Approved by Department Head:	<u>SL 9/29/23</u>	Approved by City Attorney:	<u>DR 9/28/23</u>	Approved by Finance Director:	<u>MM 9/29/23</u>	Approved by City Manager:	<u>MM 9/29/23</u>
	<u>Initial & Date</u>										
Approved by Department Head:	<u>SL 9/29/23</u>										
Approved by City Attorney:	<u>DR 9/28/23</u>										
Approved by Finance Director:	<u>MM 9/29/23</u>										
Approved by City Manager:	<u>MM 9/29/23</u>										
Summary: The proposed tree regulations provide added protections for extraordinary trees, native trees, and other exceptionally large trees that because of their unique combination of sizes, species, and age are worthy of retention for the reasons provided in KMC 18.52.015, such as: A. Reducing soil erosion and water pollution in the City's streams and creeks by providing wind breaks, slowing the surface movement of water, reducing the amount of stormwater runoff, and stabilizing soil with their roots and fallen leaves; B. Improving air quality by removing pollutant gases and airborne particles; C. Positively affecting energy and water conservation by providing shade, lowering temperatures, and reducing net evaporation rates;											

D. Reducing noise pollution by absorbing and deadening excessive and/or unwanted noise and by screening the source of the noise from view; and

E. Providing a wide variety of habitats and ecosystems for birds, mammals, and other wildlife;

Exceptional trees have reached size thresholds that make them exceedingly important to the local environment and community.

Information/Background:

In April 2021, Development Services staff provided an informational presentation to summarize tree regulations in Kenmore, as requested by the City Council at the January 2021 retreat. During the presentation, there was discussion about potential code amendments to further preserve, protect, and enhance Kenmore's tree canopy. These recommendations included short-term and long-term action items, referred to as List 1 and List 2 (later referred to as "Tier 1 and Tier 2"). Among the items included on Tier 2 was an Exceptional Tree Ordinance.

In September 2021, staff presented information to Council on exceptional tree ordinances. Such ordinances are already on the books in Washington cities such as Bainbridge Island, DuPont, Duvall, Lake Forest Park, Mercer Island, North Bend, Redmond, and Seattle. Seattle recently strengthened their exceptional tree ordinance, effective July 30, 2023.

As the attached exceptional tree memo elucidates, cities with exceptional tree ordinances have different means of protecting and preserving large trees. Some simply protect all trees over a certain size but most such cities make a catalog of protected trees that become exceptional when they reach a certain size. The proposed ordinance under consideration for the City of Kenmore protects both a list that comprises trees native to the Western Washington lowlands and also any other tree that achieves a "Diameter at Breast Height" (d.b.h.) of 48 or more inches. Staff reviewed the exceptional tree ordinances of other cities in the Puget Sound area to select a list of local tree species and the sizes at which they should be protected. The threshold d.b.h. for individual species was heavily informed by the examples provided by other cities, in particular the City of Seattle, such that the protected sizes are in line with those that other cities have previously established as benchmarks.

Following the examples of cities who have already implemented exceptional tree protections, the proposed ordinance does allow for certain situations whereby exceptional trees can be removed, including where removal is necessary for the preservation and enjoyment of a substantial property right or use possessed by other similarly situated properties, where the exceptional tree is hazardous to life or property, for access to development where no other options are feasible, and where it is necessary for roads, utilities, and other facilities.

Penalties for removal of an exceptional tree without a permissible exemption are set by the ordinance at \$2,500 per inch d.b.h. of the tree with a minimum fine of \$10,000 and a requirement to plant replacement trees to compensate for the loss.

SEPA review and notice to the Washington State Department of Commerce have been completed, as required before adoption.

The City has received public comments about the difficulty of reconciling housing obligations and tree protections, implying that the protection of trees will prevent the City from meeting its housing obligations under the Growth Management Act. However, the two goals are not mutually exclusive, as shown by the substantial amount of work on housing the City Council has performed over the years (and will continue to do in the future):

- [Housing Strategy Plan](#)
- [Missing Middle Housing](#)
- [Plymouth Affordable Housing Development](#)
- [RFP Issued for Affordable Housing Development at the City-owned Holt property](#)
- [Comprehensive Plan Update](#)

The City Council has also considered tree protections at the following public meetings:

- September 25, 2023: public hearing on proposed exceptional tree ordinance
Agenda link: [Kenmore - Document Center \(civicweb.net\)](#)
- September 11, 2023: staff presentation on proposed exceptional tree ordinance
Agenda link: [Kenmore - Document Center \(civicweb.net\)](#)
- October 24, 2022: study session on amendments to the tree regulations, including a proposed exceptional tree ordinance
Agenda link: [Kenmore - Document Center \(civicweb.net\)](#)
- July 18, 2022: continued tree regulations discussion
Agenda link: [Kenmore - Document Center \(civicweb.net\)](#)
- May 16, 2022: tree regulations discussion
Agenda link: [Kenmore - Document Center \(civicweb.net\)](#)
- March 21, 2022: adoption of tree regulation ordinance, including definition of significant trees, nuisance species, and permitting process for tree removal
Agenda link: [Kenmore - Document Center \(civicweb.net\)](#)
- December 6, 2021: tree regulations discussion
Agenda link: [Kenmore - Document Center \(civicweb.net\)](#)
- September 20, 2021: report and discussion on exceptional trees and residential tree subsidy programs
Agenda link: [Kenmore - Document Center \(civicweb.net\)](#)

The City Council has prioritized both the need for housing and tree preservation, which is consistent with its top two priorities adopted in the 2023-2024 Kenmore City Council Priorities:

1. Implement the adopted Climate Action Plan and promote environmental stewardship, including water, air, forest, and habitat restoration and preservation.
2. Increase and preserve the options for affordable housing stock.

A comment at the public hearing held at the September 25, 2023 City Council meeting voiced concern over the high number of trees a property owner can remove in a given year. The issue raised has been considered by City Council and is part of the Tier 2 list, however, it is beyond the scope of the proposed exceptional tree ordinance. Only the highlighted text in the exhibits is before the Council for adoption; the remainder comprises the Code as it currently exists.

Fiscal Consideration:

The proposed exceptional tree ordinance will result in increased staff workloads, including fielding more questions and concerns from property owners, permit processing, plan review, and code enforcement. The code may result in the need for a new position, City Arborist.

City Council Priority or Budget Objective Being Addressed:

1. Implement the adopted Climate Action Plan and promote environmental stewardship, including water, air, forest, and habitat restoration and preservation.

**CITY OF KENMORE
WASHINGTON
ORDINANCE NO. 23-0593**

**AN ORDINANCE OF THE CITY OF KENMORE, WASHINGTON,
AMENDING CHAPTERS 15.25, 18.20, 18.57, AND 19.25 OF THE
KENMORE MUNICIPAL CODE TO ESTABLISH EXCEPTIONAL TREE
REGULATIONS AND PROCEDURES WITHIN THE CITY; PROVIDING
FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE**

WHEREAS, the City of Kenmore Comprehensive Plan (“Comprehensive Plan”) Policy LU-2.2.3 states that Kenmore’s regulation of land use should: a) protect public health, safety, and general welfare; b) protect environmentally sensitive areas, including wetlands, groundwater, streams, Lake Washington, the Sammamish River, and Puget Sound; and c) support tree preservation, whenever possible; and

WHEREAS, Comprehensive Plan Policy LU-1.5.2 identifies that development regulations should provide and address, among other things, tree retention standards; and

WHEREAS, consistent with the Comprehensive Plan, the City Council adopted Chapter 18.57 of the Kenmore Municipal Code (“KMC”), the “Tree Management and Protection Code” and declared that the purpose of the chapter was to establish a process and standards to:

1. Increase the livability of an area by helping to screen people and *buildings* from wind and inclement weather;
2. Create a special sense of identity, a sense of community and civic pride, and a memorable place to live and work;
3. Preserve and enhance the *City’s* physical and aesthetic character by preventing untimely and indiscriminate removal or destruction of *trees*;
4. Promote *site* planning, construction practices, and horticultural practices that are consistent with the *reasonable* use of property;
5. Implement the goals and objectives of the *City’s* comprehensive plan; and
6. Implement the goals and objectives of the *City’s* parks and recreation master plan.

WHEREAS, the City Council finds that the purposes for tree protection regulations as

articulated above remain valid today, and that protecting trees provides substantial value to the City and its residents by:

A. Reducing soil erosion and water pollution in the City's streams and creeks by providing wind breaks, slowing the surface movement of water, reducing the amount of stormwater runoff, and stabilizing soil with their roots and fallen leaves;

B. Improving air quality by removing pollutant gases and airborne particles;

C. Positively affecting energy and water conservation by providing shade, lowering temperatures, and reducing net evaporation rates;

D. Reducing noise pollution by absorbing and deadening excessive and/or unwanted noise and by screening the source of the noise from view; and

E. Providing a wide variety of habitats and ecosystems for birds, mammals, and other wildlife [KMC 18.57.015.A-E];

WHEREAS, climate scientists maintain that big exceptional trees are invaluable to the environment and those native to the Pacific Northwest like Douglas firs, western hemlocks, and western red cedars are the best in the world at storing carbon - actually getting better at doing it as they age and grow bigger. In fact, according to the US Geological Survey, some large trees seem to add "the carbon mass equivalent of an entire smaller tree each year."

WHEREAS, in May of 2022, the City Council adopted the City of Kenmore Climate Action Plan ("CAP"), which acknowledges that cities like Kenmore have a critical role to play in addressing climate change impacts, including, but not limited to protecting, preserving, and restoring environmental and natural resources; and

WHEREAS, a CAP priority, goal and strategy include the expansion of tree canopy and sequestration opportunities, protecting critical and natural areas, and protecting local water bodies; and

WHEREAS, the City Council and members of the public have voiced concerns with the scope of tree removal within the City, and the Council directed staff to bring forward proposed regulations to further preserve and protect Kenmore's urban forest canopy; and

WHEREAS, the City Council has considered tree protection regulations at its April 19, 2021, May 26, 2021, September 20, 2021, December 6, 2021, March 21, 2022, May 16, 2022, July 18, 2022, and October 24, 2022, meetings; and

WHEREAS, the City Council desires to adopt certain amendments to the Tree

Management and Protection Code to protect exceptional trees within the City (“Proposed Amendments”) as they are unique in size, species, age, health, and are worthy of long-term retention, and provide substantial value to the City and community as referenced in the recitals herein; and

WHEREAS, the adoption of land use and zoning regulations is a valid exercise of the City’s police powers and is specifically authorized by RCW 35A.63.100, RCW 36.70A.040, and the Washington Constitution, Article XI, Section 11; and

WHEREAS the Proposed Amendments support Council priorities to implement the adopted Kenmore CAP and promote environmental stewardship, including water, air, forest, and habitat restoration; and

WHEREAS, the City sent notice of the Proposed Amendments to the Washington State Department of Commerce pursuant to RCW 36.70A.106; and

WHEREAS, on September 1, 2023, the City’s Responsible Official issued a Determination of Non-Significance pursuant to the State Environmental Policy Act in relation to the Proposed Amendments; and

WHEREAS, the City Council held a public hearing on September 25, 2023, and October 9, 2023, and considered the comments and record relating to the Proposed Amendments; and

WHEREAS, the City Council desires to adopt the Proposed Amendments and finds that such amendments are consistent with the 2023-2024 Council Priorities, the goals, objectives, and policies of the Comprehensive Plan; and

WHEREAS, the City Council has been guided by the goals of the Growth Management Act (RCW 36.70A.020) when considering adoption of the Proposed Amendments; and

WHEREAS, the City Council finds that adoption of the Proposed Amendments is in the best interests of the residents of Kenmore and will promote the public health, safety, and welfare of the City;

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

Section 1. Findings. The City Council adopts the recitals set forth above as findings in support of this Ordinance, which are incorporated by reference as if set forth in full.

Section 2. Amendment. The City Council amends Chapter 15.25 of the Kenmore Municipal Code as set forth in Exhibit A, attached hereto and incorporated by reference as if set forth in full.

Section 3. Amendment. The City Council amends Chapter 18.20 of the Kenmore Municipal Code as set forth in Exhibit B, attached hereto and incorporated by reference

as if set forth in full.

Section 4. Amendment. The City Council amends Chapter 18.57 of the Kenmore Municipal Code as set forth in Exhibit B.

Section 5. Amendment. The City Council amends Section 19.25.020 of the Kenmore Municipal Code as set forth in Exhibit C, attached hereto and incorporated by reference as if set forth in full.

Section 6. Severability. If any provision of this Ordinance or its application to any person or circumstance is held invalid or unconstitutional by a court of competent jurisdiction, the remainder of the ordinance, or the application of the provision to other persons or circumstances, shall not be affected or affect the validity or constitutionality of any other section, sentence, clause, or phrase of this Ordinance.

Section 7. 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 AT A REGULAR MEETING THEREOF ON THE
____ 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:

EXHIBIT A TO ORD. 23-0593

I. Chapter 15.25 of the Kenmore Municipal Code (KMC) is amended to read as follows:

A. KMC 15.25.030 is amended to read as follows:

15.25.030 Definitions.

Certain words and phrases used in this chapter, unless otherwise clearly indicated by their context, mean as follows:

A. "Applicant" means a person who files an application for a permit under this chapter and who is either the owner of the land on which that proposed activity would be conducted, a contract purchaser, or the authorized agent of such a person.

B. "Bench" means a relatively level step excavated or constructed on the face of a graded *slope* surface for drainage and maintenance purposes.

C. "City manager" means the City of Kenmore city manager or his or her designee(s).

D. "Clearing" means the cutting or *removal* of *vegetation* or other organic plant material by physical, mechanical, chemical or any other means.

E. "Department" means the *department* designated by the *city manager* to administer this chapter.

F. "Diameter at breast height" means a *tree's* diameter in inches at four and one-half feet above the ground. On multiple stemmed or trunked *trees*, the diameter shall be the sum of diameters of all individual stems or trunks.

G. "Director" means the director of the *department* designated by the *city manager* to administer this chapter.

H. "Earth material" means any rock, natural soil or any combination thereof.

I. "Erosion" means the wearing away of the ground surface as the result of the movement of wind, water and/or ice.

J. "Excavation" means the *removal* of *earth material*.

K. "Exceptional tree" means a tree which because of its unique combination of size, species, and age is worthy of long-term retention for the purposes and values set forth in KMC 18.57.015, and that has been determined to constitute an important community resource and may not be *removed* or damaged.

1. All healthy specimens of *tree* species in Table 1 are *exceptional trees* if they have a diameter at breast height (d.b.h.) equal to or greater than that listed for the respective species. For *trees* with multiple leaders at four and one-half feet above the ground, the d.b.h. shall be the combined cumulative total of branches greater than six inches diameter at four and one-half feet above the ground. For *trees* that have been removed and whereas only the stump remains, the size of the *tree* shall be measured from the diameter of the top of the stump.
2. Any healthy *tree* with a d.b.h. of 48 inches or greater is an exceptional tree except those in Table 2 that are never considered exceptional.

Table 1. Exceptional Tree Species and Required Diameters at Breast Height

Tree Species (Common Name)	Scientific Name	Threshold d.b.h. (in inches)
Bigleaf Maple	<i>Acer macrophyllum</i>	42"
Douglas Fir	<i>Pseudotsuga menziesii</i>	30"
Grand Fir	<i>Abies grandis</i>	24"
Madrona	<i>Arbutus menziesii</i>	12"
Oregon Ash	<i>Fraxinus latifolia</i>	24"
Oregon White Oak	<i>Quercus garryana</i>	24"
Pacific Dogwood	<i>Cornus nuttallii</i>	24"
Pine (any species)	<i>Pinus</i> family	30"
Sitka Spruce	<i>Picea sitchensis</i>	24"
Western Hemlock	<i>Tsuga heterophylla</i>	24"
Western Red Cedar	<i>Thuja plicata</i>	30"
Willow (any species)	<i>Salix</i> family	24"

Table 2. Tree Species That Are Not Exceptional Trees

Tree Species (Common Name)	Scientific Name
Alder (any species)	<i>Alnus</i> family
Black Cottonwood	<i>Populus trichocarpa</i>
English Holly	<i>Ilex aquifolium</i>
Leyland Cypress	<i>Cupressus × leylandii</i>

L. "Fill" means a deposit of *earth material* placed by mechanical means.

M. "Grade" means the elevation of the ground surface.

1. "Existing grade" means the *grade* prior to *grading*.
2. "Rough grade" means the stage at which the *grade* approximately conforms to the approved plan.
3. "Finish grade" means the final *grade* of the *site* which conforms to the approved plan.

N. "Grading" means any excavating, filling, removing of the duff layer, or combination thereof.

O. "Hazard tree" means any *tree* that has a high probability of failure due to any structural defect, disease or damage or combination of defect, disease or damage. A "high probability of failure" means falling and causing damage to persons or property. A "hazard tree" includes, but is not limited to, any isolated *tree(s)* that have a high probability of failure due to low *wind-firmness* in post-construction conditions as determined by a *qualified tree protection professional*.

P. "Impervious surface" means a nonvegetated surface which either prevents or retards the entry of water into the soil mantle under natural conditions prior to development, and/or which causes water to run off the surface in greater quantities or at a rate of flow greater than the flow under natural conditions prior to development. Common *impervious surfaces* include, but are not limited to, roofs, walkways, patios, driveways, parking lots, storage areas, paved areas, gravel areas, areas of packed or oiled earthen materials or other surfaces which similarly impede the natural infiltration of surface and *stormwater*. Open uncovered flow control or water quality treatment facilities shall not be considered as *impervious surfaces* for the purposes of determining whether thresholds for the application of minimum requirements are exceeded, but shall be considered *impervious surfaces* for the purposes of runoff modeling.

Q. "Land alteration" means any alteration to the surface of the land or the surface drainage including improvements to a storm water tract. *Land alterations* include but are not limited to: *excavations, fills, clearing, grading, and tree removal* or any combination thereof; placing or removing *impervious surfaces*, including *structures* and *pavement*; compacting the earth surface; changing the existing *grade*; or changing the surface so that surface water leaves the *site* differently, including changes to flow path, flow rate, or flow volume.

R. "Removal" with regard to *trees* means the act of removing a *tree* by digging up, cutting down, or causing a *tree* to die within a period of three years from such act.

S. "Shorelines" means those lands defined as shorelines in the State Shorelines Management Act of 1971.

T. "Significant tree" means an existing healthy *tree* that is not a *hazard tree* and that is at least six inches in *diameter at breast height* (d.b.h.) as measured at four and one-half feet (54 inches) above the ground. For *trees* with multiple leaders at four and one-half feet above the ground, the d.b.h. shall be the combined cumulative total of branches greater than six inches diameter at four and one-half feet above the ground. For *trees* that have been removed and whereas only the stump remains, the size of the *tree* shall be measured from the diameter of the top of the stump. Replacement trees required as mitigation for removed exceptional trees are considered significant trees, regardless of size.

U. "Site" means any lot or parcel of land or contiguous combination thereof where projects covered by this chapter are performed or permitted.

V. "Slope" means an inclined ground surface, the inclination of which is expressed as a ratio of vertical distance to horizontal distance.

W. "Storm drain system" means a system of gutters, pipes, or ditches used to carry surface and *stormwater* from the surrounding lands to drainage facilities, critical areas, streams or lakes.

X. "Stormwater" means water originating from rainfall and other precipitation that ultimately flows into drainage facilities, rivers, streams, lakes and wetlands. As applied in this chapter, *stormwater* is synonymous with the term "surface water."

Y. "Structure" means anything permanently constructed in or on the ground, or over the water, and excluding fences eight feet or less in height, decks less than 18 inches above *grade*, paved areas, and structural or nonstructural *fill*.

Z. "Terrace" means a relatively level step excavated or constructed on the face of a graded *slope* surface for drainage and maintenance purposes.

AA. "Tree" means a self-supporting woody perennial plant characterized by one main stem or trunk of at least six inches diameter at breast height, or a multiple stemmed or trunk system with a definite crown, maturing at a height of at least 12 feet above ground level. The *department* shall determine whether any specific woody plant shall be considered a *tree*.

BB. "Vegetation" means any and all organic plant life growing at, below, or above the soil surface. [Ord. 22-0547 § 2 (Exh. A); Ord. 16-0428 § 11 (Att. G); Ord. 12-0345 § 3 (Exh. A).]

B. KMC 15.25.070 is amended to read as follows:

15.25.070 Permit required – Exception.

No *land alteration* shall be performed without first having obtained a permit therefore from the City. Exemptions from permit requirements of this chapter shall not be deemed to grant authorization for any work to be done in any manner in violation of the provisions of this chapter or any other laws or ordinances of the City. Even if a permit is required, best management practices must be utilized to limit *erosion* and sedimentation. Permits shall not be required for the following:

A. Grading.

1. *Excavation* for construction of a *structure* authorized by a valid building permit;
2. *Excavations* for trenches for utilities not within critical areas, shorelines or associated buffer;
3. Exploratory *excavations* performed under the direction of a registered design professional; provided, that any disturbance of the area shall be the minimum necessary to carry out the work or studies and the disturbed area shall be immediately restored; and
4. *Excavation* or *fill* less than four feet in vertical depth not involving more than 100 cubic yards of earth or other material on a single *site* and not within critical areas, shorelines or associated buffers;

B. Clearing and Tree Removal of significant trees. This section does not apply to exceptional trees.

1. *Clearing and removal* of *trees* for the construction of a *structure* authorized by a valid building permit;
2. *Removal of significant trees* requires a permit filed by the owner of real property within the City on forms provided by the department for review and approval prior to removing the *tree*. The city manager may approve, deny, or approve with conditions an application for *tree removal*. The decision shall be based on the following approval criteria:
 - a. The *tree(s)* proposed for *removal* is on a lot containing an existing single-family detached dwelling unit;

b. The *tree(s)* proposed for *removal* is not located within critical areas or associated buffers, shorelines or associated buffers, native growth protection areas, or wildlife protection zones;

c. The *tree(s)* proposed for *removal* has not been previously designated for protection (e.g., as part of a plat); and

d. The *tree(s)* proposed for *removal* complies with the yearly *tree removal* maximum allowances table shown below:

Lots up to 10,000 sq. ft.:	2 <i>trees</i> per year
Lots 10,001 sq. ft. to 20,000 sq. ft.:	4 <i>trees</i> per year
Lots 20,001 sq. ft. to 30,000 sq. ft.:	6 <i>trees</i> per year
Lots 30,000 sq. ft. and greater:	8 <i>trees</i> per year

3. *Clearing* by a public agency, franchise utility or public or private golf course for routine maintenance activities;

4. Minor stream restoration projects for fish habitat enhancement pursuant to a Washington State Joint Aquatic Resource Permit Application (JARPA);

5. Normal and routine maintenance of existing lawns and landscaping; and

6. *Removal* of noxious weeds. *Removal* of noxious weeds from critical areas, shorelines or associated buffers shall be subject to the requirements of KMC Title [16](#) and Chapter [18.55](#) KMC;

C. Engineering.

1. Less than 2,000 square feet of replaced *impervious surface* or new plus replaced *impervious surface* that is not within critical areas or associated buffers; and

2. *Land alterations* that are exempt from a *grading* permit and that do not alter the method by which the *stormwater* leaves the *site*. [Ord. 22-0547 § 2 (Exh. A); Ord. 16-0428 § 11 (Att. G); Ord. 12-0345 § 3 (Exh. A).]

EXHIBIT B TO ORD. 23-0593

I. Chapter 18.20 of the Kenmore Municipal Code is amended to read as follows:

A. KMC 18.20.2730 of the Kenmore Municipal Code (KMC) is amended to read as follows:

18.20.2730 Significant tree.

"Significant tree" means an existing healthy *tree* that is not a *hazard tree* and that is at least six inches in diameter at breast height (d.b.h.) as measured at four and one-half feet (54 inches) above the ground. For *trees* with multiple leaders at four and one-half feet above the ground, the d.b.h. shall be the combined cumulative total of branches greater than six inches diameter at four and one-half feet above the ground. For *trees* that have been removed and whereas only the stump remains, the size of the *tree* shall be measured from the diameter of the top of the stump. Replacement trees required as mitigation for removed exceptional trees are considered significant trees, regardless of size. [Ord. 22-0547 § 3 (Exh. B(I)); Ord. 11-0329 § 3 (Exh. 1).]

B. Chapter 18.20 KMC is amended by adding a new KMC 18.20.3083, "Tree, exceptional" to read as follows:

18.20.3083 Tree, exceptional.

"Exceptional tree" means a tree which because of its unique combination of size, species, and age is worthy of long-term retention for the purposes and values set forth in KMC 18.57.015, and that has been determined to constitute an important community resource and may not be *removed* or *damaged*.

1. All healthy specimens of *tree* species in Table 1 are *exceptional trees* if they have a diameter at breast height (d.b.h.) equal to or greater than that listed for the respective species. For *trees* with multiple leaders at four and one-half feet above the ground, the d.b.h. shall be the combined cumulative total of branches greater than six inches diameter at four and one-half feet above the ground. For *trees* that have been removed and whereas only the stump remains, the size of the *tree* shall be measured from the diameter of the top of the stump.
2. Any healthy *tree* with a d.b.h. of 48 inches or greater is an exceptional tree except those in Table 2 that are never considered exceptional.

Table 1. Exceptional Tree Species and Required Diameters at Breast Height

Tree Species (Common Name)	Scientific Name	Threshold d.b.h. (in inches)
Bigleaf Maple	<i>Acer macrophyllum</i>	42"
Douglas Fir	<i>Pseudotsuga menziesii</i>	30"

Grand Fir	<i>Abies grandis</i>	24"
Madrona	<i>Arbutus menziesii</i>	12"
Oregon Ash	<i>Fraxinus latifolia</i>	24"
Oregon White Oak	<i>Quercus garryana</i>	24"
Pacific Dogwood	<i>Cornus nuttallii</i>	24"
Pine (any species)	<i>Pinus</i> family	30"
Sitka Spruce	<i>Picea sitchensis</i>	24"
Western Hemlock	<i>Tsuga heterophylla</i>	24"
Western Red Cedar	<i>Thuja plicata</i>	30"
Willow (any species)	<i>Salix</i> family	24"

Table 2. Tree Species That Are Not Exceptional Trees

Tree Species (Common Name)	Scientific Name
Alder (any species)	<i>Alnus</i> family
Black Cottonwood	<i>Populus trichocarpa</i>
English Holly	<i>Ilex aquifolium</i>
Leyland Cypress	<i>Cupressus × leylandii</i>

II. Chapter 18.57 of the Kenmore Municipal Code is amended to read as follows:

Chapter 18.57 TREE MANAGEMENT AND PROTECTION

Sections:

[18.57.010 Title.](#)

[18.57.015 Findings and purpose.](#)

[18.57.030 Applicability.](#)

[18.57.035 Exemptions.](#)

[18.57.050 Tree protection plan required.](#)

[18.57.060 Tree density requirement.](#)

[18.57.063 Exceptional Tree Protections.](#)

[18.57.065 Significant tree grove retention in the urban residential zone, downtown commercial zone east of 73rd Avenue NE, public and semi-public zone abutting SR-522, and the urban corridor zone, east subarea.](#)

[18.57.070 Tree protection plan review procedure.](#)

[18.57.080 Tree protection plan review standards.](#)

[18.57.085 Tree windthrow evaluation and prevention.](#)

[18.57.090 Tree protection during construction.](#)

[18.57.100 Post-construction replacement, financial guarantee and maintenance requirements.](#)

18.57.110 Penalties, enforcement.

18.57.010 Title.

This chapter shall be known and may be cited as the Kenmore tree management and protection code. [Ord. 22-0547 § 4 (Exh. B(II)); Ord. 11-0329 § 3 (Exh. 1).]

18.57.015 Findings and purpose.

A. Reducing soil *erosion* and water pollution in the *City's streams* and creeks by providing wind breaks, slowing the surface movement of water, reducing the amount of stormwater runoff, and stabilizing soil with their roots and fallen leaves;

B. Improving air quality by removing pollutant gases and airborne particles;

C. Positively affecting energy and water conservation by providing shade, lowering temperatures, and reducing net evaporation rates;

D. Reducing noise pollution by absorbing and deadening excessive and/or unwanted noise and by screening the source of the noise from view; and

E. Providing a wide variety of habitats and ecosystems for birds, mammals, and other wildlife;

F. Accordingly, the purpose of this chapter is to establish a process and standards to:

1. Increase the livability of an area by helping to screen people and *buildings* from wind and inclement weather;

2. Create a special sense of identity, a sense of community and civic pride, and a memorable place to live and work;

3. Preserve and enhance the *City's* physical and aesthetic character by preventing untimely and indiscriminate removal or destruction of *trees*;

4. Promote *site* planning, construction practices, and horticultural practices that are consistent with the *reasonable use* of property;

5. Implement the goals and objectives of the *City's* comprehensive plan; and

6. Implement the goals and objectives of the *City's* parks and recreation master plan. [Ord. 22-0547 § 4 (Exh. B(II)); Ord. 11-0329 § 3 (Exh. 1).]

18.57.030 Applicability.

A. No individual, partnership, corporation, association, organization, cooperative, public or municipal corporation, or agency of any governmental unit, however designated, shall directly or indirectly remove or destroy any *tree* as defined in this title within the *City*, without first obtaining a clearing permit as provided in KMC Title [15](#).

B. Unless otherwise exempted in KMC [18.57.035](#), any *site* subject to *development*, including the division of a parcel of land into two or more parcels, within the *City* shall comply with the requirements of this chapter.

C. Approval of a tree protection plan pursuant to the provisions of this chapter shall not discharge the obligation of the *applicant* to otherwise comply with the applicable provisions of this chapter.

D. When any provision of any other chapter of the Kenmore Municipal Code conflicts with this chapter or when the provisions of this chapter are in conflict, that provision which provides more protection for individual *trees* and *groves* of *trees* shall apply unless specifically provided otherwise in this chapter or unless such provision conflicts with federal or State laws or regulations. [Ord. 22-0547 § 4 (Exh. B(II)); Ord. 11-0329 § 3 (Exh. 1).]

18.57.035 Exemptions.

A. The following land *uses* are exempt from the provisions of this chapter. However, compliance with other applicable provisions of the Kenmore Municipal Code including but not limited to then-current *critical area* regulations per Chapter [18.55](#) KMC and then-current clearing regulations per Chapter [15.25](#) KMC is still required:

1. Agriculture, meaning the use of the land for the primary purpose of deriving income from growing plants or *trees* on land including, but not limited to, land used principally for fruit or timber production, but not including land used principally for another *use* and only incidentally for growing *trees* or plants for income.

2. *Commercial nursery or tree farm*, but only those *trees* which are planted and growing on the premises of a licensed retailer or wholesaler for sale to the general public. Other *trees* on such premises shall remain subject to this chapter.

3. Residential *Development*.

- a. All existing *lots* on which are to be situated new *single detached dwelling units* in residential zones based on tree removal limits established by clearing requirements.

b. All existing *lots* on which are situated existing detached *dwelling units* in residential zones based on tree removal limits established by clearing requirements.

c. Residential Development is not exempt from the provisions of Chapter 18.57.065 - *exceptional trees*.

4. Downtown Commercial and Downtown Residential Zones.

All *development* occurring within core areas designated as downtown commercial and downtown residential zones. [Ord. 22-0547 § 4 (Exh. B(II)); Ord. 11-0329 § 3 (Exh. 1).]

18.57.050 Tree protection plan required.

A. Requirement Established. Except for the exemptions enumerated in this chapter, no individual, partnership, corporation, association, organization, cooperative, public or municipal corporation, or agency of any governmental unit, however designated, shall remove, transplant, or destroy, or cause to be removed, transplanted, or destroyed, on any land in the *City*, any *tree* as defined in this chapter, without first obtaining the *city manager's* approval of a tree protection plan and receiving a clearing permit from the *City*.

For *sites* proposed for land *development*, including the division of a parcel of land into two or more parcels, having *trees* below the minimum tree density, even though no *trees* are proposed to be removed, a tree protection plan is required to bring the *site* up to the minimum tree density standard herein established.

B. Submittal of Tree Protection Plan. Where the *site* proposed for *development* requires site or plat or short plat review, the tree protection plan shall be submitted concurrent with a site plan or plat or short plat application.

C. Tree Protection Plan Requirements. Attached to the *applicant* information and site plan information required for the clearing permit application, the *applicant* shall include the following tree protection plan information:

1. *Tree Survey*. For all *development proposals*, a *tree survey*, drawn to scale by a land surveyor licensed in Washington State, identifying the exact location and conditions of existing *trees* as defined in this title and containing the following information:

a. Common and botanical name of each *tree*.

b. *Trees* proposed to remain and to be removed.

c. *Groves* with indication of predominant species, number of *trees* and size of
d.b.h.

d. Any off-site *tree* with a root protection zone which could be adversely affected by the proposed activity.

e. The location and dimensions of established and proposed perimeter *landscaping*, natural *vegetation* easements, and open space areas for public, *private*, or community use.

f. *Net buildable areas*.

g. *Critical areas* and their *buffers*.

h. Stormwater tracts.

i. Limits of construction line.

j. North arrow, scale, and date of survey.

2. An assessment of *tree windthrow* potential as described in KMC [18.57.085](#), along with any proposed mitigation measures to minimize windthrow. These measures shall be incorporated into the proposed tree protection plan described in subsection (C)(5) of this section.

3. A statement describing how *trees* intended to remain will be identified, marked, and protected before the start of and during *development* as further described in KMC [18.57.090](#).

4. A statement that describes replacement tree quality as conforming to the American Standards for Nursery Stock (ANSI).

5. Proposed Tree Protection Plan. The permit *applicant* shall have a *qualified tree protection professional* prepare recommendations for the tree protection plan. The tree protection plan shall be drawn to scale using the *tree* survey as a base and containing the following information:

a. The exact location, **common name, botanical name**, and condition of protected *trees*.

b. The exact location, common name, botanical name, and *caliper* of each *tree* species to be planted.

c. The *site* minimum tree density calculation indicating the total number, size, and species of existing *trees* to be preserved and the replacement *trees* to be planted as described in KMC [18.57.060](#).

d. The *site* replacement tree calculation as described in KMC [18.57.060](#) with an explanation including the number, *caliper*, and species.

e. The location, materials, dimensions, and layout of the protective barriers.

6. Submit a **landscape** bond quantity **worksheet on forms** **provided by the department.**

7. Additional Information. Any additional or more detailed information required by the *city manager* to ensure compliance with the provisions of this chapter (i.e., aerial photograph). The *city manager* may waive the requirements for the scaled drawing and other submission data if he finds that the information presented is sufficient to determine the project's compliance with the provisions of this chapter. [Ord. 22-0547 § 4 (Exh. B(II)); Ord. 15-0409 § 1 (Att. A); Ord. 11-0329 § 3 (Exh. 1).]

18.57.060 Tree density requirement.

A. Minimum Tree Density Requirement Established. A minimum tree density is required on each *site*. The tree density may consist of existing *trees* (provided they are not cottonwood, alder, or holly trees), replacement *trees*, or a combination of existing and replacement *trees*. The *site* density of *trees* to be protected on each *site* shall be determined prior to approval of a tree protection plan or clearing permit, by the *city manager*.

B. Tree Density Calculation. The minimum tree density required for each *site* is 30 tree units per acre of *net buildable area*.

1. To calculate the density of *trees* to be protected:

a. Obtain the d.b.h. measurement in inches for each protected *tree* within the *net buildable area*.

b. Go to Table 18.57.060A and select the tree unit value that corresponds to the d.b.h. for each protected *tree*.

c. Add up the tree unit values for all protected *trees* and divide by the total acreage of the *net buildable area*. This value must equal or exceed 30 tree units per acre of *net buildable area*. If the total is less than 30 tree units per acre, more *trees* must be protected or replacement *trees* will be required.

d. If replacement *trees* are planted as *groves* within designated tracts, then *applicant* may reduce total tree units required by 10 percent.

Table 18.57.060A
Existing Trees to Remain.

(Conversion from diameter (d.b.h.) in
 inches to tree units for
trees protected on-site.)

d.b.h.	Tree Units	d.b.h.	Tree Units
1 – 5	1.0	30	8.2
6 – 10	1.2	31	8.6
11	1.4	32	9.0
12	1.8	33	9.5
13	2.0	34	10.0
14	2.3	35	10.5
15	2.6	36	11.0
16	2.9	37	11.5
17	3.2	38	12.0
18	3.5	39	12.5
19	3.8	40	13.0
20	4.2	41	13.5
21	4.6	42	14.0
22	5.0	43	14.5
23	5.4	44	15.0
24	5.8	45	15.5
25	6.2	46	16.0
26	6.6	47	17.0
27	7.0	48	18.0
28	7.4	49	19.0
29	7.8	50	20.0

Table 18.57.060A
Existing Trees to Remain.

(Conversion from diameter (d.b.h.) in
inches to tree units for
trees protected on-site.)

d.b.h.	Tree Units	d.b.h.	Tree Units
For every one inch greater than 50 d.b.h., add an additional 2 tree units (i.e., 62 d.b.h. = 44 tree units).			

C. Replacement *Tree* Requirement. If the number of existing *trees* is not enough to meet the minimum of 30 tree units per acre, a sufficient number of replacement *trees* shall be planted to meet the minimum requirement. To determine the total number of replacement *trees* required:

1. Obtain the *caliper* measurement for each replacement *tree*. Replacement *trees* are measured differently than protected *trees*. Instead of measuring d.b.h. as in protected *trees*, replacement *trees* are measured by *caliper* in inches according to industry standards (ANSI). *Caliper* on replacement *trees* is measured six inches above the ground line for four-inch and smaller *trees*, and 12 inches above ground for larger replacement *trees*.
2. Go to Table 18.57.060B and select the tree unit value that corresponds to the *caliper* for each replacement *tree*.
3. Add the replacement tree unit values together to determine how many of that size *tree* will be required to achieve the minimum *site* density. See Table 18.57.060C for an example.

Table 18.57.060B Replacement Trees.

(Conversion from
caliper inches to tree units for replacement *trees.*)

Deciduous Tree Caliper in Inches	Tree Units for Deciduous Trees	Coniferous Tree Height in Feet	Tree Units for Conifers	Tree Units for Native Conifers
1.5"	0.4	4' – 6'	0.5	0.8

Table 18.57.060B Replacement Trees.

(Conversion from
caliper inches to tree units for replacement *trees*.)

Deciduous Tree Caliper in Inches	Tree Units for Deciduous Trees	Coniferous Tree Height in Feet	Tree Units for Conifers	Tree Units for Native Conifers
2"	0.5	6' – 8'	0.7	1.0
3"	0.6	8' – 10'	1.0	1.5
4"	0.7	11' – 12'	1.5	2.0
5"	0.8			
6"	1.0			
7"	1.2			
8" +	1.5			

Table 18.57.060C Sample Tree Density Calculation.

The required density factor is calculated below as follows for five acres: five acres x 30
units = 150 tree units required.

Existing density (ED):

Size	Quantity	Total Units	Size	Quantity	Total Units
24"	3	17.4	12"	5	9.0
18"	3	10.5	8"	6	7.2
10"	4	4.8	15"	8	20.8
30"	7	57.4	4"	10	10.0
				Total ED	137.1

Replacement density (RD):

Size	Units	Quantity	Total Units
2" <i>Deciduous</i>	0.5	12	6.0
4" <i>Deciduous</i>	0.7	6	4.2
4' – 6' Native Conifer	0.8	5	4.0

Size		Units	Quantity			Total Units	
			Total RD			14.2	
ED + RD =	Site Total Tree Density	>	or	=	Minimum Density Required		
137.1 + 14.2 =	151.3	>			150	Density Satisfied	

The sum of the ED and RD must be greater than or equal to the minimum density required. [Ord. 22-0547 § 4 (Exh. B(II)); Ord. 11-0329 § 3 (Exh. 1).]

18.57.063 Exceptional Tree Protections.

A. Prohibited Activities.

The following activities are prohibited with regard to *exceptional trees*.

1. *Removal*, in whole or in part.
2. *Harming, injuring, or damaging the tree, including cutting its bark or branches with a knife, axe, hatchet, saw, or any other similar device or object.*
3. *Pouring toxic material on the tree or on the ground near enough to the tree to affect its health.*
4. *Burning the tree or causing a fire near enough to the tree to affect its health.*
5. *Topping.*
6. *Pruning beyond the standards provided by the Tree Care Industry Association at ANSI300 Part 1.*
7. *Attaching any sign, poster, notice, or other object to the tree, or fastening any guy wire, cable, rope, nails, screws, or other device to the tree, with the following exceptions:*
 - a. *To support young or broken trees;*
 - b. *For residential uses, (e.g., treehouses, tire swings, etc.);*
 - c. *The City may tie temporary signs or banners associated with street improvement, parades, seasonal lighting, or other city activities.*

B. Variance.

Exceptional trees may be removed only as allowed in this section.

1. *Variances from the exceptional tree standards of this chapter may be authorized by the city manager in accordance with the approval criteria described in this section. A variance for removal of exceptional trees is a Type 2 land use decision, pursuant to KMC 19.25.020, except as described in Section 18.57.063(B)2(a)(3).*
 - a. *Prior to commencing with the removal the owner shall obtain a permit from the City.*
 - b. *No variance is allowed in order to create additional lots.*

c. Decision Criteria.

- i. Necessary for Rights or Use. Private *Development Proposals*: Such *variance* is necessary for the preservation and enjoyment of a substantial property right or use possessed by other similarly situated properties but which because of the presence of *exceptional tree(s)* is denied to the property in question. For a variance to be granted under this section, the applicant must demonstrate compliance with the reasonable use exception approval criteria established in KMC 18.55.180.A.1.a through 18.55.180.A.1.g. The phrase *exceptional tree* shall replace the phrase *critical area* when utilizing said criteria for a variance under this section;
- ii. The granting of such *variance* will not be materially detrimental to the public welfare or injurious to the property or improvement;
- iii. The granting of the *variance* is consistent with the general purpose and intent of the *City's* comprehensive plan and adopted development regulations.

d. *City Manager* Review. The *city manager* shall review the application. The *city manager* shall approve, approve with conditions, or deny the request based on the proposal's ability to comply with all of the *variance* criteria in this section.

e. Burden of Proof. The burden of proof shall be on the *applicant* to bring forth evidence in support of the application and to provide sufficient information on which any decision has to be made on the application.

f. Time Limit.

- i. Establishment of any activity authorized pursuant to an *exceptional tree variance* shall occur within four years of the effective date of the decision for such *variance*. This period may be extended for one additional year by the *city manager* if the *applicant* has submitted the applications necessary to authorize the development activity and has provided written justification for the extension.
- ii. For the purpose of this subsection, "establishment" shall occur upon the issuance of all local permit(s) needed to begin the development activity; provided, that the improvements authorized by such permits are completed within the time frames of said permits.

g. Mitigation Requirements.

- i. To the extent feasible, *exceptional trees removed* under a *variance* shall be replaced at a ratio of three (3) replacement trees for each *exceptional tree removed* (3:1).
- ii. If on-site replacement is not feasible, off-site replanting on public property with the *City's* written permission.

- iii. Whether planted on-site or off-site, replacement *trees* shall be of a species listed in Table 1 at KMC 18.20.3083 and must remain viable for a minimum of five (5) years after planting or themselves be replaced at a 1:1 ratio.
- iv. Notwithstanding the foregoing, replacement trees under this chapter are considered *significant trees* pursuant to KMC 18.20.2730, regardless of Diameter at Breast Height (d.b.h.).
- v. Notice on title.
 - 1. In order to inform subsequent purchasers of real property of the existence of replacement *trees* and their required viability period, the owner of any property containing replacement *trees* planted as mitigation for the removal of *exceptional trees* shall file a notice with county records and elections division according to the direction of the *City*. The notice shall state the presence of the replacement *trees* on the property and the date until which they must remain viable, of the application of this chapter to the property, and the fact that limitations on actions affecting the *trees* may exist. The notice shall run with the land.
 - 2. This notice on title shall not be required for:
 - a. A development proposal by a public agency or utility;
 - b. Within a recorded easement or right-of-way;
 - c. Where the agency or utility has been adjudicated the right to an easement or right-of-way; or
 - d. On the site of a public facility.
 - 3. The applicant shall submit proof that the notice has been filed with the county records and elections division (i.e., copy of document recorded on title).

2. Hazardous Trees.

- a. The removal of hazard exceptional trees shall comply with the following:
 - i. Prior to commencing with the removal the owner shall obtain a permit from the *City*.
 - ii. The burden of proving the hazardous nature of the *tree* lies with the property owner. The property owner shall provide the *City* with a report, prepared by an International Society of Arboriculture (ISA) certified arborist with a current Tree Risk Assessment Qualification (TRAQ), documenting that the *tree(s)* has a "high" or "extreme" risk and no other mitigation measure will reduce the risk below "high."

iii. Emergency tree removal. Where tree removal is necessary to prevent or correct an immediate threat to public health, safety, property, or welfare is performed in an emergency situation, the permit application, evidence of the threat, and a tree risk rating of "high" or "extreme" prepared by a *qualified tree protection professional* shall be submitted within the next business working day to the City. Emergency tree removal, as described here within, is exempt from the Type 2 decision process.

b. Mitigation Requirements.

i. The removal of hazardous, dying, or dead *exceptional trees* shall be mitigated by planting one (1) replacement tree, unless otherwise provided in KMC 18.55.150(E)(2).

ii. Replacement trees must be of a species listed in Table 1 at KMC 18.20.3083 and must remain viable for a minimum of five (5) years after planting or themselves be replaced at a 1:1 ratio.

3. Private Access.

a. Prior to commencing with the *removal* the owner shall obtain a permit from the City.

b. *Exceptional trees* may be removed where necessary to provide for access to development sites, provided there are no feasible alternative alignments. Alternative access must be pursued to the maximum extent feasible.

4. Public Facilities.

a. The City reserves the right to *remove exceptional trees* where necessary for roads, bridges, utilities, and facilities.

b. *Exceptional tree* removal by private utilities require a tree removal permit and right-of-way use permit.

C. Modification to Standards to Protect Exceptional Trees

1. For single-family residential subdivisions and short subdivisions on sites in the R-4 zone that contain *exceptional trees*, the minimum lot size may be reduced to 5,400 square feet with no limitation on the percentage of smaller lots, regardless of KMC 18.21.030, Footnote 16. The lot area shall exclude access easements and access panhandles.

2. Unless it would be unreasonable to do so based on the use of neighboring properties, the *city manager* may reduce setbacks in residential zones regulated by Chapter 18.21 KMC to 10 feet, and setbacks in other zones to five feet, in order to maximize the protection of an *exceptional tree* and avoid exceptions or variances.

D. Penalties.

1. **Civil Penalty.** The penalty for *removal of an exceptional tree* or any other activity prohibited under subsection A shall be a civil penalty of up to \$2,500 per inch in d.b.h. of the *tree removed* with a maximum fine of \$150,000. In no case shall the penalty be reduced to less than \$10,000 total. For example, the monetary penalty for a 30-inch d.b.h. Douglas fir *removed* results in a maximum penalty of \$75,000. If the violation is found to have been willful or malicious, as determined by the *city manager*, the amount of the penalty may be doubled as punitive damages and the violator may be subject to criminal penalties under KMC18.57.110.B.
2. In addition, any person found to be in violation of this Section shall plant three (3) replacement *trees* for each *exceptional tree* removed. Replacement *trees* shall be a species listed in Table 1 at KMC 18.20.3083 and must remain viable for a minimum of five (5) years after planting or themselves be replaced by the offender at a 1:1 ratio. In order to inform subsequent purchasers of real property of the existence of replacement *trees* and their required viability period, a notice will be filed on the title by the same procedure outlined under (B)(1)(g)(iv) of this Chapter.

18.57.065 Significant tree grove retention in the urban residential zone, downtown commercial zone east of 73rd Avenue NE, public and semi-public zone abutting SR-522, and the urban corridor zone, east subarea.

A. Definitions.

1. **Significant Tree Grove Definition.** A “significant tree grove” shall consist of two or more trees with a minimum of five and one-half tree units total. A qualifying tree has two tree units minimum. The maximum distance measured in feet between qualifying trees shall be equal to two times the critical root zone in order to be defined as a significant tree grove. For example a 24-inch d.b.h. tree must be within 24 feet of another tree in the grove to be included in the significant tree grove. A tree of any size that is topped or considered a “hazard tree” as defined in KMC [18.20.3084](#) may not qualify as part of a significant tree grove as herein defined. For purposes of this chapter, a significant tree grove may not contain trees that are located within a critical area or critical area buffer protected under Chapter [18.55](#) KMC. A significant tree grove is not the same as a “grove,” as defined in KMC [18.20.1273](#).
2. **Tree Units.** See KMC [18.57.060](#)(A) for translation of diameter at breast height (d.b.h.) to tree units.

B. Applicability.

1. Development proposals in the urban residential zone, downtown commercial zone east of 73rd Avenue NE, public and semi-public zone abutting SR-522, and the urban corridor zone, east subarea shall be eligible to benefit from providing less parking or more dwelling units or any combination of the two if the development retains one or more significant tree grove(s) as defined in this section in perpetuity. A development may be able to benefit from both reduced parking and additional dwelling units by preserving a significant tree grove so long as the same tree credits are not counted towards both reductions in parking and additional bonus dwellings. Trees or groves retained through other provisions of this chapter may count towards the significant tree grove retention if they meet the definitions found in subsection A of this section.

2. Tree on Property Line. In instances where one or more trees that would qualify as part of a significant tree grove is located on a property line such that the tree is on more than one property, and the properties are in separate ownerships, the tree shall qualify to be counted as part of a separate tree grove by each property owner.

C. Reduced Parking. In order to retain qualifying significant tree groves, required parking may be reduced at the maximum rate of one stall per each five and one-half tree units. Parking quantities may be reduced up to a maximum of 20 percent from the parking requirement after other reductions are applied, if any.

D. Residential Bonus Units. In order to retain qualifying significant tree groves, residential units are offered at the rate of one bonus unit per each 11 tree units preserved. Grove bonus units are not included in maximum unit density calculations. Grove bonus units are not subject to the affordability requirements of KMC [18.27.020](#) and Chapter [18.77](#) KMC.

E. Significant Tree Grove Preservation Requirements.

1. Tree Protection Plan Required. A tree protection plan as identified in KMC [18.57.050](#) shall be required for any development application proposing to protect one or more significant tree groves through this section.

2. Recorded on Title. The map of significant tree groves preserved through this section, along with a covenant preventing removal, shall be recorded and shown on the property title.

3. Subject to Tree Protection Measures of Chapter [18.57](#) KMC. Significant tree groves protected under this section shall be subject to the tree protection measures during construction found in KMC [18.57.090](#), the post-construction replacement, financial guarantee, and maintenance requirements of KMC [18.57.100](#), and the penalties and enforcement of KMC [18.57.110](#).

Exception: This section, as adopted by Ordinance No. 23-0574, shall not apply to certain real properties located within the area of the transit oriented development (TOD) district overlay as identified in KMC [18.29.020](#) and Figure 18.29.020.1, and as further identified by the following tax parcel numbers (TPN): TPN 011410-0889, TPN 011410-0881, TPN 011410-0870, TPN 011410-0885, TPN 011410-0865, TPN 011410-0860, and TPN 011410-0855. [Ord. 23-0574 § 2 (Exh. A).]

18.57.070 Tree protection plan review procedure.

A. *Departmental Review.* The *city manager* shall review the tree protection plan and clearing permit application to determine whether the *applicant* has provided all required information. Completed applications shall be referred to appropriate *City departments* for review. Upon request of either the *applicant* or the *City*, the *City* may conduct field inspections or review meetings. *City departments* involved in the review and/or inspections shall submit their report(s) and recommendation(s) to the *city manager*.

B. *Evaluation for Compliance.* The *city manager* may require an evaluation by a *qualified tree protection professional*, a qualified engineer, landscape architect, soils engineer, testing lab, or other specialist at any time during the tree protection plan review process or tree removal inspection as necessary to ensure compliance with the provisions of this chapter and/or the terms of the clearing permit. Individual *applicants* will be responsible for payment to the *City* of the actual cost to the *City* of this evaluation. The actual costs of any such evaluation shall be paid to the *City* within 30 days of receipt of the *City's* invoice.

C. *Financial Guarantees.* For all projects required to have a tree protection plan, *financial guarantees* shall be required consistent with the provisions of KMC [21.20.070](#); provided, however, that to the extent that the *financial guarantee* requirements of KMC [18.57.100](#) are more protective of tree preservation, performance and maintenance, then the more protective requirements shall prevail. [Ord. 22-0547 § 4 (Exh. B(II)); Ord. 11-0329 § 3 (Exh. 1).]

18.57.080 Tree protection plan review standards.

The following standards shall govern the approval of a tree protection plan and the granting or denial of an application for clearing permit:

A. *Design. Development* shall be designed, located, and conducted so as to minimize the loss of healthy *groves* and protected *trees* as identified by a *qualified tree protection professional*, degradation of wildlife habitat as identified through environmental review, and the potential for *erosion* and slope failure.

B. *Tree Protection Priority.* In designing a development project and in meeting the required minimum tree density, the *applicant* shall protect *trees* within the *net buildable area* as

described in KMC [18.57.060](#)(B)(1), in the following order of priority. *Trees* to be preserved and protected must be healthy and vigorous, *wind-firm*, and not in conflict with utilities.

1. *Exceptional trees*.

2. *Groves*.

3. Individual *trees* which provide wildlife habitat as identified through environmental review.

4. Individual *trees* and *groves* which occur within required *setbacks*.

5. *Trees* that protect against windthrow, including *trees* sheltering interior *trees* or *trees* on adjacent property from strong winds that could otherwise cause them to blow down.

6. *Trees* which provide a buffer and separate incompatible *uses* or reduce sound and wind levels.

C. Replacement *Tree* Planting Conditions. Replacement *trees* should be planted in areas with soil, climate, exposure, and moisture conditions appropriate to the replacement *tree* species' growing requirements as determined by a *qualified tree protection professional*, licensed landscape architect, or certified nurseryman.

D. Replacement *Tree* Planting Location Priority. On *sites* where the number of existing *trees* falls below the minimum density requirements, then replacement *tree* planting shall be required. The *applicant's* proposed location of transplanted or replacement *trees* shall be subject to review by a *qualified tree protection professional*, licensed landscape architect, or certified nurseryman, and *City* approval as part of the tree protection plan. Replacement *trees* should be planted according to the following priority:

1. On-Site.

a. Designated Tracts. *Trees* located in separate deeded *tree* tracts specifically set aside for the preservation and planting of *trees* and/or the required recreation open space area if *trees* do not interfere with recreation activities.

b. Perimeter *Landscaping*. In which case, replacement *trees* shall not count toward and shall be in addition to perimeter landscape requirements.

c. Landscaping. This may include entrance landscaping, traffic islands, and other common open space areas. *Trees* located in a public right-of-way may be credited as replacement *trees* only if *street trees* are not a requirement.

2. Off-Site. In cases where an *applicant* believes that lot size prevents installation of the required number of *trees*, the *applicant* may propose to the *City* payment of a fee in lieu for installation of *trees* in a public *park* or other *public space*. The *city manager* shall review and make the final decision on the *applicant's* proposal, based on a recommendation from a *qualified tree protection professional*.

E. Replacement Conifer Tree Types. Replacement *trees* shall be of a similar type of genus to the conifer *trees* that are removed; i.e., a western red cedar (*Thuja plicata*) may be replaced with a *tree* in the genus *Thuja*, such as an American arborvitae (*Thuja occidentalis*). [Ord. 22-0547 § 4 (Exh. B(II)); Ord. 15-0409 § 1 (Att. A); Ord. 11-0329 § 3 (Exh. 1).]

18.57.085 Tree windthrow evaluation and prevention.

A. Increased *tree windthrow* potential as a result of impacts to *trees* on a site shall be evaluated based on the following risk factors:

1. Root system disruption that will extend within an area one to two and one-half times the radius of the canopy;
2. Topography of the site;
3. Whether the *tree* is deciduous or evergreen;
4. Height of the *tree* relative to the neighboring *trees*;
5. Whether the tree is part of a *grove*.

B. The windthrow evaluation shall be conducted as part of the preparation of the tree protection plan (see KMC [18.57.050](#)) based on the aforementioned risk factors. The assessment shall be conducted by a *qualified tree protection professional*. This assessment also shall evaluate increased windthrow potential for *trees* on neighboring lots that are within 50 feet of the closest *trees* being removed on the site, including *trees* that share a root system with *tree(s)* on the site.

C. Tree Protection Plan.

1. When significant windthrow potential is identified for *trees* that could impact neighboring properties or are on neighboring properties, the *applicant* shall identify measures to minimize windthrow as part of the tree protection plan. Measures could

include but are not limited to demonstrating that the *critical root zone (CRZ)* fencing is adequate to prevent root disruption or that the *CRZ* is expanded to provide root protection; saving *groves* when applicable; taking steps to preserve existing grades around *trees*; and/or tunneling rather than trenching for utilities. The City may deny a request to remove a *tree(s)* if mitigation measures are inadequate to minimize windthrow.

2. If potential windthrow damage is for the *site* itself, the *applicant* shall identify measures to reduce impacts to future *structures* on the *site*. [Ord. 22-0547 § 4 (Exh. B(II)); Ord. 15-0409 § 2 (Att. B).]

18.57.090 Tree protection during construction.

Prior to initiating tree removal and any *clearing* and *grading* on the *site*, *trees* to be protected and preserved shall be protected from potentially damaging activities as follows unless otherwise approved by the *City*.

A. *Critical Root Zone (CRZ)*. The *CRZ* of individual *trees*, *groves*, or otherwise designated protected tree areas shall include no less than the area of a circle with a radius that extends one foot out from the *tree* for every inch of trunk d.b.h., or the area of a circle with radius extending from a *tree's* trunk to a point no less than the end of a *tree's* longest branch, whichever is greater (see Figure 18.57.090A).

B. Tree Protection Fence (TPF). Before *development*, the *applicant*:

1. Shall place three inches of composted woodchips over the *CRZ* of all retained *trees* to retain moisture, increase organic matter, and visually establish the *CRZ*.
2. Shall erect and maintain readily visible protective tree fencing a minimum of three feet beyond the outer edge of the *CRZ* for all individual *trees*, *groves*, or other designated protected tree areas.
 - a. Fencing shall completely surround the required tree protection area. The *city manager* may allow adjustments to placement of the TPF based on an evaluation of the *tree*, soils, and proposed disturbance.
 - b. Fencing shall be a minimum of four feet high and may be higher if needed to ensure clear visual delineation. Chain-link *fence* or orange plastic *fence* fastened to steel stakes/posts driven securely into the ground shall be required in order to discourage easy movement.

c. Any deviation from the tree fencing methods listed above must be authorized in writing by the *city manager* in advance.

3. Shall keep the protective fencing in place until the *City* authorizes the removal or issues a final certificate of occupancy, whichever occurs first.

4. Shall ensure that any landscaping done within the root protection zone subsequent to the removal of the *fence* shall not disturb existing *trees* including roots within the *CRZ*.

C. Placing Materials Near *Tree*. During *development*, no individual, partnership, corporation, association, organization, cooperative, public or municipal corporation, or agency of any governmental unit, however designated, may conduct any activity within the TPF of any *tree* designated to remain, except as specified in this section.

D. Attachments to *Trees*. During *development*, no individual, partnership, corporation, association, organization, cooperative, public or municipal corporation, or agency of any governmental unit, however designated, shall attach any object to any *tree* designated for protection.

E. Grade.

1. The grade shall not be filled or cut within the *CRZ* of any *tree* designated to remain without prior review by a *qualified tree protection professional* and advance, written approval from the *city manager*.

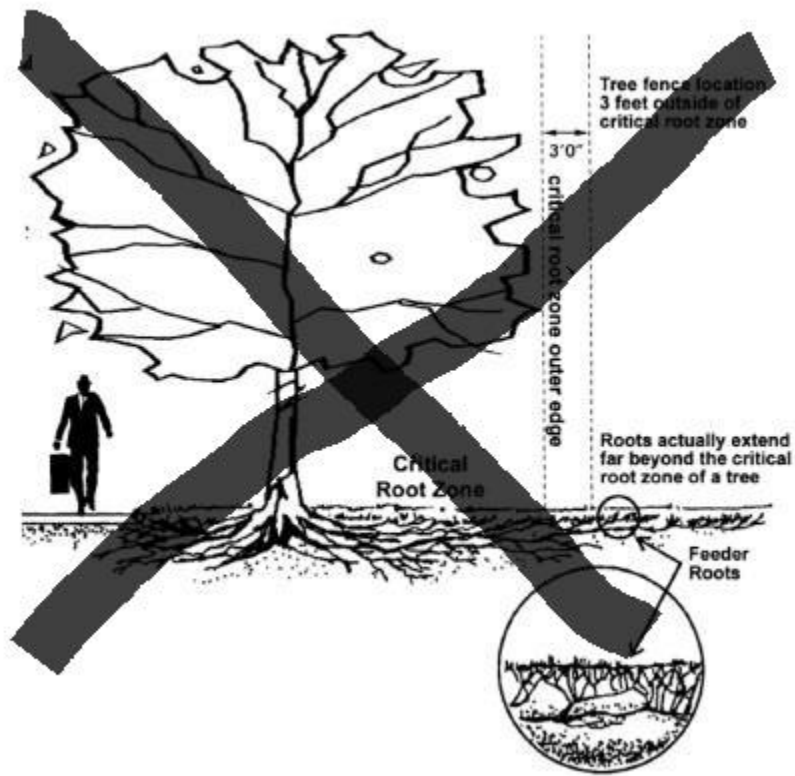
2. The *applicant* shall not install an *impervious surface* within the protective barrier of any *tree* designated to remain without the advance, written authorization of the *city manager*.

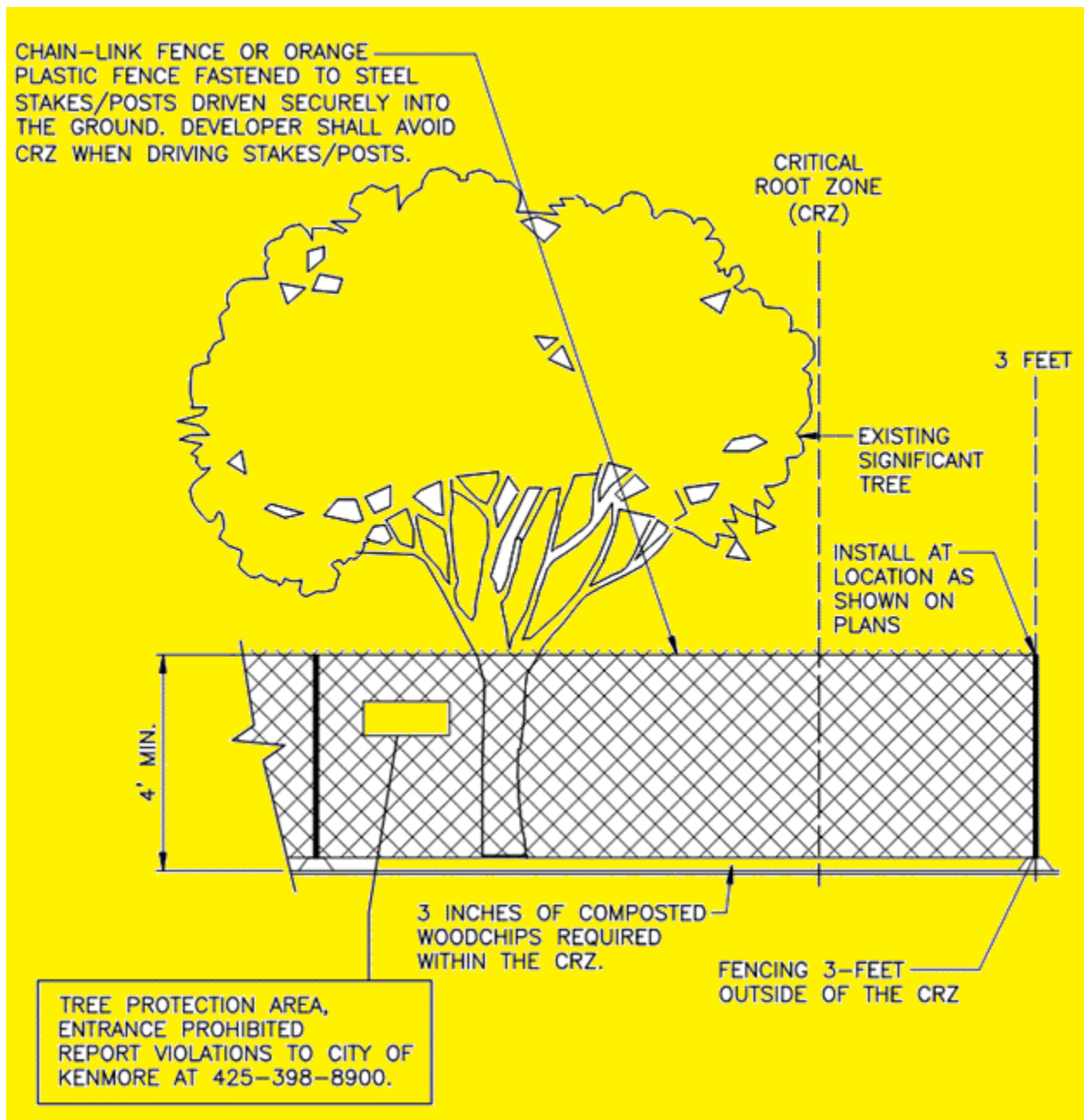
3. To the greatest extent practical, utility trenches shall be located outside of the root protection zone of *trees* to be retained. Boring or tunneling under the *CRZ* may be considered an alternative, but shall require the advance, written approval of the *city manager*.

4. *Trees* and other *vegetation* to be retained shall be protected from *erosion* and *sedimentation*.

F. Additional Requirements. The *city manager* may require additional tree protection measures which are consistent with accepted urban forestry practices.

Figure 18.57.090A Critical Root Zone.





This section shows a cross-section of the typical root zone for a *deciduous tree*. Eighty-five percent of the *tree's* roots are within the top 18 inches of the soil. Roots typically spread up to two times the height of the *tree* and sometimes more. However, the critical mass of roots is usually found within the *critical root zone*. [Ord. 22-0547 § 4 (Exh. B(II)); Ord. 11-0329 § 3 (Exh. 1).]

18.57.100 Post-construction replacement, financial guarantee and maintenance requirements.

A. Replace Damaged, Dead, or Dying *Trees*. Replacement *trees* or *groves* that are damaged or die within a period of three years after planting or transplanting must be replaced in kind at a ratio of one-to-one within six months of the *tree's* death or the date of discovery of the damage. Existing *trees* that are damaged or die within a period of three years after completion of construction activities and as a cause of construction activities as determined by a *qualified tree protection professional* shall be replaced in kind at a ratio of two-to-one within six months of the *tree's* death or date of discovery of the damage.

B. Replacement *Tree* Quality. Replacement *trees* shall conform to the American Standards for Nursery Stock, ANSI.

C. *Tree* Maintenance. All *trees* shall be maintained in accordance with International Society of Arboriculture guidelines and standards.

D. *Financial Guarantee* Required. A *financial guarantee* as defined and regulated under KMC Title [21](#) shall be required as a mechanism to cover any potential cost associated with replacing dead or dying replacement or existing *trees* required to satisfy tree unit requirements per this section.

1. A *financial guarantee* shall be required for all plans requiring 15 or more tree units.

2. Calculation of the amount of the *financial guarantee* shall be computed based upon equivalent tree replacement value for all replacement and existing *trees* on the property as determined by a *qualified tree protection professional* using the most recent edition of the Guide for Plant Appraisal published by the International Society of Arboriculture, in collaboration with the Council of Tree and Landscape Appraisers. Fair market value shall be posted. Fair market value includes the value of the *tree(s)*, installation, and maintenance until establishment that would be required to compensate for the *trees* that could be lost.

3. The *financial guarantee* period for maintenance shall be three years, plus an additional 60 days.

4. Release of *Financial Guarantee*.

- a. Upon successful tree replacement and establishment as determined by the written approval of the *City* and consistent with Chapter [21.15](#) KMC, the *financial guarantee* required by this section shall be released.

- b. The *City*, in its discretion, may release a *financial guarantee* under this section when fee simple title is transferred. The *City* may condition the release of the existing *financial guarantee* upon establishment of a new *financial guarantee* by

the new owner in fee simple. [Ord. 22-0547 § 4 (Exh. B(II)); Ord. 11-0329 § 3 (Exh. 1).]

18.57.110 Penalties, enforcement.

A. Civil Penalty. Any violation of any provision of this chapter constitutes a civil violation under Chapter [1.15](#) KMC, and is subject to the enforcement procedures of Chapter [1.20](#) KMC; provided, however, that an individual, partnership, corporation, association, organization, cooperative, public or municipal corporation, or agency of any governmental unit, however designated, who removes any *tree* in violation of this chapter shall be assessed the following civil penalty:

An individual, partnership, corporation, association, organization, cooperative, public or municipal corporation, or agency of any governmental unit, however designated, removing a *tree* in violation of this chapter shall be assessed a monetary penalty of up to \$2,000 per inch in *diameter at breast height* (d.b.h.) of the *tree* removed. For example, the monetary penalty for a 20-inch d.b.h. *tree* removed results in a maximum penalty of \$40,000. In no case shall the penalty be reduced to an amount less than \$500.00 for each violation found committed. The extent of the penalty shall be determined by the *city manager* in consideration of reasonable factors. Monetary penalties shall increase with each violation. The *city manager* is authorized to adopt policies setting forth the reasonable factors for consideration under this subsection. **This section shall not apply to the removal of exceptional trees, which penalties are set forth in KMC 18.57.063.**

B. Criminal Penalty. In addition to or as an alternative to incurring civil liability under this section, an individual, partnership, corporation, association, organization, cooperative, public or municipal corporation, or agency of any governmental unit, however designated, who violates any provisions of this chapter shall be guilty of a misdemeanor and subject to the criminal penalties set forth in Chapter [1.15](#) KMC, and shall be subject to the procedures of the *City's* criminal code, KMC Title [9](#).

C. Separate Offense. Every individual, partnership, corporation, association, organization, cooperative, public or municipal corporation, or agency of any governmental unit, however designated, violating any provision of this chapter is guilty of a separate offense for each and every day during any portion of which the violation is committed, continued or permitted by any such individual, partnership, corporation, association, organization, cooperative, public or municipal corporation, or agency of any governmental unit, however designated. [Ord. 22-0547 § 4 (Exh. B(II)); Ord. 11-0329 § 3 (Exh. 1).]

EXHIBIT C TO ORD. 23-0593

I. Section 19.25.020 of the Kenmore Municipal Code is amended to read as follows:

19.25.020 Classifications of land use decision processes.

A. Land use decisions are classified into five types, based on the amount of discretion associated with each decision. Procedures for the five different types are distinguished according to who makes the decision, whether public notice is required, whether a public hearing is required before a decision is made and whether administrative appeals are provided. The types of land use decisions are listed in Exhibit A of this section.

1. Type 1 decisions are made by the *city manager*. Type 1 decisions are nonappealable administrative decisions that require the exercise of little or no administrative discretion. Public notice is not required for Type 1 decisions.
2. Type 2 decisions are made by the *city manager*. Type 2 decisions are discretionary decisions that are subject to administrative appeal.
3. Type 3 decisions are quasi-judicial decisions made by the *hearing examiner* following an open record hearing. Type 3 decisions may be appealed directly to King County superior court, pursuant to Chapter [36.70C](#) RCW, the Land Use Petition Act, based on the record established by the *hearing examiner*.
4. Type 4 decisions are quasi-judicial decisions made by the city council based on the record established by the *hearing examiner*.
5. Type 5 decisions are legislative decisions made by the city council.

B. Except as provided in KMC [16.75.060](#) and [19.35.160](#) or unless otherwise agreed to by the *applicant*, all Type 2, 3 and 4 decisions included in consolidated permit applications that would require more than one type of land use decision process may be processed and decided together, including any administrative appeals, using the highest-numbered land use decision type applicable to the project application. KMC [16.75.060](#) sets out the combined hearing authority for shoreline exemptions, shoreline substantial development permits, shoreline variances, and shoreline conditional use permits.

C. Certain development proposals are subject to additional procedural requirements beyond the standard procedures established in this chapter.

D. Land use permits that are categorically exempt from review under SEPA do not require a threshold determination (determination of nonsignificance (DNS) or determination of significance (DS)). For all other projects, the SEPA review procedures in Chapter [19.35](#) KMC are supplemental to the procedures in this chapter.

Exhibit A

LAND USE DECISION TYPES

TYPE 1 ²	Decision by <i>city manager</i> ; no administrative appeal	Building; demolition; moving; engineering; clearing and grading; sign; change of use and/or classification under KMC Title 15 ; accessory dwelling unit; home occupation; boundary line adjustment; right-of-way; street standards variance; adjustment under Chapter 13.35 KMC; shoreline exemption; temporary use; binding site plan; preliminary subdivision or short subdivision revision if not a substantial change; short plat alteration if not a substantial change; affordable housing project as described in KMC 18.77.060 (A).
TYPE 2	Decision by <i>city manager</i> ; appealable to <i>hearing examiner</i> ; no further administrative appeal ^{1, 5}	Home industry; short subdivision; preliminary short subdivision revision; short plat alteration; zoning variance; conditional use permit; shoreline substantial development permit; shoreline variance; shoreline conditional use permit; site plan review for uses allowed by zone; wireless communication facility minor adjustment under Chapter 18.60 KMC; approval of residential density incentives under KMC 18.80.060 (A)(2) or transfer of development credits under KMC 18.80.090 (A); reuse of public schools; reasonable use exceptions under KMC 18.55.180 ; public agency and utility exceptions under KMC 18.55.160 ; other critical areas exceptions, variances and decisions to require studies or to approve, condition or deny a development proposal based on Chapter 18.55 KMC; <u>variances to exceptional tree regulations as set forth in KMC 18.57.063.</u>

TYPE 3	Recommendation by <i>city manager</i> ; hearing and decision by <i>hearing examiner</i> ; appealable directly to King County superior court, pursuant to Chapter 36.70C RCW, the Land Use Petition Act, on the record	Preliminary subdivision; plat alteration; preliminary subdivision revision; special use; wireless communication facility major adjustment under Chapter 18.60 KMC.
TYPE 4	Recommendation by <i>city manager</i> ; hearing and recommendation by <i>hearing examiner</i> ; decision by city council on the record	Zone <i>reclassification</i> not related to a <i>site-specific comprehensive plan land use map amendment</i> ³ ; shoreline environment redesignation; plat vacation; short plat vacation; site plan review for uses not allowed by zone pursuant to Chapter 18.105 KMC; master plans other than those required in order to obtain a <i>comprehensive plan</i> amendment or related zoning map or text amendment.
TYPE 5	Hearing and recommendation by planning commission or other city council-appointed advisory body ⁴ ; decision by city council on the record. Appealable to Growth Management Hearings Board pursuant to Chapter 36.70A RCW	<i>Comprehensive plan</i> amendment; <i>development regulation</i> amendment; zoning map amendment related to a <i>site-specific comprehensive plan land use map amendment</i> ; master plans required in order to obtain a <i>comprehensive plan</i> amendment or related zoning map or text amendment pursuant to Chapter 18.120 KMC.

¹ All shoreline permits, including shoreline variances and conditional uses, are appealable to the State Shorelines Hearings Board and not to the *hearing examiner*.

² Type 1 land use decisions that are not categorically exempt from environmental review under Chapter [43.21C](#) RCW (State Environmental Policy Act) shall provide a notice of application per KMC [19.25.060](#) and a notice of decision per KMC [19.25.090](#). The notice of decision may be a copy of the permit.

³ Approvals that are consistent with the *comprehensive plan* may be considered by the city council at any time. Zone *reclassifications* that are not consistent with the *comprehensive plan* land use map require a *site-specific comprehensive plan land use map amendment* and the city council's hearing, and consideration shall be considered a Type 5 land use decision and scheduled with the amendment to the *comprehensive plan* under Chapter [19.20](#) KMC.

⁴ If the proposal is being considered as part of the annual *docket* work program as described in Chapter [19.20](#) KMC. If the proposal is not part of the annual *docket*, the city council conducts the public participation process and makes the decision on the record.

⁵ Decisions on shoreline variance and shoreline conditional use permits require approval by the Department of Ecology.

[Ord. 21-0521 § 3 (Exh. B); Ord. 19-0481 § 2 (Exh. A); Ord. 16-0426 § 8 (Att. F); Ord. 12-0334 § 18; Ord. 11-0329 § 3 (Exh. 1).]

Local Food | Healthy Forests | Clean Water | Better Ground

Funded by King Conservation District, PlanIT Geo used high-resolution aerial imagery from the USDA's National Agriculture Imagery Program (NAIP) to map and measure current tree canopy and possible planting areas and to quantify changes in canopy in Kenmore. The results and metrics were then analyzed by watershed, zoning, and census block. This information will be used to aid the City's decision-making around land use planning, community development, and urban forest management.

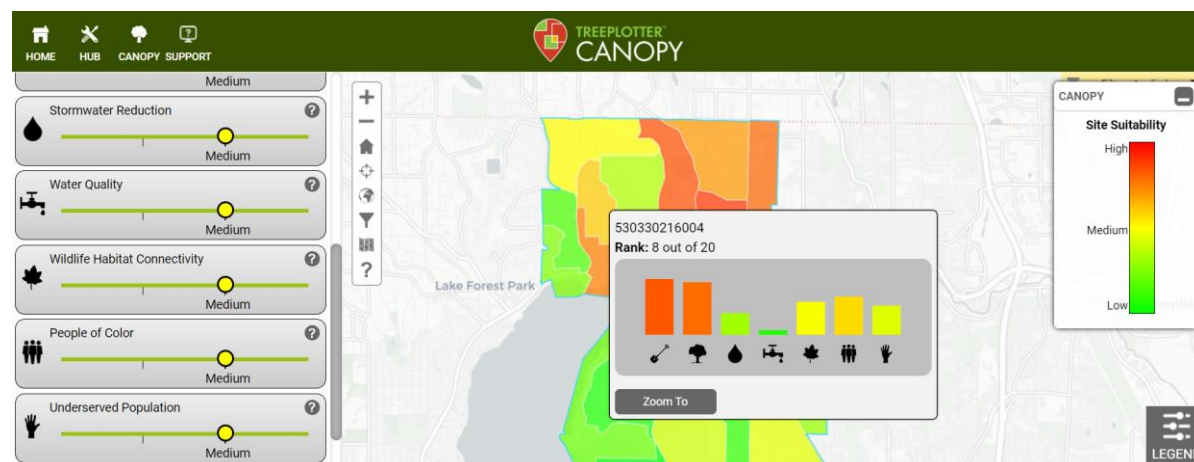
In particular, Kenmore wanted to explore how their tree canopy had changed since their first assessment was done in 2017. Results show that the City has gained 204 acres of tree canopy, representing a positive change of 5%.

UTC Change Metrics by City Boundary

Kenmore	Total Area (Acres)	Land Area (Acres)	UTC 2017 (Acres)	UTC 2017 (%)	UTC 2021 (Acres)	UTC 2021 (%)	UTC Change 2017-2021 (Acres)	Raw Change (%)	Relative Change (%)
	4,017	3,900	1,586	41%	1,790	46%	204	5%	13%

Increases were noted across all zoning categories – with the exception of neighborhood business. The analysis also revealed that there is still room to plant more trees in Kenmore. The study estimates that 22% of Kenmore is potential planting area – while 33% is unsuitable. Recommended zoning to concentrate on are R-1 residential, golf course, R-6 residential and R-4 residential.

With the data provided by PlanIT Geo, tree canopy and planting opportunities can also be analyzed by census block prioritized by factors such as income, habitat connectivity, or stormwater reduction. GIS layers were provided to the City of Kenmore but a visualization of Kenmore's tree canopy and possible planting areas is also available online at: <https://pg-cloud.com/KingCD-Cities/>





Date: September 10, 2021
To: Kenmore City Council
From: Garrett Oppenheim, Policy Analysis Intern
Re: Exceptional Tree Protections

I. Introduction

A. Context

At the City Council meeting on April 19, 2021, Bryan Hampson and Samantha Loyuk presented a summary of Kenmore's tree regulations including potential code amendments to further protect, preserve, and enhance Kenmore's urban forest. The presentation included a list of short-term and long-term action items, labelled List 1 and List 2.

List 1 was composed of five recommendations that could be accomplished this year, including changing the definition of "significant tree" so it includes smaller diameter at breast height (DBH) trees, revising tree retention requirements so certain "nuisance species" (i.e., cottonwood and alder) do not receive credit for retention, codifying the tree removal application process for existing single-family residences, updating the removal penalty language for consistency, and shortening the validity period for tree removal permits so replacement trees get into the ground faster.

List 2 was composed of more long-term items and consisted of increasing the tree density requirement for new development, decreasing yearly allowances for single-family tree removal, always requiring replacement of removed trees, establishing maximum floor area ratios to limit the size of single-family residences, creating a tree fund for instances where replacement is infeasible that would potentially include a tree rebate program for planting trees on single-family lots, and establishing an exceptional tree program. I was hired as an intern to research the final two items, exceptional tree ordinances and tree rebate programs, and draft policy papers on each.

B. Background

Big trees are invaluable to the environment. The big trees native to the Pacific Northwest like Douglas firs, western hemlocks, and western red cedars are the best in the world at storing carbon and they actually get better at doing it as they age and grow bigger.ⁱ In fact, some large trees seem to add "the carbon mass equivalent of an entire smaller tree each year."ⁱⁱ

Beyond helping fight climate change by removing greenhouse gases from the atmosphere and storing them, trees provide myriad benefits to our health, the environment, and society. Large trees increase property values, lower energy costs by regulating microclimates, clean local water, and even lead to better health outcomes for people.ⁱⁱⁱ And yet, despite the benefits trees, and in particular big trees, provide, the United States lost about 175,000 acres of tree cover, about 36

million trees, per year from urban and community areas between 2009 and 2014.^{iv} In that same period, Washington State lost 3,350 acres per year of urban and community tree cover.^v

To combat the decline in large trees, eleven Washington cities – Bainbridge Island, Bonney Lake, DuPont, Duvall, Lake Forest Park, Mercer Island, North Bend, Redmond, Seattle, Tacoma, and Woodway - have implemented protections for large trees, codified in exceptional tree ordinances. This report will explore, among other aspects, how these ordinances work, their commonalities and differences, and their effectiveness in preserving large trees.

While most cities refer to their protected trees as “exceptional trees,” Bainbridge Island, DuPont, and Redmond call their protected trees “landmark trees.” For the sake of simplicity, except in the Definitions section in this report, I will refer to all protected trees as “exceptional trees” irrespective of what individual cities call them.

Some cities list out species they protect when they reach a certain size while others give their city officials discretion whether to protect trees or not. Some cities apply their ordinances across the board to protect all exceptional trees in their jurisdiction while others apply only to new developments. All cities have carved out exceptions that allow for the removal of exceptional trees under certain circumstances. And some other cities rely on protection schemes called heritage tree programs that are voluntary on the part of property owners and require their consent to protect and preserve large trees.

The acronym DBH will appear multiple times within this report. It means diameter at breast height and refers to a tree’s width at four and one-half feet above the ground and is generally the place at which trees are measured to determine if their size meets the criteria for protection. The term caliper is synonymous with DBH.

C. Recommendation

It is recommended that the establishment of an exceptional tree ordinance be considered in the context of the recommendations that will come out of 1) the Climate Action Plan (CAP), which will likely produce a long list of potential new programs, and 2) the code amendment work plan dockets for future years, as discussed at the City Council’s annual retreat.

Several cities in Washington State have successfully implemented unique versions of an exceptional tree ordinance which have proven effective at preserving large trees. If Kenmore is to join these cities and enact its own exceptional tree ordinance, there are several issues that must be considered beforehand and it will take considerable staff time in the short term to do the research for and draft an exceptional tree ordinance appropriate for Kenmore.

First and foremost among those considerations is to decide what trees Kenmore wants to preserve. That can mean making a list of protected species like Seattle, DuPont, Duvall, Lake Forest Park, Mercer Island, and North Bend have done. Such a list will also require determining at what threshold sizes to protect each species. As Appendix B makes clear, different cities have chosen a variety of sizes at which to begin protections; for example, in Seattle and Mercer Island, an Oregon white oak with a six-inch DBH is an exceptional tree but in DuPont its DBH must be 24 inches to be protected and in no other city does it even warrant exceptional status. If Kenmore

wants to protect all large trees it can emulate Bonney Lake and Redmond where all trees with a DBH greater than 30 inches are exceptional, but that protection might miss some species whose specimens never reach that size and other cities protect at much smaller diameters, such as the Madrone and Pacific yew. Kenmore could also choose to follow the model set by Woodway and leave it to the discretion of city staff whether or not a particular tree is deserving of exceptional status but that of course leaves to fate whether the staff are tree-loving conservationists, heavily in favor of development, or somewhere else on the spectrum.

Once it has been established what trees to protect, the City must determine what protection means. The protection may simply prioritize exceptional trees for retention on development sites or it may bar their removal entirely. It can go even farther than that, emulating Bonney Lake's prevention of any harm at all that might injure or deface an exceptional tree.

The Council will have to decide further what exceptions will apply. Current regulations allow Kenmore residents to remove two or more large trees from their property, based on its size, and can either remain in place or be modified so that only significant trees that are not also exceptional trees may be removed. The ordinance could be applicable only to new developments to prohibit clear-cutting. Other common exceptions allow for removal of hazardous, dead, and dying exceptional trees and reasonable economic use of property, though they vary in the details. Where it provides for exceptions, the Council will further have to determine whether to require the planting of replacement trees, and if so, how many.

Suitable penalties must be established for violations of the ordinance. These can range from forcing the violator to plant replacement trees to fines that can be either consistent per violation or equal the appraised value of the removed tree.

Finally, the Council must acknowledge that the local context may result in unintended consequences that could force it to reevaluate the ordinance, its effectiveness, and its impact on both development and local livelihoods.

It is important to understand that an exceptional tree ordinance is not a panacea that, once implemented, prevents any big trees from coming down. Cities that have such ordinances in place already still see the removal of large trees. It is one tool in the regulatory toolbox but it is not a perfect one. Other tools in the toolbox include the actions on List 1 that will be implemented this Fall and they may well prove effective on their own and forego the need for an exceptional tree ordinance.

II. Current Kenmore Tree Protections

Kenmore's current tree regulations do not grant extra protection to large trees. The Code defines "significant trees" at KMC 18.20.2730 as "an existing healthy tree that is not a hazard tree (i.e., a tree that does not have a high probability of imminently falling due to a debilitating disease or structural defect) and that, when measured four and one-half feet above grade, has a minimum diameter of:

- A. Eight inches for evergreen trees; or
- B. Twelve inches for deciduous trees."

KMC 15.25.070 permits Kenmore property owners to remove significant trees from property containing a single family residence based on the size of the property so long as the trees to be removed are not located in a critical area, shoreline, buffer, native growth area, or wildlife protection zone and have not been previously designated for protection. The owner of a typical single family lot, up to 10,000 square feet, can remove two significant trees per year without a permit.

Table 1

Single Family Residence Lot Size	Number of Significant Trees That Can Be Removed Each Year Without a Permit
Up to 10,000 sq. ft.	2
10,001 – 20,000 sq. ft.	4
20,001 – 30,000 sq. ft.	6
More than 30,000 sq. ft.	8

Source: Kenmore Municipal Code 15.25.070(B)(2)

In terms of development, KMC 18.57.060 requires a minimum tree density of 30 tree units per acre of buildable area, to be made up of either existing trees already present on the land, replacement trees, or a combination of the two. Tree units are not equivalent to trees but are determined based on conversions found in KMC Table 18.57.060A. The City works with developers through all stages of development and construction to ensure the retention and protection of sufficient trees, but for a number of reasons, many, and in some cases, all trees are removed from development sites. Trees may be removed because the space they occupy is needed for roadways, sidewalks, drainage areas, fire access, utilities, or building setbacks. They may be removed because they are not viable. They may be removed because the size or shape of the lot would prevent construction if they remained. Oftentimes, even after replacement trees have been planted, developed sites look like there are no trees present because the replacement trees are often much smaller or are located in backyards, hidden from public view.

III. Defining Exceptional Trees

Eleven cities in Washington do grant additional protection to certain trees, usually based on their size. Most of the ten protect only specific species that have reached threshold sizes while others do not differentiate and protect all trees of a certain size. One city provides for subjective protection at the discretion of its Director of Public Works and a final city limits its protection to trees in specific environmentally important areas.

A. Specific Species Protected

Bainbridge Island, DuPont, Duvall, Lake Forest Park, Mercer Island, North Bend, and Seattle all have lists of tree species that become exceptional when they reach a specified size, noted as a diameter at breast height (DBH), 4.5 feet above the ground. For a list of all protected species and the threshold sizes required for protection, see Section XVI.

1. Bainbridge Island

Bainbridge Island calls the trees it protects “landmark trees,” defined at Bainbridge Island Municipal Code 16.32.010(C) as “trees, located on Bainbridge Island, that are unique because of their age, size, species, historical significance, or aesthetic quality and meet the criteria.” Those

criteria are found at BIMC 16.32.020 in a table listing protected tree species and the threshold sizes for protection. So long as a tree meets the size requirements, the city considers them landmark trees, whether they meet any of the more subjective criteria or not.

2. DuPont

DuPont protects what it terms “landmark trees,” defined at Section 25.10.120.005 of the DuPont Municipal Code as healthy, well-formed specimens of seven tree species – Oregon white oak, Pacific yew, madrona, Douglas fir, western red cedar, western hemlock, and big leaf maple – that have reached specified threshold sizes.

3. Duvall, Lake Forest Park, and North Bend

Duvall, Lake Forest Park, and North Bend use identical language to define exceptional trees: viable trees worthy of long-term retention due to a “unique combination of size and species, age, location, and health.” (The respective definitions are found at DMC 14.40.120, LFPMC 16.14.030, and NBMC 19.10.020). The criteria trees must meet are also identical, but for the language directing the reader to the location in the Code where protected species are found.

The tree must exhibit healthful vigor, not be a significant risk to utilities and structures, have no visual structural defects that cannot be mitigated, and “be expected to remain viable with reasonable and prudent management and care.”

Duvall protects 21 native western Washington species, selected by a committee of tree experts based on what other jurisdictions had protected and the best available science (DMC Table 14.40.120.1). Lake Forest Park protects seven species at LFPMC 16.14.030 Table 1.

Based on consultation with an arborist, North Bend protects nine species (NBMC 19.10.020(22)) and has an added provision that protects homestead trees planted many years ago that the city arborist determines to be unique in character, size, or form (NBMC 19.10.020(22)(f)).

4. Mercer Island

Mercer Island’s definition of exceptional trees is found at MIMC 19.16.010: “A tree or group of trees that because of its unique historical, ecological, or aesthetic value constitutes an important community resource. An exceptional tree is a tree that is rare or exceptional by virtue of its size, species, condition, cultural/historic importance, age, and/or contribution as part of a tree grove. Trees with a diameter of more than 36 inches, or with a diameter that is equal to or greater than the diameter listed in the Exceptional Tree Table, are considered exceptional trees[.]” The table lists 23 protected native species of trees and 45 non-native species with threshold diameters at breast height ranging from 6 inches to 30 inches depending on species (MIMC 19.16.010).

5. Seattle

Director’s Rule 16-2008 clarified the definition of exceptional trees found at **Seattle** Municipal Code 25.11.020, “a tree or group of trees that because of its unique historical, ecological, or aesthetic value constitutes an important community resource, and is deemed as such by the Director according to standards promulgated by the Seattle Department of Construction and Inspections.” The Rule contains a table of dozens of native and non-native tree species and their

associated threshold sizes required to be classified as exceptional, ranging from as small as six inches to as large as two and a half feet

B. All Large Trees Protected

1. Bonney Lake

The **Bonney Lake** Municipal Code defines exceptional trees located at Section 16.60.030(F)(10) as any tree with a DBH of 30 inches or greater, although it specifically excludes fast-growing and easily replaceable cottonwoods and alders unless they are found in a critical area. While the ordinance does not name them, its intent is to protect large specimens of three species of slow-growing, difficult to replace trees that predominate in undeveloped areas: Douglas firs, big leaf maples, and red leaf cedars.

2. Redmond

Redmond does not protect any specific species, choosing to define what its Code calls “landmark trees” at RMC 20A.20.120 as healthy trees with DBH over thirty inches or any particularly impressive or unusual tree in terms of “size, shape, age, historical significance or any other trait that epitomizes the character of the species.”

C. Discretion of City Officials

1. Woodway

Woodway defines an exceptional tree at WMC 16.12.020 as one that the Director of Public Works has determined worthy of long-term retention because it has a “unique combination of size, species, age, location, and health.” Under the Woodway definition, no specific species are protected, but rather the Director has discretion to deem any tree exceptional except for five enumerated species: red alders, laurel trees, English holly, Leyland cypress, and non-native cultivated fruit trees (WMC 16.12.050(A)).

Woodway decided not to protect specific species at threshold sizes like some cities do in order to save staff time. The discretion granted to the Director prevents the three staff members – the Director and two other Public Works employees – from having to go into the field to measure every single potential exceptional tree to determine what must be preserved; instead, the Director need only look at them and decide in his or her discretion whether they are exceptional trees or not.

D. Exceptional Trees Protected in Biodiversity Areas Only

1. Tacoma

Generally speaking, **Tacoma** does not protect exceptional trees, but in the Critical Areas Preservation section of its Code, implemented on June 26, 2018, the city does protect them in biodiversity areas and corridors. For the purposes of Tacoma’s municipal code, a biodiversity area, defined at TMC 13.01.110.B, is one containing diverse native vegetation composed of a “mosaic of habitats and microhabitats” and “areas with rare or uncommon plant species and associations designated by the City or identified by Federal and State agencies such as the Department of Natural Resources Heritage Program.” Biodiversity corridors, defined in the same chapter, are “relatively undisturbed and unbroken tracts of vegetation that connect Biodiversity Areas, other Priority Habitat and Critical Areas, including shorelines and serve to protect those areas and allow movement of common urban species.” TMC 13.11.510(B)(1)(b) requires a

minimum size of two acres for a biodiversity area and states that the only areas that cannot be classified as such are those “already developed with legally established, pre-existing uses which serve to eliminate or greatly reduce the propensity of wildlife to use the area as habitat or a corridor.” As such, a biodiversity area can include residential properties.

TMC 13.11.550(E)(1)(c) specifically protects exceptional trees within or affecting biodiversity areas and corridors with an explicit command to “retain exceptional trees,” noting that all “Conifers and Madrone are considered exceptional trees.” TMC 13.11.550(E)(1)(c)(2) further defines exceptional trees as those constituting an important community resource due to unique historical, ecological, or aesthetic value, allowing for trees other than conifers and madrone to be designated exceptional.

IV. Protection Granted

In many cities, the protection granted prohibits removal of exceptional trees, although exceptions, which will be detailed later in Section VI, are always provided for. **Bainbridge Island** bars the removal of exceptional trees by any “person, corporation, or other legal entity” without approval from the planning director, which will be explored in Section VI below (BIMC 16.32.030(A)). **Duvall** Municipal Code 14.40.025 and **North Bend** Municipal Code 19.10.093(E) state that “removal of exceptional trees shall not be allowed, except in [limited] circumstances.” **Lake Forest Park** Municipal Code 16.14.060(B) says that “Removal of viable exceptional trees [...] is prohibited.” **Redmond** Municipal Code 20D.80.20-070(3)(c) proclaims that “[Exceptional]¹ trees shall not be removed unless an exception has been applied for and granted.” **Seattle** Municipal Code 25.11.040(A)(2-3) prohibits, subject to exceptions in the preceding chapter, removal of exceptional trees on undeveloped lots and lots in areas with specific zoning requirements.

The protections granted to trees by these ordinances can extend beyond merely preventing removal. In **Bonney Lake**, BLMC 16.64.020(A) prevents anything that destroys, injures, or defaces exceptional trees, including pouring toxic material near them, posting signs on them, burning near their bases, and cutting their bark or branches.

Not all cities’ exceptional tree ordinances offer such strongly-worded protections. **Mercer Island** prioritizes exceptional trees for protection (MIMC 19.10.010(C)(2), 19.10.060(A)(2)(b)(ii)(a)). The protection provisions in **Woodway** do not allow removal of exceptional trees for routine property maintenance (WMC 16.12.150(E)(4)) or for development (WMC 16.12.170(I)(2)(e)) without a resolution by agreement or a tree management plan, both of which will be discussed in Section VI under Permits. The protection granted to exceptional trees in **Tacoma**, found at TMC 13.11.550(E)(1)(c), applies only to trees located in biodiversity areas and merely reads “Retain exceptional trees.”

V. Application

Cities differ with regard to whether their exceptional tree ordinances are applicable to everyone in the municipality or only to new developments. Most cities apply the ordinance to homeowners and developers but some cities allow homeowners to remove exceptional trees from their property,

¹ Redmond calls such trees “landmark trees” in its Code.

A. Universal Application

Bainbridge Island applies its ordinance to all property owners but also has regulations similar to Kenmore's that allow for homeowners with properties up to an acre in size to remove up to three significant trees each year without a permit. Exceptional trees cannot be removed but the city is aware that homeowners may inadvertently remove an exceptional tree under these provisions.

Bonney Lake makes its ordinance applicable to both homeowners and developers but provides an exception for homeowners to remove an exceptional tree that has become a hazard without a permit if a certified arborist provides a report that the tree is of "high" or "extreme high" risk and no mitigation methods will alleviate that risk.

By the letter of the law, the exceptional tree ordinance in **DuPont** applies only to new development projects (DMC 25.120.020) but, according to the city's community development director who administers the ordinance, it is also applicable to homeowners because they must go through the permitting process to remove trees and are held to the standards of the ordinance.

Lake Forest Park requires a Major Trees Permit to remove any tree with a DBH greater than 24 inches. Upon application for the permit, city staff visit the site to inspect the tree and, if it is an exceptional tree, the city denies the permit. It is also possible in Lake Forest Park for one resident to report another to the city for illegal cutting, instigating an immediate investigation and potential penalties.

Redmond, Seattle, and Woodway protect exceptional trees across the board from removal by both homeowners and developers. **Tacoma** likewise protects against removal so long as the tree is located in a biodiversity area or corridor.

B. Different Standards for Homeowners and Developers

There has not yet been an instance of an exceptional tree removal in **Duvall** since implementation of the ordinance but the city would hold developers and homeowners to different standards. A developer found removing an exceptional tree would face a fine but only mitigation would be required of a homeowner.

Mercer Island requires homeowners to get permits to remove trees with a DBH greater than ten inches and allows homeowners to remove exceptional trees from their property. While there is no limit to the number a homeowner may remove, there are mitigation requirements that can make removal prohibitive; each exceptional tree must either be replaced by six new trees or, if there is insufficient room on the property to meet replacement requirements, the property owner must make a payment in lieu under MIMC 19.10.070(C). In critical areas, exceptional trees can only be removed if they are hazardous.

Developers in Mercer Island, on the other hand, must preserve all exceptional trees with a DBH greater than 24 inches under MIMC 19.10.060(3) and commission an arborist's report to verify that the root system is not negatively impacted. Further protection of trees is granted by means of the development permit application review looking at the preceding five years for tree removal and the permit preventing it for five years after development.

Homeowners in **North Bend** have a categorical exemption in NBMC 19.10.040(B)(5) to remove up to ten trees per year from their property without a permit with only two limitations, trees in a designated native growth easement or within 150 feet of a critical area cannot be removed. As such, the exceptional tree ordinance there is applicable only to developers.

VI. Exceptions and Mitigation

No jurisdiction has a complete ban on the removal of exceptional trees. The various exceptions provided for include reasonable use of property, hazardous trees, access, subdivisions, protection of other exceptional trees, and permit systems. In most instances for which exceptions are made, mitigation is required in the form of planting replacement trees.

This section will not explore cities that do not apply their ordinances to homeowners because those were detailed in Section V above.

A. Exceptions

1. Reasonable Use

When a State eliminates all economically valuable use of land it engages in a “taking” of property and must compensate the land’s owner.^{vi} As such, cities provide exceptions to their bans on removing exceptional trees when preservation would deny any reasonable use of the property.

The first exception for which the **Bainbridge Island** planning director shall approve a request to remove an exceptional tree is that “removal is necessary to enable construction on or reasonable use of the property, and no other alternative is feasible” (BIMC 16.32.030(D)(1)).

Duvall at DMC 14.40.025(A)(4) and **North Bend** at NBMC 19.10.093(E)(1)(d) use the exact same language to say that exceptional trees can be removed in instances where the property owner can show the infeasibility of all on-site alternative designs that would result in less impact to the exceptional trees, including reduction in “size, scope, configuration, or density.”

In cases where “application of [the exceptional tree ordinance] will prevent any reasonable economic use of the owner’s property” **Lake Forest Park**, LFPMC 16.14.100(A) allows the property owner to apply to the planning department to be exempted from the ordinance’s requirements. LFPMC 16.14.100(C) lays out the criteria for receiving an exemption: following the ordinance would “deny all reasonable economic use of the property,” no other reasonable use exists that would have less impact, and the proposed development “is the minimum necessary to allow for reasonable economic use of the property.”

Tacoma grants a reasonable use exception at TMC 13.11.240(B) when application of the code’s preservation standards would “deny all reasonable economic use of the property.” Even under circumstances where no other reasonable economic use exists, subsection (3) requires the development “will be mitigated to the maximum practical extent and result in minimum feasible alteration or impairment of functional characteristics of the site.” In practice, this means the first goal is to avoid impact in critical areas, but where that is impossible, the goal becomes to minimize damage and mitigate what’s done through tree replacement.

Mercer Island, at MIMC 19.10.060(A)(3)(b) is less explicit about the reasoning behind the exception but allows removal of exceptional trees when retaining them would limit the constructable area to less than 85% of the maximum, as defined elsewhere in the Code. **Seattle** utilizes a similar mechanism to allow for the removal of exceptional trees from residential small lots at SMC 25.11.060(A)(1)(a) where the maximum allowable lot coverage cannot be achieved without extending into the tree's protected area and SMC 25.11.060(A)(1)(b) where retention of an exceptional tree would result in part of a house being less than fifteen feet wide, and in lowrise zones at SMC 25.11.070(A)(2) if retention would prevent reaching a certain floor area.

At RMC 20D.80.20-090, **Redmond** lays out the criteria that must be addressed in a property owner's application in order to be allowed to remove exceptional trees. Those criteria, found in subsections (1)(a)(i-ii), are that either special circumstances exist with regard "to the size, shape, topography, location, or surroundings of the subject property" or strict adherence to the ordinance would "jeopardize reasonable use of property."

2. Hazardous, Dead, and Dying Trees

Every city, with one possible exception, allows for exceptional trees to be removed if they are hazardous, dead, or dying.² There is some variation between cities with regard to how the exception is written, whether as part of the definition of an exceptional tree or as a distinct provision, the process for hazardous tree removal, the definition of the term "hazard," and what must be left behind.

At BIMC 16.32.030(D)(3), **Bainbridge Island's** planning director may allow for removal of exceptional trees that are "diseased, or otherwise determined to be a hazardous tree as determined by a qualified professional."

Part of the definition of an exceptional tree in **Duvall**, **Lake Forest Park**, and **North Bend** (see DMC 14.40.120, LFPMC 16.14.030, NBMC 19.10.020(22)(c)) is that the tree must be viable and "not be considered a significant risk in regard to existing utilities and structures as evaluated per the tree risk assessment[.]"

Most cities require that before removing a potentially hazardous tree, the city must provide written authorization (see, for instance, **Bonney Lake** Municipal Code 16.64.040(A); **DuPont** Municipal Code 25.120.030(8); **Duvall** Municipal Code 14.40.025(A)(1) referring to 14.40.110(A); **Seattle** Director's Rule 16-2008; and **Tacoma** Municipal Code 13.11.210(B)(11)) while others like **Woodway** allow immediate removal but require an application for a removal permit after the fact with proof that failure of the tree was likely imminent (Woodway Municipal Code 16.12.130(A) and 16.12.130(D)).

Cities take different approaches to defining what makes a tree hazardous. **Mercer Island** defines the term "hazardous tree" at MIMC 19.16.010 by referring to the rating system of the

² At RMC 20D.80.20-030(1) Redmond provides for the removal of significant trees that are "an immediate threat to public health, safety, or welfare" but at 20D.80.20-070(3)(c) clearly states that "Landmark trees shall not be removed unless an exception has been applied for and granted." None of the exceptions enumerated in RMC 20D.80.20 relate to trees being hazardous.

International Society of Arboricultural Hazard Tree Analysis for Urban Areas. **North Bend**, on the other hand, defines a “hazard tree” at NBMC 19.10.020(26) as a tree with a disease or defect that gives it “a high probability of failure.” **Seattle’s** Director’s Rule talks of allowing qualified professionals to make the determination. **Dupont** does not define the term at all.

In critical areas, **Bonney Lake** at BLMC 16.64.040 and **Tacoma** at TMC 13.11.210(B)(11) require that the cut pieces of the removed hazardous tree be left on site as wildlife habitat.

3. Access

Bainbridge Island will allow for an exceptional tree to be removed upon application under BIMC 16.32.030(D)/(2) if “removal is necessary to fulfill the terms of an easement or covenant recorded prior to the adoption of the” exceptional tree ordinance. The city would not allow for the creation of an easement today that contained exceptional trees, but would instead require finding a reasonable alternative.

Duvall and **North Bend** both grant an exception to remove exceptional trees where necessary to access developments. The provisions, found at DMC 14.40.025(3) and NBMC 19.10.093(E)(c) share language with regard to this exception. Both provide that where there are no other feasible alternatives, exceptional trees can be removed to provide access to private development sites. They both require that alternatives “shall be pursued to the maximum extent feasible.”

Duvall provides for an additional access-related exception at DMC 14.40.025(A)(2) where it is necessary to remove exceptional trees “necessary for public roads and bridges within existing public right of ways and other essential public facilities.” **DuPont**, likewise allows up to 30% of Oregon white oaks and up to 50% of all other exceptional trees to be removed to install a street right of way that is “integral to a neighborhood and cannot reasonably be moved,” at DMC 25.120.030(2).

4. Residential Lot Subdivisions

Bonney Lake at BLMC 16.64.070(D)(2) and **Mercer Island** at MIMC 19.10.060(A)(3)(c) provide for an exception to allow for removing an exceptional tree if retaining it would prevent creating a lot via subdivision, provided that the subdivision is otherwise allowed for in the Code.

5. Permits

Woodway has devised a unique permit system to allow property owners limited control over removing exceptional trees. WMC 16.12.150(E)(4) defines how many trees may be removed from a property each year depending on zoning and also states that exceptional trees can only be removed under an approved Resolution by Agreement or Tree Management Plan, two programs explained in greater detail in WMC 16.12.180 and 16.12.190.

First, the Resolution by Agreement, as described in WMC 16.12.180(A)(3), allows a property owner to enter into an agreement with the Director of Public Works to remove one exceptional tree every five years. While the Director has no discretion whether to enter a Resolution by Agreement with a property owner, in order to remove a single exceptional tree, the property owner must replace it with five trees similar in growth rate and canopy cover that must remain healthy and viable for a period of five years.

The limit of one such tree in a five-year period can only be exceeded by the second exception, the much more burdensome Tree Management Plan, explained at WMC 16.12.190(B). A Tree Management Plan is more burdensome to the property owner because the Director has more discretion to make additional demands on him or her such as requiring more replacement trees that remain healthy and viable for a longer period or altering construction plans to build on a less sensitive area of a lot. Additionally, the Director has the discretion whether to permit the Tree Management Plan at all. In general, most property owners considering a Tree Management Plan as an option to remove more than one exceptional tree rethink it and stick to a Resolution by Agreement that allows one removal per five years.

6. Protecting Other Exceptional Trees

DMC 25.120.040(8) in **DuPont** requires that Douglas firs be removed in some instances to ensure the survival of oaks, to which the ordinance grants special protections.

B. Mitigation

In general, when cities provide exceptions that allow for the removal of exceptional trees, they require replacement and oftentimes the replacement requirements are significant.

Bonney Lake imposes a draconian 9:1 replacement ratio on those who remove exceptional trees, under BLMC 16.64.080(A). BLMC 16.64.040(G) allows for a reduced 4.5:1 replacement ratio if the removed tree was a hazard tree.

Under MIMC 19.10.070, **Mercer Island** requires replacement at a burdensome rate of six new trees for every exceptional tree that is removed.

As detailed above in the discussion about permits, **Woodway** requires five replacement trees that must remain viable for five years under a Resolution by Agreement for removing a single exceptional tree and the Director of Public Works has discretion to demand more replacement trees and a longer viability period under a Tree Management Plan.

Lake Forest Park, at LFCMC 16.14.100(D), and **Duvall**, at DMC 14.40.025(B), both require replacement at a rate of three trees for every exceptional tree removed.

Redmond at RMC 20D.80.20-090(1)(c) requires replacement in accordance with the Tree Replacement provisions found at RMC 20D.80.20-080(1) and (5), namely that all significant trees removed must be replaced at a 1:1 ratio by two-and-one-half-inch caliper deciduous trees or evergreen trees six to eight feet tall.³ If the reasonable use exception grants the property owner the right to retain less than 35% of the standard, RMC 20D.80.20-090(b) requires replanting three replacement trees per exceptional tree removed.

³ Based on the definitions present in the Redmond Municipal Code, all exceptional trees are significant trees. RMC 20A.20.190 defines significant trees as healthy trees with a DBH of six inches or more. RMC 20A.20.120 defines exceptional trees (“landmark trees” in their terms) as a “healthy tree over thirty inches in diameter” or any particularly impressive or unusual tree in terms of “size, shape, age, historical significance or any other trait that epitomizes the character of the species.” As such, exceptional trees are significant trees with greater protections.

Seattle requires at SMC 25.11.090 that every exceptional tree with a DBH over two feet that is removed be replaced by at least one new tree whose size and species must be approved by the City with the expectation that when the tree is mature the canopy will be at least equal to what existed before.

Bainbridge Island requires mitigation at BIMC 16.32.030(E) only when exceptional trees are removed to enable reasonable use of the property. The replanting requirements, found at BIMC 16.32.030(E)(1-2), provide for multiplying the DBH of the removed trees by one-half and planting sufficient replacement trees such that the sum of their combined calipers equals or exceeds that figure. Alternatively, BIMC 16.32.030(F) allows for planting three replacement trees and paying into the Bainbridge Island tree fund \$500 per inch of replacement inch unaccounted for by the replacement trees.

Only a removed street tree must be replaced in **DuPont**, according to DMC 25.120.030(8).

When the removed exceptional trees are hazardous, the replacement requirements differ. Some cities require replacement of hazardous trees (see, for instance, **Duvall** Municipal Code 14.40.110(A)), whereas others may waive the replacement requirement entirely or in specific areas (see, for instance, **Seattle** Municipal Code 25.11.090(B) for an example of the former and **Woodway** Municipal Code 16.12.130(E) for the latter).

VII. Administration

A. Inventories of Exceptional Trees

Very few of the cities who have implemented exceptional tree ordinances maintain inventories or lists of all of the trees in their jurisdictions that meet the criteria for that designation. Most cities only learn about the existence of such trees upon the submission of development plans or tree removal permit applications which require property owners to disclose the trees that would be affected by development or removal. In North Bend, where the exceptional tree ordinance has been on the books since 2018, not a single exceptional tree has been discovered in the submission for property to be developed. Mercer Island keeps track of exceptional trees found in development applications, but there is no formal inventory. Bainbridge Island does not currently maintain an inventory of its exceptional trees but has plans to perhaps create one in the future.

The only cities that do maintain complete inventories of the exceptional trees in their municipalities are Dupont and Seattle.

1. **DuPont** made its initial inventory of exceptional trees about twenty years ago when Weyerhaeuser started its development there but it only tracks exceptional trees on public property and finds out about those on public property like other cities, when residents apply for tree removal permits.

2. **Seattle's** Department of Construction and Inspections includes a team of GIS Analysts who use ARCPro GIS to track all trees on private property in the city with a DBH of six inches or greater. Seattle tracks internally all trees that have been preserved, removed, and planted as part of mitigation and expects to make that information available to the public in the near future.

B. Staff Time

Staff resources are required to administer exceptional tree ordinances in every city that has implemented them. There is a large cost in staff time up front in researching and writing the ordinances. Administrators talked about having to spend time consulting with arborists to determine what tree species to protect and what the appropriate sizes would be. They spent significant amounts of time researching the ordinances other cities had passed before them to determine what would work for them and what would not. The administrator of **Ridgefield's** heritage tree ordinance estimated that it took at least 40 hours of staff time to set up and draft their ordinance, one that, as will be described below in Section XII, has not even been as effective as the drafters had hoped. In **Woodway**, it took three months of full time work to develop and craft the ordinance before taking it to their City Council.

Once the ordinance is up and running, the amount of time can vary. If the ordinance does not change the regulations very much then it will not take much time to administer, but if it does not change the Code much one must wonder why it was enacted. Where the ordinance does change the regulations significantly it can add an hour or more to the duties of staff each week in reviewing development proposals and permit applications.

VIII. Effectiveness

Every city that has implemented an exceptional tree ordinance has done so with similar goals in mind, namely, maintaining and increasing the tree canopy and preserving large trees. Subsidiary goals include preventing clearcutting by developers, increasing home values, and preserving the sylvan northwest characteristics of the region.

As many cities have implemented their exceptional tree ordinances in the last five years it remains too soon to say whether they have been effective in protecting more trees than they were beforehand and it will take further tree canopy analysis to make that determination. Such is the case in **Bonney Lake** and **North Bend**. **Duvall**, likewise, enacted their ordinance too recently to be certain of its success but typical five-acre development sites always turn up exceptional trees and the development plans that have been submitted since it took effect have shown that more trees are being preserved that would not have been previously.

Bainbridge Island is already looking at revisions to its exceptional tree ordinance only three years after implementation so it is likely falling short of the standard of effectiveness for which its original drafters had hoped.

Those cities who maintain that the exceptional tree ordinance has been an effective tool to preserve large trees and increase canopy include **DuPont**, **Lake Forest Park**, **Tacoma**, and **Woodway**.

IX. Development

A. Impact

Most cities report that the exceptional tree ordinances have had little to no negative impacts on development.

Duvall and **Woodway** have seen no negative impact on development. In **Lake Forest Park**, the decision to increase the size threshold for a tree to be protected compared to those used in Seattle prevented the ordinance from having a negative impact on development in the city.⁴ A city arborist in **North Bend** verifies all developers' tree plans to ensure no exceptional trees go unreported but none have yet been recorded on development sites there since its ordinance was implemented in 2018. It is possible that no exceptional trees have appeared on development sites in North Bend because in the wake of the ordinance being implemented developers have begun examining land more closely in advance to build only where there are no protected trees that they must retain.

Mercer Island saw a short-term negative impact on development in the wake of the ordinance's implementation but once developers figured out how to work with the new ordinance, they returned and development has increased over where it was prior to the enactment late in 2017.

Bainbridge Island has not had any slowdown in the submissions of building applications since implementing its exceptional tree ordinance and is unaware of any negative impacts the ordinance could have had on development.

Other cities such as **Redmond** and **Seattle** have not tracked whether the ordinance has impacted the development rate. Development in Redmond has remained strong. Too many other factors influence development in Seattle to say whether the exceptional tree protections have any impact on development, but many developers avoid lots with exceptional trees in low-density zones because they may require the investment of substantial amounts of money only to find out whether they can develop the site as they have planned, suggesting that there may be fewer development sites available than would be without the ordinance.

In **Bonney Lake**, where the exceptional tree ordinance was implemented in 2020, most of the development projects the city is working on were already submitted before enactment so it is too soon to say whether there will be any impacts from the exceptional tree ordinance.

Tacoma acknowledges that exceptional tree protection in biodiversity areas has made development more difficult in some instances such as when subdivisions of existing properties can be prevented when the new lot would not be developable due to the presence of biodiversity areas. Despite the impact on development, this was an intended consequence of the ordinance as the city intended to preserve biodiversity at the expense of some development.

B. Credits

A second aspect to development is that two cities, Bonney Lake and North Bend, give developers extra credit toward the minimum required tree credits for retaining exceptional trees. In **Bonney Lake**, BLMC 16.64.080(C) equates a single retained exceptional tree with four tree replacement credits. **North Bend** bases the credit for retained trees on their DBH and all retained exceptional trees count for 150% of a non-exceptional tree of the same size (NBMC Table 19.10.092-2).

⁴ See Appendix B, Section XVI, to compare size thresholds for protected trees.

X. Penalties

The penalties for illegally removing exceptional trees include replanting requirements and fines with some cities punishing malicious or willful violations more harshly than accidental violations.

A. Mitigation

In **Bonney Lake** the penalty for cutting down an exceptional tree, found in BLMC 16.64.080(A) is to plant nine replacement trees, each with a minimum two-inch caliper. BLMC 16.64.080(J) provides for an in lieu mechanism whereby a violator can pay money to the city's tree fund if they do not have room to plant all of the required replacement trees.

DuPont works with violators to mitigate the harm done by removing a tree but does not have any codified mitigation scheme.

In **Tacoma**, the penalty for removal of exceptional trees in biodiversity areas is mitigation in the form of planting replacement trees.

In **Duvall**, a homeowner who illegally removed an exceptional tree would face only mitigation requirements such as replanting replacement trees.

B. Fines

Unlike homeowners who must only mitigate the harm caused, a developer who removes exceptional trees in **Duvall** is subject to a fine based on an appraisal of the removed tree that is done after the removal.

The penalty for illegally removing an exceptional tree in **Lake Forest Park** is a fine in the amount of the tree's appraised value.

Woodway imposes a \$1,000 fine for illegally removing an exceptional tree, and, if the violation is done knowingly and willfully, it adds a fine not to exceed the appraised value of the tree.

Mercer Island and **North Bend**, as stated above in Section V.B, apply their ordinances primarily to developers only, but both provide stiff penalties to developers who violate the Code. At MIMC 19.10.160(B), Mercer Island provides for up to triple the value of a damaged or removed tree. North Bend has instituted a \$10,000 per violation penalty for removing exceptional trees found on development sites based on NBMC 19.10.140(B) which gives the city arborist discretion to charge for removal of protected trees.

Bainbridge Island imposes a fine of \$25,000 in addition to standard civil penalties for each exceptional tree removed without approval (BIMC 16.32.060(B)).

C. Both Mitigation and a Fine

Redmond penalizes those who illegally remove exceptional trees with both a fine up to \$3,000 and a requirement to replace the removed tree with three new trees (RMC 20D.80.20-130(2)).

SMC 15.11.100(I-J) provide for civil penalties for violations of **Seattle's** Tree Protection Code. SMC 15.11.100(I)(1) sets the fine for removing an exceptional tree at the tree's appraised value and allows for triple damages if the violation is willful or malicious. SMC 15.11.100(J) requires, in addition to the aforementioned fine, restoration of the damaged area to its pre-violation state.

XI. Unintended Consequences

Cities reported a handful of unintended consequences that have arisen related to their exceptional tree ordinances. Some unintended consequences arose from local context and others the way their particular ordinance was written.

In September 2020, wildfires forced parts of **Bonney Lake** to evacuate to safety.^{vii} The city's close proximity to wildfire danger means that protecting trees very close to houses can leave them vulnerable to fire so the ordinance is likely to be reconsidered in the near future with regard to this aspect.

In **Duvall** there may be unintended consequences in the form of

- unnecessary economic harm to developers,
- issues with meeting minimum density requirements, and
- conflicts with critical root zone ordinance requirements.

According to my source at Duvall, developers have been harmed economically in instances when poorly done arborist evaluations have resulted in preservation of trees that should not be classified as exceptional and they consequently lost useable land.

My source at Duvall believes that with regard to density requirements, Duvall's exceptional tree ordinance has pushed developers of subdivision projects to meet only the minimum required, thus preventing achievement of maximum densities allowed by zone.

Finally, exceptional trees can have massive critical root zones and depending on whether Code requirements allow for any activity in that area, it may limit how much land can be developed.

XII. Heritage Tree Protections

Another common protection scheme for large trees is heritage tree protection. Seattle defines a heritage tree as one that it is an exceptional specimen in terms of size, rarity, or beauty, has an association with a significant historical person or event, or is a community landmark.^{viii}

Vancouver utilizes similar criteria for deciding if nominated trees should be designated as heritage trees, as found in Vancouver Municipal Code 20.770.120(B)(2).

Several cities have, or have had, heritage tree programs but they are not as effective for tree preservation as exceptional tree ordinances because the property owners must give consent for the trees on their private property to be designated as heritage trees. This is the case in all of the heritage tree programs examined for this report: Seattle, Bonney Lake, Lake Forest Park, Mercer Island, Ridgefield, and Vancouver. Trees designated as heritage trees acquire protection from removal but the voluntary nature of the programs allows property owners to refuse to add an extra burden and commitment to their land.

Bonney Lake has only a single heritage tree in the entire city and even that is in a public park. Were it not for that one tree, the ordinance would have been eliminated when the Code was revised in 2020. Lake Forest Park no longer administers its heritage tree program because it did not provide any additional protection for trees. Mercer Island abandoned its heritage tree program because no property owners were taking part out of fear that it would have a negative impact on the value of their property.

Of the cities examined for this report who have had heritage tree programs, only Seattle and Vancouver maintain actively growing heritage tree inventories. Seattle has about 250 on private property and grants exceptional tree status to all of its heritage trees so that with the owner's consent they receive the exact same protections that those that qualify as exceptional trees based on the Code get automatically. Each year about a dozen nominations of heritage trees on private property in Seattle fail because the owner refuses to give consent. Vancouver has about 40 heritage trees across the entire city, each nominated by the property owner and now unable to be removed from the inventory. In both cities, heritage tree status adheres to a tree even if ownership of the underlying property changes.

The Heritage Tree program in Ridgefield, enacted in October 2018, provides an example of the weak protections these programs offer.

Ridgefield defines heritage trees in its code at Section 18.840.030 as having one of the following characteristics: a DBH greater than 36 inches; a distinctive size, shape, or location; a distinctive species, age, or exceptional beauty that warrants heritage status; a functional or aesthetic relationship to a natural resource like a stream bank that conveys distinctiveness; or a documented association with a historical figure, property, or significant historical event. RMC 18.840.020 requires the city to maintain an inventory of its exceptional trees and to update the inventory annually.

Anyone can nominate trees to City Council for designation, including the Public Works Department, which nominates trees from sites where development has been proposed, but RMC 18.840.020(C) grants property owners the right to object to the designation. The City Council interprets the ordinance as though it is entirely voluntary on the part of the property owners, and has so far refused to override any of their objections, despite no language in the ordinance giving property owners an absolute right to block trees on their property from being protected. The Council has relied on the subjective nature of many of the criteria, which is different from most of the exceptional tree ordinances that protect trees of a certain size, to reject nominations.

While the initial inventory was a success with 90% of the 40-50 nominated trees receiving heritage status, the City Council did not grant the status to any of the nominated trees at the first annual update because of owner objections.

The program also provides weak protection against developers because rather than providing *per se* protection of large trees, it relies on the City Council to vote on whether to protect trees nominated to it. This creates a loophole that would allow a developer to remove trees that have been nominated for designation as heritage trees before the Council has had a chance to vote on their nomination.

In conclusion, heritage tree programs do not protect trees as well as exceptional tree ordinances because property owners can block the designation. The heritage tree ordinance in Ridgefield was meant to provide strong protection for large trees but nonetheless demonstrates the weakness of this type of program because the City Council there has deferred to property owners rather than tree preservation.

XIII. Enactment

Enactment in Kenmore of an exceptional tree ordinance to protect more big trees will require a City Council vote on an ordinance to make changes to the tree regulations in the Land Use Code found at Title 18 of the Kenmore Municipal Code. The process for such changes would involve a process of approximately six months and require staff resources from the Planning Department, Development Services Department, and the City Attorney. The process would entail a SEPA environmental determination by the Development Services Director, a 60-day notice to the Department of Commerce providing a draft of the new regulations and showing which department is responsible for carrying it out, a public hearing before the Council with a draft of the new regulations available to the public, and finally, the adoption of the ordinance with review by the City Attorney.

XIV. Appendix A: City Facts

City	County	Population (2021) ^{ix}	Date Ordinance Implemented	Specific Species Protected	Inventory of All Exceptional Trees Maintained
Bainbridge Island	Kitsap	26,254	2018	Yes	No
Bonney Lake	Pierce	21,354	2020	No	No
DuPont	Pierce	9,556	unknown	Yes	Yes
Duvall	King	8,267	2018	Yes	No
Kenmore	King	23,281	N/A	N/A	N/A
Lake Forest Park	King	12,638	2017	Yes	No
Mercer Island	King	25,918	2017	Yes	No
North Bend	King	8,039	2018	Yes	No
Redmond	King	80,915	1998	No	No
Ridgefield	Clark	10,807	2017	No	Yes
Seattle	King	776,555	2001/2009 ⁵	Yes	Yes
Tacoma	Pierce	221,259	2018	No	No
Woodway	Snohomish	1,393	2006	No	No

⁵ The ordinance took effect in 2001. The Director's Rule defining which trees are protected took effect in 2009.

XV. Appendix B: Species and Size Threshold Protections by City

Species⁶	Seattle⁷	Bainbridge Island⁸	DuPont⁹	Duvall¹⁰	Lake Forest Park¹¹	Mercer Island¹²	North Bend¹³
Sitka Alder	6"						
Oregon Ash	24"					24"	
Quaking Aspen	12"					12"	
Paper Birch	20"	30"				20"	
Cascara	8"					8"	
Western Red Cedar	30"	30"	30" (45")	30"	42"	30"	30"
Pacific Crabapple	12"			12"		12"	
Pacific Dogwood	6"			6"		6"	12"
Douglas Fir	30"	40"	30" (45")	30"	42"	30"	30"
Grand Fir	24"	40"		24"	33"	24"	24"
Black Hawthorn	6"			6"		6"	
Western Hemlock	24"	30"	30" (45")	24"	36"	24"	24"
Madrona	6"	24"	24" (30")		12"	6"	
Bigleaf Maple	30"	36"	30" (45")	30"	42"	30"	30"
Dwarf or Rocky Mountain Maple	6"					6"	
Vine Maple	8"					8"	
Oregon White or Garry Oak	6"	30"	24" (30")			6"	
Lodgepole Pine	6"					6"	
Shore Pine	12"			12"		12"	12"

⁶ Trees only protected when in a grove are not included. Non-native species are in italics.

⁷ Protected species found at Director's Rule 16-2008 Table 1.

⁸ Protected species found at Bainbridge Island Municipal Code 16.32.020.

⁹ Protected species found at DuPont Municipal Code 25.10.120.005. The first number is for trees with a single trunk first, the number in parentheses is for multi-trunk trees.

¹⁰ Protected species found at Duvall Municipal Code Table 14.40.120.1.

¹¹ Protected species found at Lake Forest Park Municipal Code 16.14.030 Table 1.

¹² Protected species found at Mercer Island Municipal Code 19.16.010 Exceptional Tree Table.

¹³ Protected species found at North Bend Municipal Code 19.10.020(22) Exceptional Tree Species and Their Threshold Diameters.

Species	Seattle	Bainbridge Island	DuPont	Duvall	Lake Forest Park	Mercer Island	North Bend
Western White Pine	24"				36"	24"	
Western Serviceberry	6"					6"	
Silver Maple		36"					
Sitka Spruce	6"	36"		30"		6"	30"
Willow (all native species)	8"					8"	
Pacific Yew	6"		24" (30")	6"		6"	
<i>Orchard Apple</i>	20"			20"		20"	
<i>European Ash</i>	22"					22"	
<i>Green Ash</i>	30"					30"	
<i>Raywood Ash</i>	24"					24"	
<i>European Beech</i>	30"					30"	
<i>European White Birch</i>	24"			24"		24"	
<i>Atlas Cedar</i>	30"					30"	
<i>Deodor Cedar</i>	30"					30"	
<i>Incense Cedar</i>	30"			30"		30"	
<i>Flowering Cherry</i>	23"			24"		23"	
<i>Lawson Cypress</i>	30"					30"	
<i>Kousa Dogwood</i>	12"			12"		12"	
<i>Eastern Dogwood</i>	12"					12"	
<i>American Elm</i>	30"	30"		30"		30"	
<i>English Elm</i>	30"			30"		30"	
<i>Gingko</i>	24"			24"		24"	
<i>Common Hawthorn</i>	16"					16"	
<i>Washington Hawthorn</i>	9"					9"	
<i>European Hornbeam</i>	16"					16"	
<i>Common Horse Chestnut</i>	30"	40"					
<i>Red Horse Chestnut</i>	30"						
<i>Katsura</i>	30"					30"	
<i>Littleleaf Linden</i>	30"					30"	
<i>Honey Locust</i>	20"					20"	

Species	Seattle	Bainbridge Island	DuPont	Duvall	Lake Forest Park	Mercer Island	North Bend
<i>Southern Magnolia</i>	16"					16"	
<i>Paperbark Maple</i>	12"					12"	
<i>Japanese Maple</i>	12"	12"				12"	
<i>Norway Maple</i>	30"						
<i>Red Maple</i>	25"					25"	
<i>Sugar Maple</i>	30"					30"	
<i>Sycamore Maple</i>	24"					24"	
<i>Monkey Puzzle Tree</i>	22"	36"				22"	
<i>Mountain-Ash</i>	29"					29"	
<i>Pin Oak</i>	30"	30"				30"	
<i>Red Oak</i>	30"	38"				30"	
<i>Callery Pear</i>	13"					13"	
<i>Austrian Black Pine</i>	24"					24"	
<i>Ponderosa Pine</i>	30"	30"				30"	
<i>Scot's Pine</i>	24"					24"	
<i>London Plane</i>	30"					30"	
<i>Flowering Plum</i>	21"					21"	
<i>Coastal Redwood</i>	30"	30"				30"	
<i>Giant Sequoia</i>	30"			30"		30"	30"
<i>Japanese Snowbell</i>	12"					12"	
<i>American Sweetgum</i>	27"					27"	
<i>Tulip Tree</i>	30"					30"	
<i>Willow (all non-native species)</i>	24"					24"	
<i>Beech (Fagus grandifolia)</i>		36"					
<i>Catalpa</i>		36"					
<i>Lombardy Poplar</i>		38"					
<i>Black Locust</i>		30"					
<i>Monterey Pine</i>		30"					
<i>Sycamore</i>		36"					

Species	Seattle	Bainbridge Island	DuPont	Duvall	Lake Forest Park	Mercer Island	North Bend
<i>English Walnut</i>		30"					
<i>Eastern Black Walnut</i>				30"			

Cities in the Report but Not in the Chart Because They Do Not Protect Exceptional Trees by Species:

- Bonney Lake defines exceptional trees as those “30 inches or greater at DBH, excluding cottonwood trees (*Populus trichocarpa*), white alder (*Alnus rhombifolia*), and red alder (*Alnus rubra*).” (BLMC 16.60.030(F)(10))
- Redmond defines Landmark Trees as “Any healthy tree over thirty inches in diameter or any tree that is particularly impressive or unusual due to its size, shape, age, historical significance or any other trait that epitomizes the character of the species.” (RMC 20A.20.120)
- Tacoma defines an exceptional tree as “a tree or group of trees that because of its unique historical, ecological, or aesthetic value constitutes an important community resource, and is determined as such by the Director according to standards and procedures promulgated by the Department of Planning and Development.” (TMC 13.11.550(E)(1)(c)(2)) Its Code also says “Conifers and Madrone are considered exceptional trees.” (TMC 13.11.550(E)(1)(c))
- Woodway defines exceptional trees as “a tree that has been determined by the Director to be worthy of long-term retention because of its unique combination of size, species, age, location, and health. All trees, except red alder or species listed as exempt in Section 16.12.050, with a diameter of thirty inches or greater are exceptional trees.” (WMC 16.12.020) The excluded tree species are English laurel, English holly, Leyland cypress, and non-native cultivated fruit trees. (WMC 16.12.050)

XVI. Thanks

Thank you to the people listed below for their assistance in better understanding the exceptional tree ordinances and heritage tree programs they administer. Anything in this report that was not cited to an ordinance came from my discussions with the following people.

- Ashley Adams, City Arborist, Lake Forest Park
- Cathy Beam, Principal Planner, Redmond
- Steve Bennett, Planning Director, Lake Forest Park
- Terry Bryant, Public Works Director, Woodway
- Jamie Burrell, Senior Planner, North Bend
- Troy Davis, Senior Planner, Duvall
- Chanda Emery, Senior Planner, Seattle
- Bryan Kast, Public Works Director, Ridgefield
- John Kenney, City Arborist, Mercer Island
- Barbara Kincaid, Community Development Director, DuPont
- Dylan Marcus, Planner, Bainbridge Island
- Charles Ray, Urban Forester, Vancouver
- Nolan Rundquist, City Arborist, Seattle Department of Transportation
- Lisa Spadoni, Natural Resources Program Supervisor, Tacoma Planning and Development Services
- Jason Sullivan, Planning and Building Supervisor, Bonney Lake

ⁱ Garmon, J. (2014, February 24). *Mature trees are biocarbon heavyweights*.

<https://www.climatesolutions.org/article/1590119179-mature-trees-are-biocarbon-heavyweights>.

ⁱⁱ United States Geological Survey. (2014, January 15). *Large Old Trees Grow Fastest, Storing More Carbon*.

<https://www.usgs.gov/news/large-old-trees-grow-fastest-storing-more-carbon>.

ⁱⁱⁱ Armour, T., Job, M., & Canavan, R. (2012). In *The benefits of large species trees in urban landscapes: A costing, design and management guide* (pp. v-vi). CIRIA.

^{iv} Nowak, D. J., & Greenfield, E. J. (2018). Declining urban and Community tree cover in the United States. *Urban Forestry & Urban Greening*, 32, 32–55. <https://doi.org/10.1016/j.ufug.2018.03.006>

^v Id at 36.

^{vi} Lucas v. South Carolina Coastal Council, 505 US 1003, 1027 (1992)

^{vii} Crowe, M. (2020, September 8). *'Please leave now:' Level 3 fire evacuations for parts of Bonney Lake*.

KING5.com. <https://www.king5.com/article/news/local/wildfire/level-3-fire-evacuations-for-parts-of-bonney-lake-officials-say-please-leave-now/281-abb0e8c0-cb77-4b8c-8160-e554463be09a>.

^{viii} Seattle Department of Transportation. *Heritage Tree Program*. (n.d.).

<http://www.seattle.gov/transportation/projects-and-programs/programs/trees-and-landscaping-program/heritage-tree-program>.

^{ix} *Top 500 Cities in Washington by Population*. Cities in Washington by Population (2021). (n.d.).

<https://worldpopulationreview.com/states/cities/washington>.

18.55.180 Exception – Reasonable use.

A. If the application of this chapter pertaining to *critical areas* will prevent the *applicant* from making any *reasonable use* of the subject property, the *applicant* may apply for an exception pursuant to this section unless the project is located on lands regulated under the Kenmore Shoreline Master Program. Projects on lands regulated under the Kenmore Shoreline Master Program are regulated under the procedures of Chapter [16.75](#) KMC. An application for a reasonable use exception must accompany a *development permit* application through the City's review and decision process.

1. Criteria for Granting. The *city manager* shall grant a *reasonable use* allowance only when all of the following criteria are met:

a. Reasonable Use.

(1) Private Proposals: The *applicant* demonstrates that the application of this chapter will deny all *reasonable use* of the subject property otherwise allowed by applicable law;

(2) New *Public Agency Development Proposals*: The *applicant* demonstrates that the application of this chapter would interfere with a *public agency* proposal to fulfill a duty to serve per federal, State, or local laws; or to provide an essential public facility; or to address a public need or demand for service consistent with an adopted capital facilities plan, system plan, or other *master plan* that has been subject to an alternative *site* evaluation and public review process;

b. The development activities involve the least intrusion into and disruption of the *critical area* necessary to allow a *reasonable use* of the subject property by a private *applicant* or to achieve a *public agency* responsibility consistent with adopted laws, rules, and plans per subsection (A)(1)(a) of this section;

c. The development activities will not cause or result in damage to properties other than the subject property and will not endanger the public health, safety or welfare;

d. The *applicant's* inability to make *reasonable use* of the subject property has not resulted from any of the following:

(1) Prior subdivision or segregation of the subject property, or changes to the boundaries of the subject property through a boundary line adjustment or otherwise; or

(2) Prior actions taken in violation of this chapter or any local, State, or federal law or regulation;

- e. No other *reasonable use* of the property has less impact on the *critical area*;
- f. The inability of the *applicant* to derive *reasonable use* of the property is not the result of actions by the *applicant* after the effective date of the ordinance codified in this chapter, or its predecessor; and
- g. *Mitigation* proposed by the *applicant* is sufficient to protect the *functions and values* of the *critical area* and public health, safety, and welfare concerns consistent with the goals, purposes, objectives, and requirements of this chapter.

2. Appeals. The *applicant* may appeal a decision of the *city manager* on a *reasonable use* allowance application to the *hearing examiner* pursuant to the provisions of the Kenmore Municipal Code.

B. Exception Request and Review Process. An application for a *reasonable use* exception shall be made to the *City* and shall include a *critical areas* report, including *mitigation* plan, if necessary; and any other related project documents, such as permit applications to other agencies, special studies, and environmental documents prepared pursuant to the State Environmental Policy Act (Chapter [19.35](#) KMC).

C. *City Manager* Review. The *city manager* shall review the application. The *city manager* shall approve, approve with conditions, or deny the request based on the proposal's ability to comply with all of the criteria in subsection A of this section.

D. Burden of Proof. The burden of proof shall be on the *applicant* to bring forth evidence in support of the application and to provide sufficient information on which any decision has to be made on the application.

E. Time Limit.

- 1. Establishment of any development activity authorized pursuant to a *reasonable use* exception shall occur within four years of the effective date of the decision for such *reasonable use* exception. This period may be extended for one additional year by the *city manager* if the *applicant* has submitted the applications necessary to authorize the development activity and has provided written justification for the extension.
- 2. For the purpose of this subsection, "establishment" shall occur upon the issuance of all local permit(s) needed to begin the development activity; provided, that the improvements authorized by such permits are completed within the time frames of said permits. [Ord. 19-0488 § 2 (Exh. 1); Ord. 12-0334 § 12; Ord. 11-0329 § 3 (Exh. 1).]

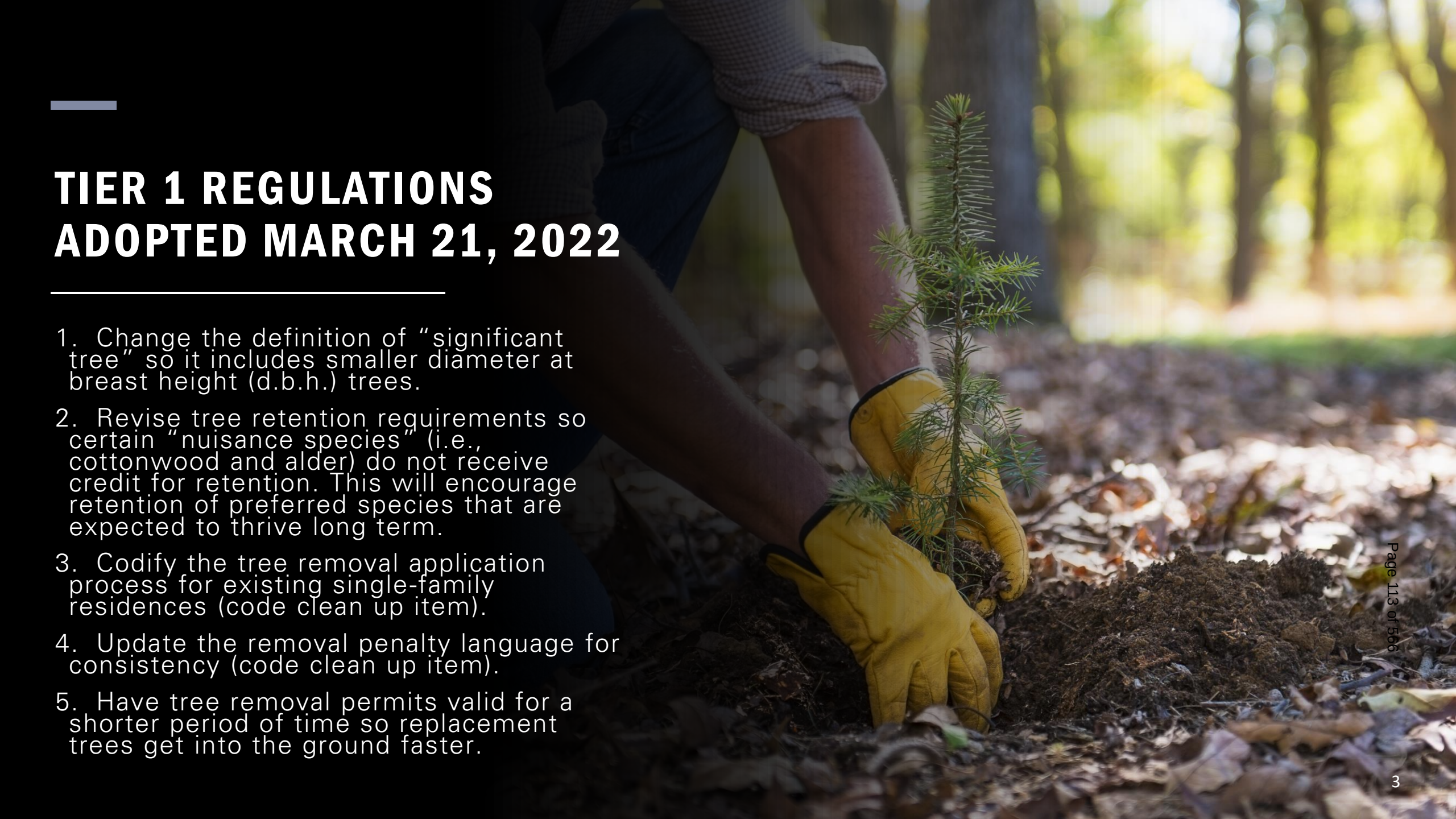
EXCEPTIONAL TREE ORDINANCE

“TIER 2” CODE AMENDMENT

Samantha Loyuk, Development Services Director
Garrett Oppenheim, Assistant to the City Manager

RECAP

- September 20, 2021 - a report was presented to Council on exceptional tree ordinances across the State.
- May 16, 2022 - tree regulations, including a draft exceptional tree ordinance, were presented to Council for discussion and direction.
- July 18, 2022 - Council engaged in further discussion and gave direction on tree regulation amendments, including the exceptional tree ordinance.
- October 24, 2022 - staff and Council had a study session on tree regulation amendments, including the exceptional tree ordinance.
- September 11, 2023 - staff presented a new draft exceptional tree ordinance to Council and a public hearing was held two weeks later.

A person wearing yellow gloves is planting a small evergreen tree in a forest. The person is wearing a light-colored shirt and dark pants. The ground is covered with brown leaves and soil. The background is a blurred forest with trees and sunlight filtering through the leaves.

TIER 1 REGULATIONS ADOPTED MARCH 21, 2022

1. Change the definition of “significant tree” so it includes smaller diameter at breast height (d.b.h.) trees.
2. Revise tree retention requirements so certain “nuisance species” (i.e., cottonwood and alder) do not receive credit for retention. This will encourage retention of preferred species that are expected to thrive long term.
3. Codify the tree removal application process for existing single-family residences (code clean up item).
4. Update the removal penalty language for consistency (code clean up item).
5. Have tree removal permits valid for a shorter period of time so replacement trees get into the ground faster.

A person wearing yellow gloves is planting a small evergreen tree in a forest. The person is wearing a light-colored shirt and dark pants. The ground is covered with brown leaves and soil. The background is a blurred forest with trees and sunlight filtering through the leaves.

TIER 2 REGULATIONS PENDING

1. Increase the tree density requirement for new development.
2. Decrease yearly allowances for single-family tree removal.
3. Always require replacement.
4. Preserve all trees not required to be removed for construction. (Gig Harbor)
5. Establish a tree fund for instances where replacement is infeasible ("fee in lieu"); could include tree rebate program for planting trees on single-family lots.
- 6. Establish an Exceptional Tree program.**

A woman with dark hair tied back, wearing a blue button-down shirt, is seen from the side, reaching up to hang a decorative black sign with white scrollwork. The sign is attached to a wall with a string. The background is a blurred interior space with warm lighting and wooden beams.

PUBLIC NOTICE & TRANSPARENCY

Summer 2022 Kenmore Quarterly

August 10, 2023 City Manager Trees Update listserv email

September 25, 2023 1st Public Hearing

- **September 28, 2023 E-News & Town Hall Meeting**

- **September 29, 2023 Kenmore Top Four listserv email**

- **Tonight: 2nd Public Hearing**

WHAT ABOUT HOUSING?

- In 2017, City Council adopted a Housing Strategy Plan. Staff have been implementing strategies since. Some strategies include:
 - Density transfers
 - Manufactured housing community overlay
 - ADU regulations
 - Expanding density bonuses
 - Multifamily Tax Exemption (expanded to TOD)
- The City has also:
 - Adopted school impact fees with exceptions for low-income housing projects (2018)
 - Expedited permit reviews for affordable housing projects (2021)
 - Authorized spending for an affordable housing project on surplus City land (2022)
 - Adopted Comprehensive plan amendments for “Missing Middle” housing near transit corridors (2022)
 - Continued funding ARCH’s Housing Trust Fund for affordable housing projects (ongoing)

EXCEPTIONAL TREE PROGRAM

- The city has protections in place for Significant trees whereby property owners are limited in how many they can remove in a single year.
- The Exceptional tree program goes beyond protections in place for Significant Trees by preventing removal of certain enumerated species when they reach specified diameters at breast height (d.b.h.) and all trees over 48" d.b.h. with the exception of four nuisance species listed in the ordinance.
- Tree species and the 48-inch d.b.h. standard for other trees were selected because of their importance to the local ecosystem, as by virtue of age and size they have become an integral element of the environment.
- The Exceptional tree program would apply to existing lots and new development.
- The tree species that garner protection are **Significant Trees** until they reach substantial sizes, as detailed in the list, at which point they become **Exceptional Trees**. Until they reach that size, they may be removed under the same rules as any other significant tree but once they reach the defined size, they may not be removed or harmed unless an exception is granted (variance).
- This ordinance would preserve more large trees throughout the city, valuable trees native to the Puget Sound lowlands that are fundamental to the local environment.

THE VALUE OF EXCEPTIONAL TREES

- **Reduce soil erosion and water pollution in the City's streams and creeks by providing wind breaks, slowing the surface movement of water, reducing the amount of stormwater runoff, and stabilizing soil with their roots and fallen leaves.**
- **Improve air quality by removing pollutant gases and airborne particles.**
- **Positively affect energy and water conservation by providing shade, lowering temperatures, and reducing net evaporation rates.**
- **Reduce noise pollution by absorbing and deadening excessive and/or unwanted noise and by screening the source of the noise from view.**
- **Provide a wide variety of habitats and ecosystems for birds, mammals, and other wildlife.**

Tree Type	Size (d.b.h.)
Bigleaf Maple	42"
Grand fir	24"
Oregon ash	24"
Pacific dogwood	24"
Sitka spruce	24"
Western red cedar	30
Douglas fir	30"
Madrona	12"
Oregon white oak	24"
Pine (all)	30"
Western Hemlock	24"
Willow (all)	24"

PROTECTED SPECIES & SIZES

And any healthy tree with a d.b.h. of 48 inches or greater (except Alder, Black Cottonwood, English Holly, and Leyland Cypress)



EXCEPTIONS TO THE EXCEPTIONAL TREE ORDINANCE



Exceptional trees that have a major defect or disease and a high probability of damaging persons or property may be removed (ISA risk rating of high or extreme).

HAZARD TREES

Where special circumstances exist due to the presence of an exceptional tree that would prevent reasonable use of the property, a variance may be granted to allow removal.

VARIANCES

Where no other alignment is feasible, exceptional trees may be removed to provide or maintain access.

ACCESS

Exceptional trees may be removed when necessary for public roads, facilities, or utilities.

PUBLIC FACILITIES & UTILITIES

FINES

Significant Trees

The penalty for removal of a significant tree shall be assessed a monetary penalty of up to \$2,000 per inch in DBH. In no case may the penalty be reduced to an amount less than \$500.00 for each violation found committed. The extent of the penalty shall be determined by the city manager in consideration of reasonable factors. Monetary penalties shall increase with each violation. The city manager is authorized to adopt policies setting forth the reasonable factors for consideration.

Existing requirement

Exceptional Trees

The penalty for removal of an exceptional tree shall be a civil penalty of up to \$2,500 per inch in DBH. In no case may the penalty be reduced to an amount less than \$2,500 for each violation found committed. If the violation is found to have been willful and/or malicious, the amount of the penalty may be doubled (not to exceed \$150,000 for each violation) as punitive damages and the violator may be subject to criminal penalties.

RECOMMENDATION:

- Establish an exceptional tree program whereby removal of exceptional trees is prohibited except under very limited and exigent circumstances.

THANK YOU





City Council Agenda Bill City of Kenmore, WA

Subject/Topic: Discussion of Ordinance No. 23-0584. Proposed Council Action/Motion: Discussion of Ordinance No. 23-0584 to amend Kenmore Municipal Code (KMC) Sections 18.42.030 and 18.42.135 relating to unattended temporary signs and displays on City-owned property within the public/semi-public zone.	For Council Meeting Agenda of: <u>October 9, 2023</u> Department: <u>Development Services</u> Prepared by: <u>Reilly Rosbotham, Planner</u> <table><thead><tr><th></th><th><u>Initial & Date</u></th></tr></thead><tbody><tr><td>Approved by Department Head:</td><td><u>BH 9/14/23</u></td></tr><tr><td>Approved by City Attorney:</td><td><u>DR 9/13/23</u></td></tr><tr><td>Approved by Finance Director:</td><td><u>MM 9/13/23</u></td></tr><tr><td>Approved by City Manager:</td><td><u>RK 9/13/23</u></td></tr></tbody></table> Exhibits/Attachments: 1. Ordinance No. 23-0584 2. Ordinance No. 23-0584 Exhibit A: Amended Code Sections		<u>Initial & Date</u>	Approved by Department Head:	<u>BH 9/14/23</u>	Approved by City Attorney:	<u>DR 9/13/23</u>	Approved by Finance Director:	<u>MM 9/13/23</u>	Approved by City Manager:	<u>RK 9/13/23</u>
	<u>Initial & Date</u>										
Approved by Department Head:	<u>BH 9/14/23</u>										
Approved by City Attorney:	<u>DR 9/13/23</u>										
Approved by Finance Director:	<u>MM 9/13/23</u>										
Approved by City Manager:	<u>RK 9/13/23</u>										
Summary: Discussion of Ordinance No. 23-0584 to adopt amendments to KMC 18.42.030 and 18.42.135 – Unattended Temporary Signs and Displays.											
Information/Background: The City regulates the time, place, and manner for the posting of temporary and permanent signs, including temporary signs and unattended displays on City-owned property at Chapter 18.42 of the Kenmore Municipal Code (KMC). The City's existing sign code authorizes temporary unattended signs and displays on City-owned property in the Public/Semi-Public zone with a special event permit, temporary use permit, or other permission from the City. In the past few years, there have been several unattended displays left at City Hall, and in some cases, the unattended temporary displays created clutter and hazardous conditions at City Hall, including broken glass and obstructions in pedestrian areas. Unattended displays have increased burdens on staff operations by adding time necessary to process, monitor and maintain such temporary unattended displays, which takes time away from regular duties. The primary functions of Kenmore City Hall are to serve as the central place for City governance and the provision of governmental services. City-owned facilities, such as Kenmore City Hall, need to remain safe, uncluttered, and aesthetically appealing, and functional for City governance and City business activities.											

The proposed ordinance (Ex. 1) would prohibit unattended temporary signs and displays on City-owned properties, such as City Hall, while reserving the City's right to place City-owned signs and displays on City-owned property for City governance and business purposes.

The City sent notice of the proposed amendments (Ex. 2) to the Washington State Department of Commerce pursuant to RCW 36.70A.106. On August 31, 2023, the City's Responsible Official issued a Determination of Non-Significance pursuant to the State Environmental Policy Act, in relation to the proposed amendments. On September 25, 2023, the City Council will discuss the proposed ordinance (Ex. 1).

Fiscal Consideration:

None.

Council Goal/Budget Being Addressed:

City Council Priority #6 Enhance public safety.

**CITY OF KENMORE
WASHINGTON
ORDINANCE NO. 23-0584**

**AN ORDINANCE OF THE CITY OF KENMMORE, WASHINGTON,
AMENDING SECTIONS 18.42.030 AND 18.42.135 OF THE
KENMORE MUNICIPAL CODE RELATING TO UNATTENDED
TEMPORARY SIGNS AND DISPLAYS ON CITY-OWNED PROPERTY
WITHIN THE PUBLIC/SEMI-PUBLIC ZONE; PROVIDING FOR
SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.**

WHEREAS, consistent with the United States Supreme Court’s decision in Reed v. Town of Gilbert, the City regulates the time, place, and manner for the posting of temporary and permanent signs, including temporary signs and unattended displays on City-owned property at Chapter 18.42 of the Kenmore Municipal Code (KMC); and

WHEREAS, the City’s existing sign code authorizes temporary unattended signs and displays on City-owned property in the Public/Semi-Public zone with a special event permit, temporary use permit, or other permission from the City; and

WHEREAS, there have been several unattended displays left at City Hall, and in some cases, the unattended temporary displays created clutter and hazardous conditions at City Hall, including broken glass and obstructions in pedestrian areas; and

WHEREAS, the City Council declares and designates Kenmore City Hall as a limited public forum as its primary function is to serve as the central place for City governance and the provision of governmental services; and

WHEREAS, the City Council desires to ensure that the primary functions of Kenmore City Hall and other City-owned property remain safe and attractive, and desire to reduce operational burdens placed on staff for monitoring and maintenance of unattended signs and displays on City-owned properties; and

WHEREAS, the City Council desires to amend KMC 18.42.030 and KMC 18.42.135 (“Proposed Amendments”) to prohibit unattended temporary signs and displays on City-owned properties, while reserving the right to place City-owned signs and displays on City-owned property for City governance and business purposes; and

WHEREAS, the City Council finds that the Proposed Amendments will promote safety and aesthetics at City Hall and other City-owned property, reduce burdens on staff for facility maintenance and operations by controlling the location, quality, size and maintenance of sign and sign structures, while recognizing free speech rights by regulating signs in a content-neutral manner, and protecting public facilities by encouraging signs that are compatible with existing infrastructure; and

WHEREAS, the City Council finds that the Proposed Amendments meet the criteria found in KMC Section 19.20.090; and

WHEREAS, the City sent notice of the Proposed Amendments to the Washington State Department of Commerce pursuant to RCW 36.70A.106; and

WHEREAS, on August 31, 2023, the City's Responsible Official issued a Determination of Non-Significance pursuant to the State Environmental Policy Act in relation to the Proposed Amendments; and

WHEREAS, on September 25, 2023, the City Council held a public hearing on the Proposed Amendments, and duly considered the comments and the record on the same; and

WHEREAS, the City Council desires to adopt the Proposed Amendments and finds that such amendments are consistent with the goals, objectives, and policies of the Comprehensive Plan; and

WHEREAS, the City Council has been guided in the adoption of the Proposed Amendments by the goals of the Growth Management Act, codified at Chap. 36.70A RCW; and

WHEREAS, the City Council finds that adoption of the Proposed Amendments is in the best interests of the residents of Kenmore and will promote the public health, safety, and welfare of the City through a comprehensive system of reasonable, effective, consistent, content-neutral, and nondiscriminatory sign requirements;

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

Section 1. Adoption. The City Council adopts the recitals set forth above as findings in support of this Ordinance, which are incorporated by reference as if set forth in full.

Section 2. Amendment. The City Council amends Chapters 18.42.030 and 18.42.135 of the Kenmore Municipal Code as set forth in Exhibit A, attached hereto and incorporated by reference as if set forth in full.

Section 3. Severability. If any section, subsection, sentence, clause, phrase, or word of this Ordinance is for any reason held to be unconstitutional or invalid for any reason, such decision shall not affect the constitutionality or validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance, and each section, subsection, clause, phrase, or word thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, or words be declared unconstitutional.

Section 4. Effective Date. This Ordinance shall take effect and be in force five (5) days after the date of publication of this Ordinance.

PASSED BY THE CITY COUNCIL OF THE CITY OF KENMORE, WASHINGTON AT A REGULAR MEETING THEREOF THIS 9TH DAY OF OCTOBER, 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:
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NO. 23-0584

EXHIBIT A TO ORDINANCE 23-0584

I. CHAPTER 18.42.030 of the Kenmore Municipal Code is amended to read as follows:

18.42.030 Exempt signs.

Except as otherwise provided in this chapter, the following *signs* or displays are exempted from the regulations under this chapter:

A. Historic site markers or plaques, gravestones, and address numbers;

B. *Signs* required by law, including but not limited to:

1. Official or legal notices issued and posted by any *public agency* or court; or

2. Traffic directional or warning *signs*;

C. Plaques, tablets or inscriptions indicating the name of a *building*, date of erection, or other commemorative information, which are an integral part of the *building* structure or are attached flat to the face of the *building*, which are nonilluminated, and which do not exceed four square feet in surface area;

D. *Incidental signs*, which shall not exceed two square feet in surface area; provided, that said size limitation shall not apply to *signs* providing directions, warnings or information when established and maintained by a *public agency*;

E. State or federal flags;

F. Religious symbols;

G. *Repealed by Ord. 21-0523*; and

H. *Signs*, flags or banners installed on City-owned property or in the right-of-way by the *City* for purposes of providing information, directions, or decoration.

II. CHAPTER 18.42.135 of the Kenmore Municipal Code is amended to read as follows:

18.42.135 Signs in the public/semi-public, parks and golf course zones.

Signs in the public/semi-public zone, and the parks zone, are limited as follows:

A. One community bulletin board sign is permitted at properties located within the public/semi-public zones with the property owner's permission, provided the sign conforms with KMC [18.42.070](#);

B. No temporary sign may be placed on properties within the public/semi-public and golf course zones without the property owner's permission. No temporary sign or display may be placed and/or left unattended on City-owned property (not including a City right-of-way) within the public/semi-public zones, except for City-owned signs and City-owned displays for City business purposes., unless in conjunction with an approved special event permit (KMC [8.40.025](#)), temporary use permit (KMC [18.100.100](#)) or other permission from the City;

C. Properties located within the public/semi-public zones are permitted one *sign* per facility entrance, which may be located in the *setback*. Two additional *wall signs* attached directly to the facility are permitted; and

D. *Signs* in the golf course zone shall meet the standards of the nearest adjoining zone to which the *sign* faces.

Subject/Topic: Exceptional Tree Ordinance Public Hearing & Adoption Proposed Council Action/Motion: Public hearing, Adoption of the proposed exceptional tree ordinance.	For Council Meeting Agenda of: October 9, 2023 Department: City Manager’s Office Prepared by: Garrett Oppenheim, Assistant to the City Manager, Samantha Loyuk, Development Services Director <table border="0"> <tr> <td></td> <td style="text-align: right;"><u>Initial & Date</u></td> </tr> <tr> <td>Approved by Department Head:</td> <td style="text-align: right;"><u>SL 9/29/23</u></td> </tr> <tr> <td>Approved by City Attorney:</td> <td style="text-align: right;"><u>DR 9/28/23</u></td> </tr> <tr> <td>Approved by Finance Director:</td> <td style="text-align: right;"><u>MM 9/29/23</u></td> </tr> <tr> <td>Approved by City Manager:</td> <td style="text-align: right;"><u>MM 9/29/23</u></td> </tr> </table> Exhibits/Attachments: 1. Ordinance No. 23-0593 2. Ord. 23-0593 Exhibit A 3. Ord. 23-0593 Exhibit B 4. Ord. 23-0593 Exhibit C 5. King Conservation District Tree Canopy Study 6. September 2021 Exceptional Trees Policy Report 7. KMC 18.55.180 – Reasonable Use Exception 8. PowerPoint presentation		<u>Initial & Date</u>	Approved by Department Head:	<u>SL 9/29/23</u>	Approved by City Attorney:	<u>DR 9/28/23</u>	Approved by Finance Director:	<u>MM 9/29/23</u>	Approved by City Manager:	<u>MM 9/29/23</u>
	<u>Initial & Date</u>										
Approved by Department Head:	<u>SL 9/29/23</u>										
Approved by City Attorney:	<u>DR 9/28/23</u>										
Approved by Finance Director:	<u>MM 9/29/23</u>										
Approved by City Manager:	<u>MM 9/29/23</u>										
Summary: The proposed tree regulations provide added protections for extraordinary trees, native trees, and other exceptionally large trees that because of their unique combination of sizes, species, and age are worthy of retention for the reasons provided in KMC 18.52.015, such as: A. Reducing soil erosion and water pollution in the City’s streams and creeks by providing wind breaks, slowing the surface movement of water, reducing the amount of stormwater runoff, and stabilizing soil with their roots and fallen leaves; B. Improving air quality by removing pollutant gases and airborne particles; C. Positively affecting energy and water conservation by providing shade, lowering temperatures, and reducing net evaporation rates;											

D. Reducing noise pollution by absorbing and deadening excessive and/or unwanted noise and by screening the source of the noise from view; and

E. Providing a wide variety of habitats and ecosystems for birds, mammals, and other wildlife;

Exceptional trees have reached size thresholds that make them exceedingly important to the local environment and community.

Information/Background:

In April 2021, Development Services staff provided an informational presentation to summarize tree regulations in Kenmore, as requested by the City Council at the January 2021 retreat. During the presentation, there was discussion about potential code amendments to further preserve, protect, and enhance Kenmore's tree canopy. These recommendations included short-term and long-term action items, referred to as List 1 and List 2 (later referred to as "Tier 1 and Tier 2"). Among the items included on Tier 2 was an Exceptional Tree Ordinance.

In September 2021, staff presented information to Council on exceptional tree ordinances. Such ordinances are already on the books in Washington cities such as Bainbridge Island, DuPont, Duvall, Lake Forest Park, Mercer Island, North Bend, Redmond, and Seattle. Seattle recently strengthened their exceptional tree ordinance, effective July 30, 2023.

As the attached exceptional tree memo elucidates, cities with exceptional tree ordinances have different means of protecting and preserving large trees. Some simply protect all trees over a certain size but most such cities make a catalog of protected trees that become exceptional when they reach a certain size. The proposed ordinance under consideration for the City of Kenmore protects both a list that comprises trees native to the Western Washington lowlands and also any other tree that achieves a "Diameter at Breast Height" (d.b.h.) of 48 or more inches. Staff reviewed the exceptional tree ordinances of other cities in the Puget Sound area to select a list of local tree species and the sizes at which they should be protected. The threshold d.b.h. for individual species was heavily informed by the examples provided by other cities, in particular the City of Seattle, such that the protected sizes are in line with those that other cities have previously established as benchmarks.

Following the examples of cities who have already implemented exceptional tree protections, the proposed ordinance does allow for certain situations whereby exceptional trees can be removed, including where removal is necessary for the preservation and enjoyment of a substantial property right or use possessed by other similarly situated properties, where the exceptional tree is hazardous to life or property, for access to development where no other options are feasible, and where it is necessary for roads, utilities, and other facilities.

Penalties for removal of an exceptional tree without a permissible exemption are set by the ordinance at \$2,500 per inch d.b.h. of the tree with a minimum fine of \$10,000 and a requirement to plant replacement trees to compensate for the loss.

SEPA review and notice to the Washington State Department of Commerce have been completed, as required before adoption.

The City has received public comments about the difficulty of reconciling housing obligations and tree protections, implying that the protection of trees will prevent the City from meeting its housing obligations under the Growth Management Act. However, the two goals are not mutually exclusive, as shown by the substantial amount of work on housing the City Council has performed over the years (and will continue to do in the future):

- [Housing Strategy Plan](#)
- [Missing Middle Housing](#)
- [Plymouth Affordable Housing Development](#)
- [RFP Issued for Affordable Housing Development at the City-owned Holt property](#)
- [Comprehensive Plan Update](#)

The City Council has also considered tree protections at the following public meetings:

- September 25, 2023: public hearing on proposed exceptional tree ordinance
Agenda link: [Kenmore - Document Center \(civicweb.net\)](#)
- September 11, 2023: staff presentation on proposed exceptional tree ordinance
Agenda link: [Kenmore - Document Center \(civicweb.net\)](#)
- October 24, 2022: study session on amendments to the tree regulations, including a proposed exceptional tree ordinance
Agenda link: [Kenmore - Document Center \(civicweb.net\)](#)
- July 18, 2022: continued tree regulations discussion
Agenda link: [Kenmore - Document Center \(civicweb.net\)](#)
- May 16, 2022: tree regulations discussion
Agenda link: [Kenmore - Document Center \(civicweb.net\)](#)
- March 21, 2022: adoption of tree regulation ordinance, including definition of significant trees, nuisance species, and permitting process for tree removal
Agenda link: [Kenmore - Document Center \(civicweb.net\)](#)
- December 6, 2021: tree regulations discussion
Agenda link: [Kenmore - Document Center \(civicweb.net\)](#)
- September 20, 2021: report and discussion on exceptional trees and residential tree subsidy programs
Agenda link: [Kenmore - Document Center \(civicweb.net\)](#)

The City Council has prioritized both the need for housing and tree preservation, which is consistent with its top two priorities adopted in the 2023-2024 Kenmore City Council Priorities:

1. Implement the adopted Climate Action Plan and promote environmental stewardship, including water, air, forest, and habitat restoration and preservation.
2. Increase and preserve the options for affordable housing stock.

A comment at the public hearing held at the September 25, 2023 City Council meeting voiced concern over the high number of trees a property owner can remove in a given year. The issue raised has been considered by City Council and is part of the Tier 2 list, however, it is beyond the scope of the proposed exceptional tree ordinance. Only the highlighted text in the exhibits is before the Council for adoption; the remainder comprises the Code as it currently exists.

Fiscal Consideration:

The proposed exceptional tree ordinance will result in increased staff workloads, including fielding more questions and concerns from property owners, permit processing, plan review, and code enforcement. The code may result in the need for a new position, City Arborist.

City Council Priority or Budget Objective Being Addressed:

1. Implement the adopted Climate Action Plan and promote environmental stewardship, including water, air, forest, and habitat restoration and preservation.

**CITY OF KENMORE
WASHINGTON
ORDINANCE NO. 23-0593**

**AN ORDINANCE OF THE CITY OF KENMORE, WASHINGTON,
AMENDING CHAPTERS 15.25, 18.20, 18.57, AND 19.25 OF THE
KENMORE MUNICIPAL CODE TO ESTABLISH EXCEPTIONAL TREE
REGULATIONS AND PROCEDURES WITHIN THE CITY; PROVIDING
FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE**

WHEREAS, the City of Kenmore Comprehensive Plan (“Comprehensive Plan”) Policy LU-2.2.3 states that Kenmore’s regulation of land use should: a) protect public health, safety, and general welfare; b) protect environmentally sensitive areas, including wetlands, groundwater, streams, Lake Washington, the Sammamish River, and Puget Sound; and c) support tree preservation, whenever possible; and

WHEREAS, Comprehensive Plan Policy LU-1.5.2 identifies that development regulations should provide and address, among other things, tree retention standards; and

WHEREAS, consistent with the Comprehensive Plan, the City Council adopted Chapter 18.57 of the Kenmore Municipal Code (“KMC”), the “Tree Management and Protection Code” and declared that the purpose of the chapter was to establish a process and standards to:

1. Increase the livability of an area by helping to screen people and *buildings* from wind and inclement weather;
2. Create a special sense of identity, a sense of community and civic pride, and a memorable place to live and work;
3. Preserve and enhance the *City’s* physical and aesthetic character by preventing untimely and indiscriminate removal or destruction of *trees*;
4. Promote *site* planning, construction practices, and horticultural practices that are consistent with the *reasonable* use of property;
5. Implement the goals and objectives of the *City’s* comprehensive plan; and
6. Implement the goals and objectives of the *City’s* parks and recreation master plan.

WHEREAS, the City Council finds that the purposes for tree protection regulations as

articulated above remain valid today, and that protecting trees provides substantial value to the City and its residents by:

A. Reducing soil erosion and water pollution in the City's streams and creeks by providing wind breaks, slowing the surface movement of water, reducing the amount of stormwater runoff, and stabilizing soil with their roots and fallen leaves;

B. Improving air quality by removing pollutant gases and airborne particles;

C. Positively affecting energy and water conservation by providing shade, lowering temperatures, and reducing net evaporation rates;

D. Reducing noise pollution by absorbing and deadening excessive and/or unwanted noise and by screening the source of the noise from view; and

E. Providing a wide variety of habitats and ecosystems for birds, mammals, and other wildlife [KMC 18.57.015.A-E];

WHEREAS, climate scientists maintain that big exceptional trees are invaluable to the environment and those native to the Pacific Northwest like Douglas firs, western hemlocks, and western red cedars are the best in the world at storing carbon - actually getting better at doing it as they age and grow bigger. In fact, according to the US Geological Survey, some large trees seem to add "the carbon mass equivalent of an entire smaller tree each year."

WHEREAS, in May of 2022, the City Council adopted the City of Kenmore Climate Action Plan ("CAP"), which acknowledges that cities like Kenmore have a critical role to play in addressing climate change impacts, including, but not limited to protecting, preserving, and restoring environmental and natural resources; and

WHEREAS, a CAP priority, goal and strategy include the expansion of tree canopy and sequestration opportunities, protecting critical and natural areas, and protecting local water bodies; and

WHEREAS, the City Council and members of the public have voiced concerns with the scope of tree removal within the City, and the Council directed staff to bring forward proposed regulations to further preserve and protect Kenmore's urban forest canopy; and

WHEREAS, the City Council has considered tree protection regulations at its April 19, 2021, May 26, 2021, September 20, 2021, December 6, 2021, March 21, 2022, May 16, 2022, July 18, 2022, and October 24, 2022, meetings; and

WHEREAS, the City Council desires to adopt certain amendments to the Tree

Management and Protection Code to protect exceptional trees within the City (“Proposed Amendments”) as they are unique in size, species, age, health, and are worthy of long-term retention, and provide substantial value to the City and community as referenced in the recitals herein; and

WHEREAS, the adoption of land use and zoning regulations is a valid exercise of the City’s police powers and is specifically authorized by RCW 35A.63.100, RCW 36.70A.040, and the Washington Constitution, Article XI, Section 11; and

WHEREAS the Proposed Amendments support Council priorities to implement the adopted Kenmore CAP and promote environmental stewardship, including water, air, forest, and habitat restoration; and

WHEREAS, the City sent notice of the Proposed Amendments to the Washington State Department of Commerce pursuant to RCW 36.70A.106; and

WHEREAS, on September 1, 2023, the City’s Responsible Official issued a Determination of Non-Significance pursuant to the State Environmental Policy Act in relation to the Proposed Amendments; and

WHEREAS, the City Council held a public hearing on September 25, 2023, and October 9, 2023, and considered the comments and record relating to the Proposed Amendments; and

WHEREAS, the City Council desires to adopt the Proposed Amendments and finds that such amendments are consistent with the 2023-2024 Council Priorities, the goals, objectives, and policies of the Comprehensive Plan; and

WHEREAS, the City Council has been guided by the goals of the Growth Management Act (RCW 36.70A.020) when considering adoption of the Proposed Amendments; and

WHEREAS, the City Council finds that adoption of the Proposed Amendments is in the best interests of the residents of Kenmore and will promote the public health, safety, and welfare of the City;

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

Section 1. Findings. The City Council adopts the recitals set forth above as findings in support of this Ordinance, which are incorporated by reference as if set forth in full.

Section 2. Amendment. The City Council amends Chapter 15.25 of the Kenmore Municipal Code as set forth in Exhibit A, attached hereto and incorporated by reference as if set forth in full.

Section 3. Amendment. The City Council amends Chapter 18.20 of the Kenmore Municipal Code as set forth in Exhibit B, attached hereto and incorporated by reference

as if set forth in full.

Section 4. Amendment. The City Council amends Chapter 18.57 of the Kenmore Municipal Code as set forth in Exhibit B.

Section 5. Amendment. The City Council amends Section 19.25.020 of the Kenmore Municipal Code as set forth in Exhibit C, attached hereto and incorporated by reference as if set forth in full.

Section 6. Severability. If any provision of this Ordinance or its application to any person or circumstance is held invalid or unconstitutional by a court of competent jurisdiction, the remainder of the ordinance, or the application of the provision to other persons or circumstances, shall not be affected or affect the validity or constitutionality of any other section, sentence, clause, or phrase of this Ordinance.

Section 7. 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 AT A REGULAR MEETING THEREOF ON THE
____ 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:

EXHIBIT A TO ORD. 23-0593

I. Chapter 15.25 of the Kenmore Municipal Code (KMC) is amended to read as follows:

A. KMC 15.25.030 is amended to read as follows:

15.25.030 Definitions.

Certain words and phrases used in this chapter, unless otherwise clearly indicated by their context, mean as follows:

A. "Applicant" means a person who files an application for a permit under this chapter and who is either the owner of the land on which that proposed activity would be conducted, a contract purchaser, or the authorized agent of such a person.

B. "Bench" means a relatively level step excavated or constructed on the face of a graded *slope* surface for drainage and maintenance purposes.

C. "City manager" means the City of Kenmore city manager or his or her designee(s).

D. "Clearing" means the cutting or *removal* of *vegetation* or other organic plant material by physical, mechanical, chemical or any other means.

E. "Department" means the *department* designated by the *city manager* to administer this chapter.

F. "Diameter at breast height" means a *tree's* diameter in inches at four and one-half feet above the ground. On multiple stemmed or trunked *trees*, the diameter shall be the sum of diameters of all individual stems or trunks.

G. "Director" means the director of the *department* designated by the *city manager* to administer this chapter.

H. "Earth material" means any rock, natural soil or any combination thereof.

I. "Erosion" means the wearing away of the ground surface as the result of the movement of wind, water and/or ice.

J. "Excavation" means the *removal* of *earth material*.

K. "Exceptional tree" means a tree which because of its unique combination of size, species, and age is worthy of long-term retention for the purposes and values set forth in KMC 18.57.015, and that has been determined to constitute an important community resource and may not be *removed* or damaged.

1. All healthy specimens of *tree* species in Table 1 are *exceptional trees* if they have a diameter at breast height (d.b.h.) equal to or greater than that listed for the respective species. For *trees* with multiple leaders at four and one-half feet above the ground, the d.b.h. shall be the combined cumulative total of branches greater than six inches diameter at four and one-half feet above the ground. For *trees* that have been removed and whereas only the stump remains, the size of the *tree* shall be measured from the diameter of the top of the stump.
2. Any healthy *tree* with a d.b.h. of 48 inches or greater is an exceptional tree except those in Table 2 that are never considered exceptional.

Table 1. Exceptional Tree Species and Required Diameters at Breast Height

Tree Species (Common Name)	Scientific Name	Threshold d.b.h. (in inches)
Bigleaf Maple	<i>Acer macrophyllum</i>	42"
Douglas Fir	<i>Pseudotsuga menziesii</i>	30"
Grand Fir	<i>Abies grandis</i>	24"
Madrona	<i>Arbutus menziesii</i>	12"
Oregon Ash	<i>Fraxinus latifolia</i>	24"
Oregon White Oak	<i>Quercus garryana</i>	24"
Pacific Dogwood	<i>Cornus nuttallii</i>	24"
Pine (any species)	<i>Pinus</i> family	30"
Sitka Spruce	<i>Picea sitchensis</i>	24"
Western Hemlock	<i>Tsuga heterophylla</i>	24"
Western Red Cedar	<i>Thuja plicata</i>	30"
Willow (any species)	<i>Salix</i> family	24"

Table 2. Tree Species That Are Not Exceptional Trees

Tree Species (Common Name)	Scientific Name
Alder (any species)	<i>Alnus</i> family
Black Cottonwood	<i>Populus trichocarpa</i>
English Holly	<i>Ilex aquifolium</i>
Leyland Cypress	<i>Cupressus × leylandii</i>

L. "Fill" means a deposit of *earth material* placed by mechanical means.

M. "Grade" means the elevation of the ground surface.

1. "Existing grade" means the *grade* prior to *grading*.
2. "Rough grade" means the stage at which the *grade* approximately conforms to the approved plan.
3. "Finish grade" means the final *grade* of the *site* which conforms to the approved plan.

N. "Grading" means any excavating, filling, removing of the duff layer, or combination thereof.

O. "Hazard tree" means any *tree* that has a high probability of failure due to any structural defect, disease or damage or combination of defect, disease or damage. A "high probability of failure" means falling and causing damage to persons or property. A "hazard tree" includes, but is not limited to, any isolated *tree(s)* that have a high probability of failure due to low *wind-firmness* in post-construction conditions as determined by a *qualified tree protection professional*.

P. "Impervious surface" means a nonvegetated surface which either prevents or retards the entry of water into the soil mantle under natural conditions prior to development, and/or which causes water to run off the surface in greater quantities or at a rate of flow greater than the flow under natural conditions prior to development. Common *impervious surfaces* include, but are not limited to, roofs, walkways, patios, driveways, parking lots, storage areas, paved areas, gravel areas, areas of packed or oiled earthen materials or other surfaces which similarly impede the natural infiltration of surface and *stormwater*. Open uncovered flow control or water quality treatment facilities shall not be considered as *impervious surfaces* for the purposes of determining whether thresholds for the application of minimum requirements are exceeded, but shall be considered *impervious surfaces* for the purposes of runoff modeling.

Q. "Land alteration" means any alteration to the surface of the land or the surface drainage including improvements to a storm water tract. *Land alterations* include but are not limited to: *excavations, fills, clearing, grading, and tree removal* or any combination thereof; placing or removing *impervious surfaces*, including *structures* and *pavement*; compacting the earth surface; changing the existing *grade*; or changing the surface so that surface water leaves the *site* differently, including changes to flow path, flow rate, or flow volume.

R. "Removal" with regard to *trees* means the act of removing a *tree* by digging up, cutting down, or causing a *tree* to die within a period of three years from such act.

S. "Shorelines" means those lands defined as shorelines in the State Shorelines Management Act of 1971.

T. "Significant tree" means an existing healthy *tree* that is not a *hazard tree* and that is at least six inches in *diameter at breast height* (d.b.h.) as measured at four and one-half feet (54 inches) above the ground. For *trees* with multiple leaders at four and one-half feet above the ground, the d.b.h. shall be the combined cumulative total of branches greater than six inches diameter at four and one-half feet above the ground. For *trees* that have been removed and whereas only the stump remains, the size of the *tree* shall be measured from the diameter of the top of the stump. Replacement trees required as mitigation for removed exceptional trees are considered significant trees, regardless of size.

U. "Site" means any lot or parcel of land or contiguous combination thereof where projects covered by this chapter are performed or permitted.

V. "Slope" means an inclined ground surface, the inclination of which is expressed as a ratio of vertical distance to horizontal distance.

W. "Storm drain system" means a system of gutters, pipes, or ditches used to carry surface and *stormwater* from the surrounding lands to drainage facilities, critical areas, streams or lakes.

X. "Stormwater" means water originating from rainfall and other precipitation that ultimately flows into drainage facilities, rivers, streams, lakes and wetlands. As applied in this chapter, *stormwater* is synonymous with the term "surface water."

Y. "Structure" means anything permanently constructed in or on the ground, or over the water, and excluding fences eight feet or less in height, decks less than 18 inches above *grade*, paved areas, and structural or nonstructural *fill*.

Z. "Terrace" means a relatively level step excavated or constructed on the face of a graded *slope* surface for drainage and maintenance purposes.

AA. "Tree" means a self-supporting woody perennial plant characterized by one main stem or trunk of at least six inches diameter at breast height, or a multiple stemmed or trunk system with a definite crown, maturing at a height of at least 12 feet above ground level. The *department* shall determine whether any specific woody plant shall be considered a *tree*.

BB. "Vegetation" means any and all organic plant life growing at, below, or above the soil surface. [Ord. 22-0547 § 2 (Exh. A); Ord. 16-0428 § 11 (Att. G); Ord. 12-0345 § 3 (Exh. A).]

B. KMC 15.25.070 is amended to read as follows:

15.25.070 Permit required – Exception.

No *land alteration* shall be performed without first having obtained a permit therefore from the City. Exemptions from permit requirements of this chapter shall not be deemed to grant authorization for any work to be done in any manner in violation of the provisions of this chapter or any other laws or ordinances of the City. Even if a permit is required, best management practices must be utilized to limit *erosion* and sedimentation. Permits shall not be required for the following:

A. Grading.

1. *Excavation* for construction of a *structure* authorized by a valid building permit;
2. *Excavations* for trenches for utilities not within critical areas, shorelines or associated buffer;
3. Exploratory *excavations* performed under the direction of a registered design professional; provided, that any disturbance of the area shall be the minimum necessary to carry out the work or studies and the disturbed area shall be immediately restored; and
4. *Excavation* or *fill* less than four feet in vertical depth not involving more than 100 cubic yards of earth or other material on a single *site* and not within critical areas, shorelines or associated buffers;

B. Clearing and Tree Removal of significant trees. This section does not apply to exceptional trees.

1. *Clearing* and *removal* of *trees* for the construction of a *structure* authorized by a valid building permit;
2. *Removal* of *significant trees* requires a permit filed by the owner of real property within the City on forms provided by the department for review and approval prior to removing the *tree*. The city manager may approve, deny, or approve with conditions an application for *tree removal*. The decision shall be based on the following approval criteria:
 - a. The *tree(s)* proposed for *removal* is on a lot containing an existing single-family detached dwelling unit;

- b. The *tree(s)* proposed for *removal* is not located within critical areas or associated buffers, shorelines or associated buffers, native growth protection areas, or wildlife protection zones;
- c. The *tree(s)* proposed for *removal* has not been previously designated for protection (e.g., as part of a plat); and
- d. The *tree(s)* proposed for *removal* complies with the yearly *tree removal* maximum allowances table shown below:

Lots up to 10,000 sq. ft.:	2 <i>trees</i> per year
Lots 10,001 sq. ft. to 20,000 sq. ft.:	4 <i>trees</i> per year
Lots 20,001 sq. ft. to 30,000 sq. ft.:	6 <i>trees</i> per year
Lots 30,000 sq. ft. and greater:	8 <i>trees</i> per year

- 3. *Clearing* by a public agency, franchise utility or public or private golf course for routine maintenance activities;
- 4. Minor stream restoration projects for fish habitat enhancement pursuant to a Washington State Joint Aquatic Resource Permit Application (JARPA);
- 5. Normal and routine maintenance of existing lawns and landscaping; and
- 6. *Removal* of noxious weeds. *Removal* of noxious weeds from critical areas, shorelines or associated buffers shall be subject to the requirements of KMC Title [16](#) and Chapter [18.55](#) KMC;

C. Engineering.

- 1. Less than 2,000 square feet of replaced *impervious surface* or new plus replaced *impervious surface* that is not within critical areas or associated buffers; and
- 2. *Land alterations* that are exempt from a *grading* permit and that do not alter the method by which the *stormwater* leaves the *site*. [Ord. 22-0547 § 2 (Exh. A); Ord. 16-0428 § 11 (Att. G); Ord. 12-0345 § 3 (Exh. A).]

EXHIBIT B TO ORD. 23-0593

I. Chapter 18.20 of the Kenmore Municipal Code is amended to read as follows:

A. KMC 18.20.2730 of the Kenmore Municipal Code (KMC) is amended to read as follows:

18.20.2730 Significant tree.

"Significant tree" means an existing healthy *tree* that is not a *hazard tree* and that is at least six inches in diameter at breast height (d.b.h.) as measured at four and one-half feet (54 inches) above the ground. For *trees* with multiple leaders at four and one-half feet above the ground, the d.b.h. shall be the combined cumulative total of branches greater than six inches diameter at four and one-half feet above the ground. For *trees* that have been removed and whereas only the stump remains, the size of the *tree* shall be measured from the diameter of the top of the stump. Replacement trees required as mitigation for removed exceptional trees are considered significant trees, regardless of size. [Ord. 22-0547 § 3 (Exh. B(I)); Ord. 11-0329 § 3 (Exh. 1).]

B. Chapter 18.20 KMC is amended by adding a new KMC 18.20.3083, "Tree, exceptional" to read as follows:

18.20.3083 Tree, exceptional.

"Exceptional tree" means a tree which because of its unique combination of size, species, and age is worthy of long-term retention for the purposes and values set forth in KMC 18.57.015, and that has been determined to constitute an important community resource and may not be *removed* or *damaged*.

1. All healthy specimens of *tree* species in Table 1 are *exceptional trees* if they have a diameter at breast height (d.b.h.) equal to or greater than that listed for the respective species. For *trees* with multiple leaders at four and one-half feet above the ground, the d.b.h. shall be the combined cumulative total of branches greater than six inches diameter at four and one-half feet above the ground. For *trees* that have been removed and whereas only the stump remains, the size of the *tree* shall be measured from the diameter of the top of the stump.
2. Any healthy *tree* with a d.b.h. of 48 inches or greater is an exceptional tree except those in Table 2 that are never considered exceptional.

Table 1. Exceptional Tree Species and Required Diameters at Breast Height

Tree Species (Common Name)	Scientific Name	Threshold d.b.h. (in inches)
Bigleaf Maple	<i>Acer macrophyllum</i>	42"
Douglas Fir	<i>Pseudotsuga menziesii</i>	30"

Grand Fir	<i>Abies grandis</i>	24"
Madrona	<i>Arbutus menziesii</i>	12"
Oregon Ash	<i>Fraxinus latifolia</i>	24"
Oregon White Oak	<i>Quercus garryana</i>	24"
Pacific Dogwood	<i>Cornus nuttallii</i>	24"
Pine (any species)	<i>Pinus</i> family	30"
Sitka Spruce	<i>Picea sitchensis</i>	24"
Western Hemlock	<i>Tsuga heterophylla</i>	24"
Western Red Cedar	<i>Thuja plicata</i>	30"
Willow (any species)	<i>Salix</i> family	24"

Table 2. Tree Species That Are Not Exceptional Trees

Tree Species (Common Name)	Scientific Name
Alder (any species)	<i>Alnus</i> family
Black Cottonwood	<i>Populus trichocarpa</i>
English Holly	<i>Ilex aquifolium</i>
Leyland Cypress	<i>Cupressus × leylandii</i>

II. Chapter 18.57 of the Kenmore Municipal Code is amended to read as follows:

Chapter 18.57 TREE MANAGEMENT AND PROTECTION

Sections:

[18.57.010 Title.](#)

[18.57.015 Findings and purpose.](#)

[18.57.030 Applicability.](#)

[18.57.035 Exemptions.](#)

[18.57.050 Tree protection plan required.](#)

[18.57.060 Tree density requirement.](#)

[18.57.063 Exceptional Tree Protections.](#)

[18.57.065 Significant tree grove retention in the urban residential zone, downtown commercial zone east of 73rd Avenue NE, public and semi-public zone abutting SR-522, and the urban corridor zone, east subarea.](#)

[18.57.070 Tree protection plan review procedure.](#)

[18.57.080 Tree protection plan review standards.](#)

[18.57.085 Tree windthrow evaluation and prevention.](#)

[18.57.090 Tree protection during construction.](#)

[18.57.100 Post-construction replacement, financial guarantee and maintenance requirements.](#)

18.57.110 Penalties, enforcement.

18.57.010 Title.

This chapter shall be known and may be cited as the Kenmore tree management and protection code. [Ord. 22-0547 § 4 (Exh. B(II)); Ord. 11-0329 § 3 (Exh. 1).]

18.57.015 Findings and purpose.

A. Reducing soil *erosion* and water pollution in the *City's streams* and creeks by providing wind breaks, slowing the surface movement of water, reducing the amount of stormwater runoff, and stabilizing soil with their roots and fallen leaves;

B. Improving air quality by removing pollutant gases and airborne particles;

C. Positively affecting energy and water conservation by providing shade, lowering temperatures, and reducing net evaporation rates;

D. Reducing noise pollution by absorbing and deadening excessive and/or unwanted noise and by screening the source of the noise from view; and

E. Providing a wide variety of habitats and ecosystems for birds, mammals, and other wildlife;

F. Accordingly, the purpose of this chapter is to establish a process and standards to:

1. Increase the livability of an area by helping to screen people and *buildings* from wind and inclement weather;

2. Create a special sense of identity, a sense of community and civic pride, and a memorable place to live and work;

3. Preserve and enhance the *City's* physical and aesthetic character by preventing untimely and indiscriminate removal or destruction of *trees*;

4. Promote *site* planning, construction practices, and horticultural practices that are consistent with the *reasonable use* of property;

5. Implement the goals and objectives of the *City's* comprehensive plan; and

6. Implement the goals and objectives of the *City's* parks and recreation master plan. [Ord. 22-0547 § 4 (Exh. B(II)); Ord. 11-0329 § 3 (Exh. 1).]

18.57.030 Applicability.

A. No individual, partnership, corporation, association, organization, cooperative, public or municipal corporation, or agency of any governmental unit, however designated, shall directly or indirectly remove or destroy any *tree* as defined in this title within the *City*, without first obtaining a clearing permit as provided in KMC Title [15](#).

B. Unless otherwise exempted in KMC [18.57.035](#), any *site* subject to *development*, including the division of a parcel of land into two or more parcels, within the *City* shall comply with the requirements of this chapter.

C. Approval of a tree protection plan pursuant to the provisions of this chapter shall not discharge the obligation of the *applicant* to otherwise comply with the applicable provisions of this chapter.

D. When any provision of any other chapter of the Kenmore Municipal Code conflicts with this chapter or when the provisions of this chapter are in conflict, that provision which provides more protection for individual *trees* and *groves* of *trees* shall apply unless specifically provided otherwise in this chapter or unless such provision conflicts with federal or State laws or regulations. [Ord. 22-0547 § 4 (Exh. B(II)); Ord. 11-0329 § 3 (Exh. 1).]

18.57.035 Exemptions.

A. The following land *uses* are exempt from the provisions of this chapter. However, compliance with other applicable provisions of the Kenmore Municipal Code including but not limited to then-current *critical area* regulations per Chapter [18.55](#) KMC and then-current clearing regulations per Chapter [15.25](#) KMC is still required:

1. Agriculture, meaning the use of the land for the primary purpose of deriving income from growing plants or *trees* on land including, but not limited to, land used principally for fruit or timber production, but not including land used principally for another *use* and only incidentally for growing *trees* or plants for income.

2. *Commercial nursery or tree farm*, but only those *trees* which are planted and growing on the premises of a licensed retailer or wholesaler for sale to the general public. Other *trees* on such premises shall remain subject to this chapter.

3. Residential *Development*.

- a. All existing *lots* on which are to be situated new *single detached dwelling units* in residential zones based on tree removal limits established by clearing requirements.

b. All existing *lots* on which are situated existing detached *dwelling units* in residential zones based on tree removal limits established by clearing requirements.

c. Residential Development is not exempt from the provisions of Chapter 18.57.065 - *exceptional trees*.

4. Downtown Commercial and Downtown Residential Zones.

All *development* occurring within core areas designated as downtown commercial and downtown residential zones. [Ord. 22-0547 § 4 (Exh. B(II)); Ord. 11-0329 § 3 (Exh. 1).]

18.57.050 Tree protection plan required.

A. Requirement Established. Except for the exemptions enumerated in this chapter, no individual, partnership, corporation, association, organization, cooperative, public or municipal corporation, or agency of any governmental unit, however designated, shall remove, transplant, or destroy, or cause to be removed, transplanted, or destroyed, on any land in the *City*, any *tree* as defined in this chapter, without first obtaining the *city manager's* approval of a tree protection plan and receiving a clearing permit from the *City*.

For *sites* proposed for land *development*, including the division of a parcel of land into two or more parcels, having *trees* below the minimum tree density, even though no *trees* are proposed to be removed, a tree protection plan is required to bring the *site* up to the minimum tree density standard herein established.

B. Submittal of Tree Protection Plan. Where the *site* proposed for *development* requires site or plat or short plat review, the tree protection plan shall be submitted concurrent with a site plan or plat or short plat application.

C. Tree Protection Plan Requirements. Attached to the *applicant* information and site plan information required for the clearing permit application, the *applicant* shall include the following tree protection plan information:

1. *Tree Survey*. For all *development proposals*, a *tree survey*, drawn to scale by a land surveyor licensed in Washington State, identifying the exact location and conditions of existing *trees* as defined in this title and containing the following information:

a. Common and botanical name of each *tree*.

b. *Trees* proposed to remain and to be removed.

c. *Groves* with indication of predominant species, number of *trees* and size of d.b.h.

d. Any off-site *tree* with a root protection zone which could be adversely affected by the proposed activity.

e. The location and dimensions of established and proposed perimeter *landscaping*, natural *vegetation* easements, and open space areas for public, *private*, or community use.

f. *Net buildable areas*.

g. *Critical areas* and their *buffers*.

h. Stormwater tracts.

i. Limits of construction line.

j. North arrow, scale, and date of survey.

2. An assessment of *tree windthrow* potential as described in KMC [18.57.085](#), along with any proposed mitigation measures to minimize windthrow. These measures shall be incorporated into the proposed tree protection plan described in subsection (C)(5) of this section.

3. A statement describing how *trees* intended to remain will be identified, marked, and protected before the start of and during *development* as further described in KMC [18.57.090](#).

4. A statement that describes replacement tree quality as conforming to the American Standards for Nursery Stock (ANSI).

5. Proposed Tree Protection Plan. The permit *applicant* shall have a *qualified tree protection professional* prepare recommendations for the tree protection plan. The tree protection plan shall be drawn to scale using the *tree* survey as a base and containing the following information:

a. The exact location, **common name, botanical name**, and condition of protected *trees*.

b. The exact location, common name, botanical name, and *caliper* of each *tree* species to be planted.

c. The *site* minimum tree density calculation indicating the total number, size, and species of existing *trees* to be preserved and the replacement *trees* to be planted as described in KMC [18.57.060](#).

d. The *site* replacement tree calculation as described in KMC [18.57.060](#) with an explanation including the number, *caliper*, and species.

e. The location, materials, dimensions, and layout of the protective barriers.

6. Submit a **landscape** bond quantity **worksheet on forms** **provided by the department.**

7. Additional Information. Any additional or more detailed information required by the *city manager* to ensure compliance with the provisions of this chapter (i.e., aerial photograph). The *city manager* may waive the requirements for the scaled drawing and other submission data if he finds that the information presented is sufficient to determine the project's compliance with the provisions of this chapter. [Ord. 22-0547 § 4 (Exh. B(II)); Ord. 15-0409 § 1 (Att. A); Ord. 11-0329 § 3 (Exh. 1).]

18.57.060 Tree density requirement.

A. Minimum Tree Density Requirement Established. A minimum tree density is required on each *site*. The tree density may consist of existing *trees* (provided they are not cottonwood, alder, or holly trees), replacement *trees*, or a combination of existing and replacement *trees*. The *site* density of *trees* to be protected on each *site* shall be determined prior to approval of a tree protection plan or clearing permit, by the *city manager*.

B. Tree Density Calculation. The minimum tree density required for each *site* is 30 tree units per acre of *net buildable area*.

1. To calculate the density of *trees* to be protected:

a. Obtain the d.b.h. measurement in inches for each protected *tree* within the *net buildable area*.

b. Go to Table 18.57.060A and select the tree unit value that corresponds to the d.b.h. for each protected *tree*.

c. Add up the tree unit values for all protected *trees* and divide by the total acreage of the *net buildable area*. This value must equal or exceed 30 tree units per acre of *net buildable area*. If the total is less than 30 tree units per acre, more *trees* must be protected or replacement *trees* will be required.

d. If replacement *trees* are planted as *groves* within designated tracts, then *applicant* may reduce total tree units required by 10 percent.

Table 18.57.060A
Existing Trees to Remain.

(Conversion from diameter (d.b.h.) in
 inches to tree units for
trees protected on-site.)

d.b.h.	Tree Units	d.b.h.	Tree Units
1 – 5	1.0	30	8.2
6 – 10	1.2	31	8.6
11	1.4	32	9.0
12	1.8	33	9.5
13	2.0	34	10.0
14	2.3	35	10.5
15	2.6	36	11.0
16	2.9	37	11.5
17	3.2	38	12.0
18	3.5	39	12.5
19	3.8	40	13.0
20	4.2	41	13.5
21	4.6	42	14.0
22	5.0	43	14.5
23	5.4	44	15.0
24	5.8	45	15.5
25	6.2	46	16.0
26	6.6	47	17.0
27	7.0	48	18.0
28	7.4	49	19.0
29	7.8	50	20.0

Table 18.57.060A
Existing Trees to Remain.

(Conversion from diameter (d.b.h.) in
inches to tree units for
trees protected on-site.)

d.b.h.	Tree Units	d.b.h.	Tree Units
For every one inch greater than 50 d.b.h., add an additional 2 tree units (i.e., 62 d.b.h. = 44 tree units).			

C. Replacement *Tree* Requirement. If the number of existing *trees* is not enough to meet the minimum of 30 tree units per acre, a sufficient number of replacement *trees* shall be planted to meet the minimum requirement. To determine the total number of replacement *trees* required:

1. Obtain the *caliper* measurement for each replacement *tree*. Replacement *trees* are measured differently than protected *trees*. Instead of measuring d.b.h. as in protected *trees*, replacement *trees* are measured by *caliper* in inches according to industry standards (ANSI). *Caliper* on replacement *trees* is measured six inches above the ground line for four-inch and smaller *trees*, and 12 inches above ground for larger replacement *trees*.
2. Go to Table 18.57.060B and select the tree unit value that corresponds to the *caliper* for each replacement *tree*.
3. Add the replacement tree unit values together to determine how many of that size *tree* will be required to achieve the minimum *site* density. See Table 18.57.060C for an example.

Table 18.57.060B Replacement Trees.

(Conversion from
caliper inches to tree units for replacement *trees.*)

Deciduous Tree Caliper in Inches	Tree Units for Deciduous Trees	Coniferous Tree Height in Feet	Tree Units for Conifers	Tree Units for Native Conifers
1.5"	0.4	4' – 6'	0.5	0.8

Table 18.57.060B Replacement Trees.

(Conversion from
caliper inches to tree units for replacement *trees*.)

Deciduous Tree Caliper in Inches	Tree Units for Deciduous Trees	Coniferous Tree Height in Feet	Tree Units for Conifers	Tree Units for Native Conifers
2"	0.5	6' – 8'	0.7	1.0
3"	0.6	8' – 10'	1.0	1.5
4"	0.7	11' – 12'	1.5	2.0
5"	0.8			
6"	1.0			
7"	1.2			
8" +	1.5			

Table 18.57.060C Sample Tree Density Calculation.

The required density factor is calculated below as follows for five acres: five acres x 30
units = 150 tree units required.

Existing density (ED):

Size	Quantity	Total Units	Size	Quantity	Total Units
24"	3	17.4	12"	5	9.0
18"	3	10.5	8"	6	7.2
10"	4	4.8	15"	8	20.8
30"	7	57.4	4"	10	10.0
				Total ED	137.1

Replacement density (RD):

Size	Units	Quantity	Total Units
2" <i>Deciduous</i>	0.5	12	6.0
4" <i>Deciduous</i>	0.7	6	4.2
4' – 6' Native Conifer	0.8	5	4.0

Size		Units	Quantity			Total Units	
			Total RD			14.2	
ED + RD =	Site Total Tree Density	>	or	=	Minimum Density Required		
137.1 + 14.2 =	151.3	>			150	Density Satisfied	

The sum of the ED and RD must be greater than or equal to the minimum density required. [Ord. 22-0547 § 4 (Exh. B(II)); Ord. 11-0329 § 3 (Exh. 1).]

18.57.063 Exceptional Tree Protections.

A. Prohibited Activities.

The following activities are prohibited with regard to *exceptional trees*.

1. *Removal*, in whole or in part.
2. *Harming, injuring, or damaging the tree, including cutting its bark or branches with a knife, axe, hatchet, saw, or any other similar device or object.*
3. *Pouring toxic material on the tree or on the ground near enough to the tree to affect its health.*
4. *Burning the tree or causing a fire near enough to the tree to affect its health.*
5. *Topping.*
6. *Pruning beyond the standards provided by the Tree Care Industry Association at ANSI300 Part 1.*
7. *Attaching any sign, poster, notice, or other object to the tree, or fastening any guy wire, cable, rope, nails, screws, or other device to the tree, with the following exceptions:*
 - a. *To support young or broken trees;*
 - b. *For residential uses, (e.g., treehouses, tire swings, etc.);*
 - c. *The City may tie temporary signs or banners associated with street improvement, parades, seasonal lighting, or other city activities.*

B. Variance.

Exceptional trees may be removed only as allowed in this section.

1. *Variances from the exceptional tree standards of this chapter may be authorized by the city manager in accordance with the approval criteria described in this section. A variance for removal of exceptional trees is a Type 2 land use decision, pursuant to KMC 19.25.020, except as described in Section 18.57.063(B)2(a)(3).*
 - a. *Prior to commencing with the removal the owner shall obtain a permit from the City.*
 - b. *No variance is allowed in order to create additional lots.*

c. Decision Criteria.

- i. Necessary for Rights or Use. Private *Development Proposals*: Such *variance* is necessary for the preservation and enjoyment of a substantial property right or use possessed by other similarly situated properties but which because of the presence of *exceptional tree(s)* is denied to the property in question. For a variance to be granted under this section, the applicant must demonstrate compliance with the reasonable use exception approval criteria established in KMC 18.55.180.A.1.a through 18.55.180.A.1.g. The phrase *exceptional tree* shall replace the phrase *critical area* when utilizing said criteria for a variance under this section;
- ii. The granting of such *variance* will not be materially detrimental to the public welfare or injurious to the property or improvement;
- iii. The granting of the *variance* is consistent with the general purpose and intent of the *City's* comprehensive plan and adopted development regulations.

d. *City Manager* Review. The *city manager* shall review the application. The *city manager* shall approve, approve with conditions, or deny the request based on the proposal's ability to comply with all of the *variance* criteria in this section.

e. Burden of Proof. The burden of proof shall be on the *applicant* to bring forth evidence in support of the application and to provide sufficient information on which any decision has to be made on the application.

f. Time Limit.

- i. Establishment of any activity authorized pursuant to an *exceptional tree variance* shall occur within four years of the effective date of the decision for such *variance*. This period may be extended for one additional year by the *city manager* if the *applicant* has submitted the applications necessary to authorize the development activity and has provided written justification for the extension.
- ii. For the purpose of this subsection, "establishment" shall occur upon the issuance of all local permit(s) needed to begin the development activity; provided, that the improvements authorized by such permits are completed within the time frames of said permits.

g. Mitigation Requirements.

- i. To the extent feasible, *exceptional trees removed* under a *variance* shall be replaced at a ratio of three (3) replacement trees for each *exceptional tree removed* (3:1).
- ii. If on-site replacement is not feasible, off-site replanting on public property with the *City's* written permission.

- iii. Whether planted on-site or off-site, replacement *trees* shall be of a species listed in Table 1 at KMC 18.20.3083 and must remain viable for a minimum of five (5) years after planting or themselves be replaced at a 1:1 ratio.
- iv. Notwithstanding the foregoing, replacement trees under this chapter are considered *significant trees* pursuant to KMC 18.20.2730, regardless of Diameter at Breast Height (d.b.h.).
- v. Notice on title.
 - 1. In order to inform subsequent purchasers of real property of the existence of replacement *trees* and their required viability period, the owner of any property containing replacement *trees* planted as mitigation for the removal of *exceptional trees* shall file a notice with county records and elections division according to the direction of the *City*. The notice shall state the presence of the replacement *trees* on the property and the date until which they must remain viable, of the application of this chapter to the property, and the fact that limitations on actions affecting the *trees* may exist. The notice shall run with the land.
 - 2. This notice on title shall not be required for:
 - a. A development proposal by a public agency or utility;
 - b. Within a recorded easement or right-of-way;
 - c. Where the agency or utility has been adjudicated the right to an easement or right-of-way; or
 - d. On the site of a public facility.
 - 3. The applicant shall submit proof that the notice has been filed with the county records and elections division (i.e., copy of document recorded on title).

2. Hazardous Trees.

- a. The removal of hazard *exceptional trees* shall comply with the following:
 - i. Prior to commencing with the removal the owner shall obtain a permit from the *City*.
 - ii. The burden of proving the hazardous nature of the *tree* lies with the property owner. The property owner shall provide the *City* with a report, prepared by an International Society of Arboriculture (ISA) certified arborist with a current Tree Risk Assessment Qualification (TRAQ), documenting that the *tree(s)* has a "high" or "extreme" risk and no other mitigation measure will reduce the risk below "high."

iii. Emergency tree removal. Where tree removal is necessary to prevent or correct an immediate threat to public health, safety, property, or welfare is performed in an emergency situation, the permit application, evidence of the threat, and a tree risk rating of "high" or "extreme" prepared by a *qualified tree protection professional* shall be submitted within the next business working day to the City. Emergency tree removal, as described here within, is exempt from the Type 2 decision process.

b. Mitigation Requirements.

i. The removal of hazardous, dying, or dead *exceptional trees* shall be mitigated by planting one (1) replacement tree, unless otherwise provided in KMC 18.55.150(E)(2).

ii. Replacement trees must be of a species listed in Table 1 at KMC 18.20.3083 and must remain viable for a minimum of five (5) years after planting or themselves be replaced at a 1:1 ratio.

3. Private Access.

a. Prior to commencing with the *removal* the owner shall obtain a permit from the City.

b. *Exceptional trees* may be removed where necessary to provide for access to development sites, provided there are no feasible alternative alignments. Alternative access must be pursued to the maximum extent feasible.

4. Public Facilities.

a. The City reserves the right to *remove exceptional trees* where necessary for roads, bridges, utilities, and facilities.

b. *Exceptional tree* removal by private utilities require a tree removal permit and right-of-way use permit.

C. Modification to Standards to Protect Exceptional Trees

1. For single-family residential subdivisions and short subdivisions on sites in the R-4 zone that contain *exceptional trees*, the minimum lot size may be reduced to 5,400 square feet with no limitation on the percentage of smaller lots, regardless of KMC 18.21.030, Footnote 16. The lot area shall exclude access easements and access panhandles.

2. Unless it would be unreasonable to do so based on the use of neighboring properties, the *city manager* may reduce setbacks in residential zones regulated by Chapter 18.21 KMC to 10 feet, and setbacks in other zones to five feet, in order to maximize the protection of an *exceptional tree* and avoid exceptions or variances.

D. Penalties.

1. **Civil Penalty.** The penalty for *removal* of an *exceptional tree* or any other activity prohibited under subsection A shall be a civil penalty of up to \$2,500 per inch in d.b.h. of the *tree removed* with a maximum fine of \$150,000. In no case shall the penalty be reduced to less than \$10,000 total. For example, the monetary penalty for a 30-inch d.b.h. Douglas fir *removed* results in a maximum penalty of \$75,000. If the violation is found to have been willful or malicious, as determined by the *city manager*, the amount of the penalty may be doubled as punitive damages and the violator may be subject to criminal penalties under KMC18.57.110.B.
2. In addition, any person found to be in violation of this Section shall plant three (3) replacement *trees* for each *exceptional tree* removed. Replacement *trees* shall be a species listed in Table 1 at KMC 18.20.3083 and must remain viable for a minimum of five (5) years after planting or themselves be replaced by the offender at a 1:1 ratio. In order to inform subsequent purchasers of real property of the existence of replacement *trees* and their required viability period, a notice will be filed on the title by the same procedure outlined under (B)(1)(g)(iv) of this Chapter.

18.57.065 Significant tree grove retention in the urban residential zone, downtown commercial zone east of 73rd Avenue NE, public and semi-public zone abutting SR-522, and the urban corridor zone, east subarea.

A. Definitions.

1. **Significant Tree Grove Definition.** A “significant tree grove” shall consist of two or more trees with a minimum of five and one-half tree units total. A qualifying tree has two tree units minimum. The maximum distance measured in feet between qualifying trees shall be equal to two times the critical root zone in order to be defined as a significant tree grove. For example a 24-inch d.b.h. tree must be within 24 feet of another tree in the grove to be included in the significant tree grove. A tree of any size that is topped or considered a “hazard tree” as defined in KMC [18.20.3084](#) may not qualify as part of a significant tree grove as herein defined. For purposes of this chapter, a significant tree grove may not contain trees that are located within a critical area or critical area buffer protected under Chapter [18.55](#) KMC. A significant tree grove is not the same as a “grove,” as defined in KMC [18.20.1273](#).
2. **Tree Units.** See KMC [18.57.060](#)(A) for translation of diameter at breast height (d.b.h.) to tree units.

B. Applicability.

1. Development proposals in the urban residential zone, downtown commercial zone east of 73rd Avenue NE, public and semi-public zone abutting SR-522, and the urban corridor zone, east subarea shall be eligible to benefit from providing less parking or more dwelling units or any combination of the two if the development retains one or more significant tree grove(s) as defined in this section in perpetuity. A development may be able to benefit from both reduced parking and additional dwelling units by preserving a significant tree grove so long as the same tree credits are not counted towards both reductions in parking and additional bonus dwellings. Trees or groves retained through other provisions of this chapter may count towards the significant tree grove retention if they meet the definitions found in subsection A of this section.

2. Tree on Property Line. In instances where one or more trees that would qualify as part of a significant tree grove is located on a property line such that the tree is on more than one property, and the properties are in separate ownerships, the tree shall qualify to be counted as part of a separate tree grove by each property owner.

C. Reduced Parking. In order to retain qualifying significant tree groves, required parking may be reduced at the maximum rate of one stall per each five and one-half tree units. Parking quantities may be reduced up to a maximum of 20 percent from the parking requirement after other reductions are applied, if any.

D. Residential Bonus Units. In order to retain qualifying significant tree groves, residential units are offered at the rate of one bonus unit per each 11 tree units preserved. Grove bonus units are not included in maximum unit density calculations. Grove bonus units are not subject to the affordability requirements of KMC [18.27.020](#) and Chapter [18.77](#) KMC.

E. Significant Tree Grove Preservation Requirements.

1. Tree Protection Plan Required. A tree protection plan as identified in KMC [18.57.050](#) shall be required for any development application proposing to protect one or more significant tree groves through this section.

2. Recorded on Title. The map of significant tree groves preserved through this section, along with a covenant preventing removal, shall be recorded and shown on the property title.

3. Subject to Tree Protection Measures of Chapter [18.57](#) KMC. Significant tree groves protected under this section shall be subject to the tree protection measures during construction found in KMC [18.57.090](#), the post-construction replacement, financial guarantee, and maintenance requirements of KMC [18.57.100](#), and the penalties and enforcement of KMC [18.57.110](#).

Exception: This section, as adopted by Ordinance No. 23-0574, shall not apply to certain real properties located within the area of the transit oriented development (TOD) district overlay as identified in KMC [18.29.020](#) and Figure 18.29.020.1, and as further identified by the following tax parcel numbers (TPN): TPN 011410-0889, TPN 011410-0881, TPN 011410-0870, TPN 011410-0885, TPN 011410-0865, TPN 011410-0860, and TPN 011410-0855. [Ord. 23-0574 § 2 (Exh. A).]

18.57.070 Tree protection plan review procedure.

A. *Departmental Review.* The *city manager* shall review the tree protection plan and clearing permit application to determine whether the *applicant* has provided all required information. Completed applications shall be referred to appropriate *City departments* for review. Upon request of either the *applicant* or the *City*, the *City* may conduct field inspections or review meetings. *City departments* involved in the review and/or inspections shall submit their report(s) and recommendation(s) to the *city manager*.

B. *Evaluation for Compliance.* The *city manager* may require an evaluation by a *qualified tree protection professional*, a qualified engineer, landscape architect, soils engineer, testing lab, or other specialist at any time during the tree protection plan review process or tree removal inspection as necessary to ensure compliance with the provisions of this chapter and/or the terms of the clearing permit. Individual *applicants* will be responsible for payment to the *City* of the actual cost to the *City* of this evaluation. The actual costs of any such evaluation shall be paid to the *City* within 30 days of receipt of the *City's* invoice.

C. *Financial Guarantees.* For all projects required to have a tree protection plan, *financial guarantees* shall be required consistent with the provisions of KMC [21.20.070](#); provided, however, that to the extent that the *financial guarantee* requirements of KMC [18.57.100](#) are more protective of tree preservation, performance and maintenance, then the more protective requirements shall prevail. [Ord. 22-0547 § 4 (Exh. B(II)); Ord. 11-0329 § 3 (Exh. 1).]

18.57.080 Tree protection plan review standards.

The following standards shall govern the approval of a tree protection plan and the granting or denial of an application for clearing permit:

A. *Design. Development* shall be designed, located, and conducted so as to minimize the loss of healthy *groves* and protected *trees* as identified by a *qualified tree protection professional*, degradation of wildlife habitat as identified through environmental review, and the potential for *erosion* and slope failure.

B. *Tree Protection Priority.* In designing a development project and in meeting the required minimum tree density, the *applicant* shall protect *trees* within the *net buildable area* as

described in KMC [18.57.060](#)(B)(1), in the following order of priority. *Trees* to be preserved and protected must be healthy and vigorous, *wind-firm*, and not in conflict with utilities.

1. *Exceptional trees*.

2. *Groves*.

3. Individual *trees* which provide wildlife habitat as identified through environmental review.

4. Individual *trees* and *groves* which occur within required *setbacks*.

5. *Trees* that protect against windthrow, including *trees* sheltering interior *trees* or *trees* on adjacent property from strong winds that could otherwise cause them to blow down.

6. *Trees* which provide a buffer and separate incompatible *uses* or reduce sound and wind levels.

C. Replacement *Tree* Planting Conditions. Replacement *trees* should be planted in areas with soil, climate, exposure, and moisture conditions appropriate to the replacement *tree* species' growing requirements as determined by a *qualified tree protection professional*, licensed landscape architect, or certified nurseryman.

D. Replacement *Tree* Planting Location Priority. On *sites* where the number of existing *trees* falls below the minimum density requirements, then replacement *tree* planting shall be required. The *applicant's* proposed location of transplanted or replacement *trees* shall be subject to review by a *qualified tree protection professional*, licensed landscape architect, or certified nurseryman, and *City* approval as part of the tree protection plan. Replacement *trees* should be planted according to the following priority:

1. On-Site.

a. Designated Tracts. *Trees* located in separate deeded *tree* tracts specifically set aside for the preservation and planting of *trees* and/or the required recreation open space area if *trees* do not interfere with recreation activities.

b. Perimeter *Landscaping*. In which case, replacement *trees* shall not count toward and shall be in addition to perimeter landscape requirements.

c. Landscaping. This may include entrance landscaping, traffic islands, and other common open space areas. *Trees* located in a public right-of-way may be credited as replacement *trees* only if *street trees* are not a requirement.

2. Off-Site. In cases where an *applicant* believes that lot size prevents installation of the required number of *trees*, the *applicant* may propose to the *City* payment of a fee in lieu for installation of *trees* in a public *park* or other *public space*. The *city manager* shall review and make the final decision on the *applicant's* proposal, based on a recommendation from a *qualified tree protection professional*.

E. Replacement Conifer Tree Types. Replacement *trees* shall be of a similar type of genus to the conifer *trees* that are removed; i.e., a western red cedar (*Thuja plicata*) may be replaced with a *tree* in the genus *Thuja*, such as an American arborvitae (*Thuja occidentalis*). [Ord. 22-0547 § 4 (Exh. B(II)); Ord. 15-0409 § 1 (Att. A); Ord. 11-0329 § 3 (Exh. 1).]

18.57.085 Tree windthrow evaluation and prevention.

A. Increased *tree windthrow* potential as a result of impacts to *trees* on a site shall be evaluated based on the following risk factors:

1. Root system disruption that will extend within an area one to two and one-half times the radius of the canopy;
2. Topography of the site;
3. Whether the *tree* is deciduous or evergreen;
4. Height of the *tree* relative to the neighboring *trees*;
5. Whether the tree is part of a *grove*.

B. The windthrow evaluation shall be conducted as part of the preparation of the tree protection plan (see KMC [18.57.050](#)) based on the aforementioned risk factors. The assessment shall be conducted by a *qualified tree protection professional*. This assessment also shall evaluate increased windthrow potential for *trees* on neighboring lots that are within 50 feet of the closest *trees* being removed on the site, including *trees* that share a root system with *tree(s)* on the site.

C. Tree Protection Plan.

1. When significant windthrow potential is identified for *trees* that could impact neighboring properties or are on neighboring properties, the *applicant* shall identify measures to minimize windthrow as part of the tree protection plan. Measures could

include but are not limited to demonstrating that the *critical root zone (CRZ)* fencing is adequate to prevent root disruption or that the *CRZ* is expanded to provide root protection; saving *groves* when applicable; taking steps to preserve existing grades around *trees*; and/or tunneling rather than trenching for utilities. The City may deny a request to remove a *tree(s)* if mitigation measures are inadequate to minimize windthrow.

2. If potential windthrow damage is for the *site* itself, the *applicant* shall identify measures to reduce impacts to future *structures* on the *site*. [Ord. 22-0547 § 4 (Exh. B(II)); Ord. 15-0409 § 2 (Att. B).]

18.57.090 Tree protection during construction.

Prior to initiating tree removal and any *clearing* and *grading* on the *site*, *trees* to be protected and preserved shall be protected from potentially damaging activities as follows unless otherwise approved by the *City*.

A. *Critical Root Zone (CRZ)*. The *CRZ* of individual *trees*, *groves*, or otherwise designated protected tree areas shall include no less than the area of a circle with a radius that extends one foot out from the *tree* for every inch of trunk d.b.h., or the area of a circle with radius extending from a *tree's* trunk to a point no less than the end of a *tree's* longest branch, whichever is greater (see Figure 18.57.090A).

B. Tree Protection Fence (TPF). Before *development*, the *applicant*:

1. Shall place three inches of composted woodchips over the *CRZ* of all retained *trees* to retain moisture, increase organic matter, and visually establish the *CRZ*.
2. Shall erect and maintain readily visible protective tree fencing a minimum of three feet beyond the outer edge of the *CRZ* for all individual *trees*, *groves*, or other designated protected tree areas.
 - a. Fencing shall completely surround the required tree protection area. The *city manager* may allow adjustments to placement of the TPF based on an evaluation of the *tree*, soils, and proposed disturbance.
 - b. Fencing shall be a minimum of four feet high and may be higher if needed to ensure clear visual delineation. Chain-link *fence* or orange plastic *fence* fastened to steel stakes/posts driven securely into the ground shall be required in order to discourage easy movement.

c. Any deviation from the tree fencing methods listed above must be authorized in writing by the *city manager* in advance.

3. Shall keep the protective fencing in place until the *City* authorizes the removal or issues a final certificate of occupancy, whichever occurs first.

4. Shall ensure that any landscaping done within the root protection zone subsequent to the removal of the *fence* shall not disturb existing *trees* including roots within the *CRZ*.

C. Placing Materials Near *Tree*. During *development*, no individual, partnership, corporation, association, organization, cooperative, public or municipal corporation, or agency of any governmental unit, however designated, may conduct any activity within the TPF of any *tree* designated to remain, except as specified in this section.

D. Attachments to *Trees*. During *development*, no individual, partnership, corporation, association, organization, cooperative, public or municipal corporation, or agency of any governmental unit, however designated, shall attach any object to any *tree* designated for protection.

E. Grade.

1. The grade shall not be filled or cut within the *CRZ* of any *tree* designated to remain without prior review by a *qualified tree protection professional* and advance, written approval from the *city manager*.

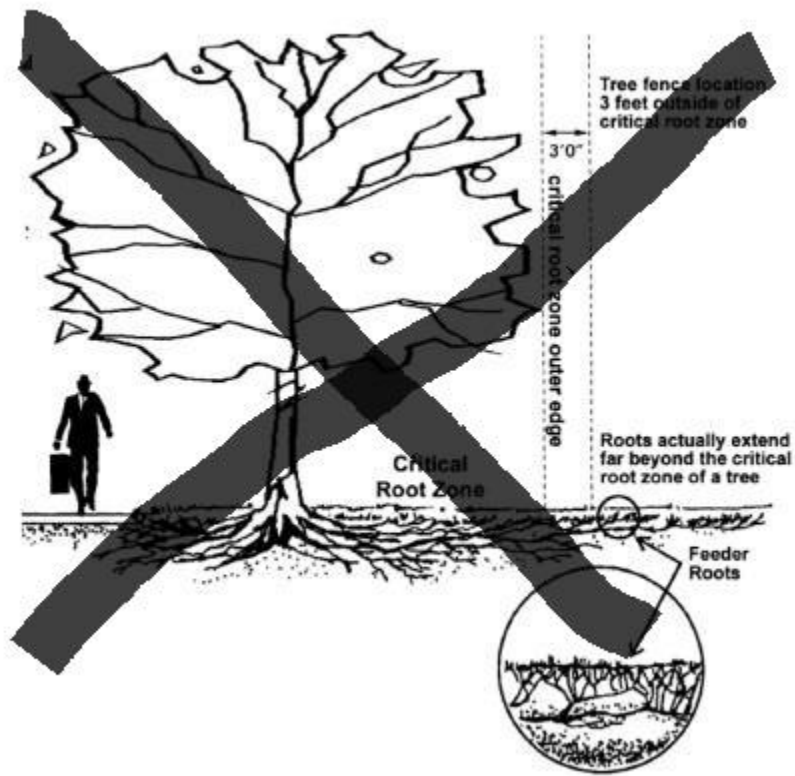
2. The *applicant* shall not install an *impervious surface* within the protective barrier of any *tree* designated to remain without the advance, written authorization of the *city manager*.

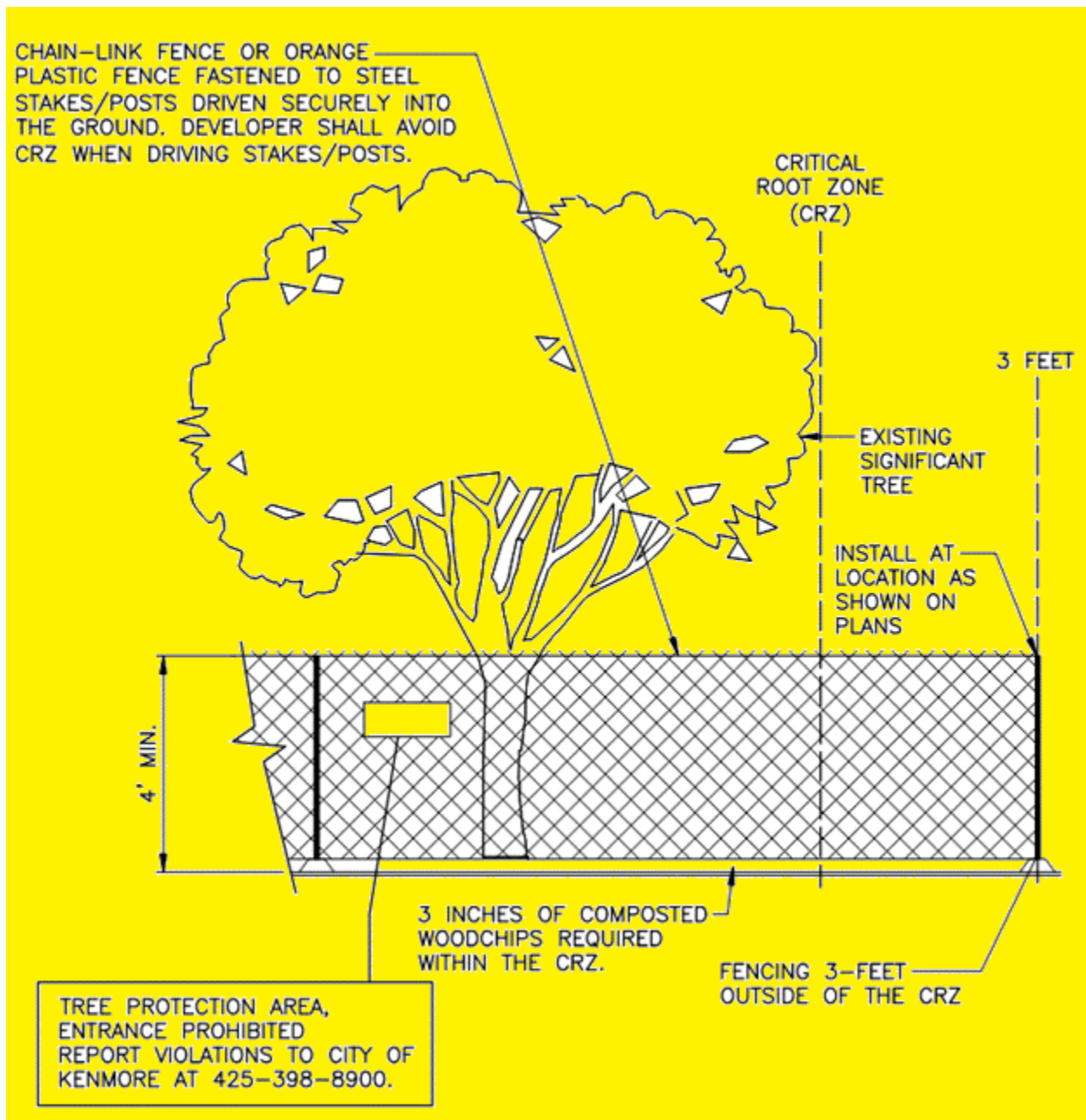
3. To the greatest extent practical, utility trenches shall be located outside of the root protection zone of *trees* to be retained. Boring or tunneling under the *CRZ* may be considered an alternative, but shall require the advance, written approval of the *city manager*.

4. *Trees* and other *vegetation* to be retained shall be protected from *erosion* and *sedimentation*.

F. Additional Requirements. The *city manager* may require additional tree protection measures which are consistent with accepted urban forestry practices.

Figure 18.57.090A Critical Root Zone.





This section shows a cross-section of the typical root zone for a *deciduous tree*. Eighty-five percent of the *tree's* roots are within the top 18 inches of the soil. Roots typically spread up to two times the height of the *tree* and sometimes more. However, the critical mass of roots is usually found within the *critical root zone*. [Ord. 22-0547 § 4 (Exh. B(II)); Ord. 11-0329 § 3 (Exh. 1).]

18.57.100 Post-construction replacement, financial guarantee and maintenance requirements.

A. Replace Damaged, Dead, or Dying *Trees*. Replacement *trees* or *groves* that are damaged or die within a period of three years after planting or transplanting must be replaced in kind at a ratio of one-to-one within six months of the *tree's* death or the date of discovery of the damage. Existing *trees* that are damaged or die within a period of three years after completion of construction activities and as a cause of construction activities as determined by a *qualified tree protection professional* shall be replaced in kind at a ratio of two-to-one within six months of the *tree's* death or date of discovery of the damage.

B. Replacement *Tree* Quality. Replacement *trees* shall conform to the American Standards for Nursery Stock, ANSI.

C. *Tree* Maintenance. All *trees* shall be maintained in accordance with International Society of Arboriculture guidelines and standards.

D. *Financial Guarantee* Required. A *financial guarantee* as defined and regulated under KMC Title [21](#) shall be required as a mechanism to cover any potential cost associated with replacing dead or dying replacement or existing *trees* required to satisfy tree unit requirements per this section.

1. A *financial guarantee* shall be required for all plans requiring 15 or more tree units.

2. Calculation of the amount of the *financial guarantee* shall be computed based upon equivalent tree replacement value for all replacement and existing *trees* on the property as determined by a *qualified tree protection professional* using the most recent edition of the Guide for Plant Appraisal published by the International Society of Arboriculture, in collaboration with the Council of Tree and Landscape Appraisers. Fair market value shall be posted. Fair market value includes the value of the *tree(s)*, installation, and maintenance until establishment that would be required to compensate for the *trees* that could be lost.

3. The *financial guarantee* period for maintenance shall be three years, plus an additional 60 days.

4. Release of *Financial Guarantee*.

- a. Upon successful tree replacement and establishment as determined by the written approval of the *City* and consistent with Chapter [21.15](#) KMC, the *financial guarantee* required by this section shall be released.

- b. The *City*, in its discretion, may release a *financial guarantee* under this section when fee simple title is transferred. The *City* may condition the release of the existing *financial guarantee* upon establishment of a new *financial guarantee* by

the new owner in fee simple. [Ord. 22-0547 § 4 (Exh. B(II)); Ord. 11-0329 § 3 (Exh. 1).]

18.57.110 Penalties, enforcement.

A. Civil Penalty. Any violation of any provision of this chapter constitutes a civil violation under Chapter [1.15](#) KMC, and is subject to the enforcement procedures of Chapter [1.20](#) KMC; provided, however, that an individual, partnership, corporation, association, organization, cooperative, public or municipal corporation, or agency of any governmental unit, however designated, who removes any *tree* in violation of this chapter shall be assessed the following civil penalty:

An individual, partnership, corporation, association, organization, cooperative, public or municipal corporation, or agency of any governmental unit, however designated, removing a *tree* in violation of this chapter shall be assessed a monetary penalty of up to \$2,000 per inch in *diameter at breast height* (d.b.h.) of the *tree* removed. For example, the monetary penalty for a 20-inch d.b.h. *tree* removed results in a maximum penalty of \$40,000. In no case shall the penalty be reduced to an amount less than \$500.00 for each violation found committed. The extent of the penalty shall be determined by the *city manager* in consideration of reasonable factors. Monetary penalties shall increase with each violation. The *city manager* is authorized to adopt policies setting forth the reasonable factors for consideration under this subsection. **This section shall not apply to the removal of exceptional trees, which penalties are set forth in KMC 18.57.063.**

B. Criminal Penalty. In addition to or as an alternative to incurring civil liability under this section, an individual, partnership, corporation, association, organization, cooperative, public or municipal corporation, or agency of any governmental unit, however designated, who violates any provisions of this chapter shall be guilty of a misdemeanor and subject to the criminal penalties set forth in Chapter [1.15](#) KMC, and shall be subject to the procedures of the *City's* criminal code, KMC Title [9](#).

C. Separate Offense. Every individual, partnership, corporation, association, organization, cooperative, public or municipal corporation, or agency of any governmental unit, however designated, violating any provision of this chapter is guilty of a separate offense for each and every day during any portion of which the violation is committed, continued or permitted by any such individual, partnership, corporation, association, organization, cooperative, public or municipal corporation, or agency of any governmental unit, however designated. [Ord. 22-0547 § 4 (Exh. B(II)); Ord. 11-0329 § 3 (Exh. 1).]

EXHIBIT C TO ORD. 23-0593**I. Section 19.25.020 of the Kenmore Municipal Code is amended to read as follows:****19.25.020 Classifications of land use decision processes.**

A. Land use decisions are classified into five types, based on the amount of discretion associated with each decision. Procedures for the five different types are distinguished according to who makes the decision, whether public notice is required, whether a public hearing is required before a decision is made and whether administrative appeals are provided. The types of land use decisions are listed in Exhibit A of this section.

1. Type 1 decisions are made by the *city manager*. Type 1 decisions are nonappealable administrative decisions that require the exercise of little or no administrative discretion. Public notice is not required for Type 1 decisions.
2. Type 2 decisions are made by the *city manager*. Type 2 decisions are discretionary decisions that are subject to administrative appeal.
3. Type 3 decisions are quasi-judicial decisions made by the *hearing examiner* following an open record hearing. Type 3 decisions may be appealed directly to King County superior court, pursuant to Chapter [36.70C](#) RCW, the Land Use Petition Act, based on the record established by the *hearing examiner*.
4. Type 4 decisions are quasi-judicial decisions made by the city council based on the record established by the *hearing examiner*.
5. Type 5 decisions are legislative decisions made by the city council.

B. Except as provided in KMC [16.75.060](#) and [19.35.160](#) or unless otherwise agreed to by the *applicant*, all Type 2, 3 and 4 decisions included in consolidated permit applications that would require more than one type of land use decision process may be processed and decided together, including any administrative appeals, using the highest-numbered land use decision type applicable to the project application. KMC [16.75.060](#) sets out the combined hearing authority for shoreline exemptions, shoreline substantial development permits, shoreline variances, and shoreline conditional use permits.

C. Certain development proposals are subject to additional procedural requirements beyond the standard procedures established in this chapter.

D. Land use permits that are categorically exempt from review under SEPA do not require a threshold determination (determination of nonsignificance (DNS) or determination of significance (DS)). For all other projects, the SEPA review procedures in Chapter [19.35](#) KMC are supplemental to the procedures in this chapter.

Exhibit A

LAND USE DECISION TYPES

TYPE 1 ²	Decision by <i>city manager</i> ; no administrative appeal	Building; demolition; moving; engineering; clearing and grading; sign; change of use and/or classification under KMC Title 15 ; accessory dwelling unit; home occupation; boundary line adjustment; right-of-way; street standards variance; adjustment under Chapter 13.35 KMC; shoreline exemption; temporary use; binding site plan; preliminary subdivision or short subdivision revision if not a substantial change; short plat alteration if not a substantial change; affordable housing project as described in KMC 18.77.060 (A).
TYPE 2	Decision by <i>city manager</i> ; appealable to <i>hearing examiner</i> ; no further administrative appeal ^{1, 5}	Home industry; short subdivision; preliminary short subdivision revision; short plat alteration; zoning variance; conditional use permit; shoreline substantial development permit; shoreline variance; shoreline conditional use permit; site plan review for uses allowed by zone; wireless communication facility minor adjustment under Chapter 18.60 KMC; approval of residential density incentives under KMC 18.80.060 (A)(2) or transfer of development credits under KMC 18.80.090 (A); reuse of public schools; reasonable use exceptions under KMC 18.55.180 ; public agency and utility exceptions under KMC 18.55.160 ; other critical areas exceptions, variances and decisions to require studies or to approve, condition or deny a development proposal based on Chapter 18.55 KMC; <u>variances to exceptional tree regulations as set forth in KMC 18.57.063.</u>

TYPE 3	Recommendation by <i>city manager</i> ; hearing and decision by <i>hearing examiner</i> ; appealable directly to King County superior court, pursuant to Chapter 36.70C RCW, the Land Use Petition Act, on the record	Preliminary subdivision; plat alteration; preliminary subdivision revision; special use; wireless communication facility major adjustment under Chapter 18.60 KMC.
TYPE 4	Recommendation by <i>city manager</i> ; hearing and recommendation by <i>hearing examiner</i> ; decision by city council on the record	Zone <i>reclassification</i> not related to a <i>site-specific comprehensive plan land use map amendment</i> ³ ; shoreline environment redesignation; plat vacation; short plat vacation; site plan review for uses not allowed by zone pursuant to Chapter 18.105 KMC; master plans other than those required in order to obtain a <i>comprehensive plan</i> amendment or related zoning map or text amendment.
TYPE 5	Hearing and recommendation by planning commission or other city council-appointed advisory body ⁴ ; decision by city council on the record. Appealable to Growth Management Hearings Board pursuant to Chapter 36.70A RCW	<i>Comprehensive plan</i> amendment; <i>development regulation</i> amendment; zoning map amendment related to a <i>site-specific comprehensive plan land use map amendment</i> ; master plans required in order to obtain a <i>comprehensive plan</i> amendment or related zoning map or text amendment pursuant to Chapter 18.120 KMC.

¹ All shoreline permits, including shoreline variances and conditional uses, are appealable to the State Shorelines Hearings Board and not to the *hearing examiner*.

² Type 1 land use decisions that are not categorically exempt from environmental review under Chapter [43.21C](#) RCW (State Environmental Policy Act) shall provide a notice of application per KMC [19.25.060](#) and a notice of decision per KMC [19.25.090](#). The notice of decision may be a copy of the permit.

³ Approvals that are consistent with the *comprehensive plan* may be considered by the city council at any time. Zone *reclassifications* that are not consistent with the *comprehensive plan* land use map require a *site-specific comprehensive plan land use map amendment* and the city council's hearing, and consideration shall be considered a Type 5 land use decision and scheduled with the amendment to the *comprehensive plan* under Chapter [19.20](#) KMC.

⁴ If the proposal is being considered as part of the annual *docket* work program as described in Chapter [19.20](#) KMC. If the proposal is not part of the annual *docket*, the city council conducts the public participation process and makes the decision on the record.

⁵ Decisions on shoreline variance and shoreline conditional use permits require approval by the Department of Ecology.

[Ord. 21-0521 § 3 (Exh. B); Ord. 19-0481 § 2 (Exh. A); Ord. 16-0426 § 8 (Att. F); Ord. 12-0334 § 18; Ord. 11-0329 § 3 (Exh. 1).]

Local Food | Healthy Forests | Clean Water | Better Ground

Funded by King Conservation District, PlanIT Geo used high-resolution aerial imagery from the USDA's National Agriculture Imagery Program (NAIP) to map and measure current tree canopy and possible planting areas and to quantify changes in canopy in Kenmore. The results and metrics were then analyzed by watershed, zoning, and census block. This information will be used to aid the City's decision-making around land use planning, community development, and urban forest management.

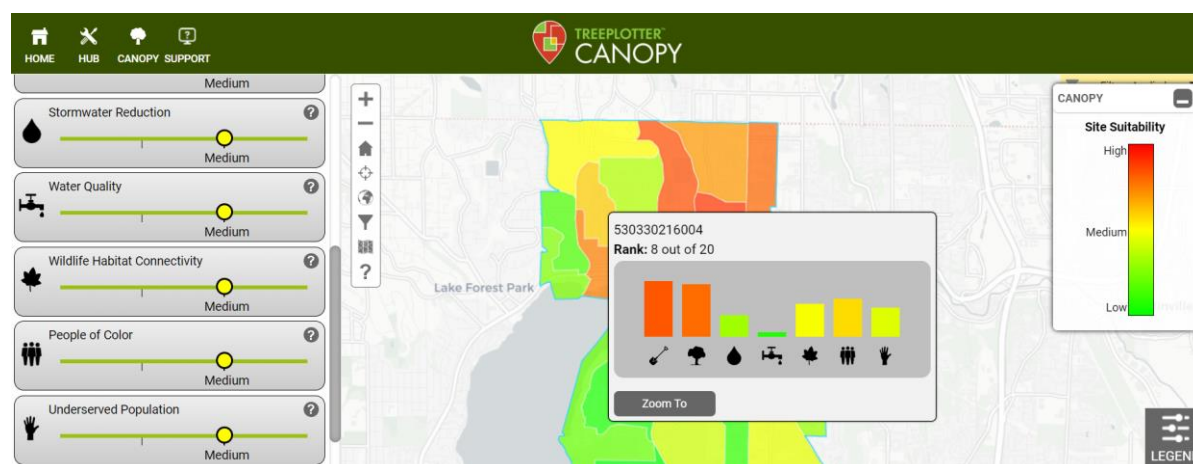
In particular, Kenmore wanted to explore how their tree canopy had changed since their first assessment was done in 2017. Results show that the City has gained 204 acres of tree canopy, representing a positive change of 5%.

UTC Change Metrics by City Boundary

Kenmore	Total Area (Acres)	Land Area (Acres)	UTC 2017 (Acres)	UTC 2017 (%)	UTC 2021 (Acres)	UTC 2021 (%)	UTC Change 2017-2021 (Acres)	Raw Change (%)	Relative Change (%)
	4,017	3,900	1,586	41%	1,790	46%	204	5%	13%

Increases were noted across all zoning categories – with the exception of neighborhood business. The analysis also revealed that there is still room to plant more trees in Kenmore. The study estimates that 22% of Kenmore is potential planting area – while 33% is unsuitable. Recommended zoning to concentrate on are R-1 residential, golf course, R-6 residential and R-4 residential.

With the data provided by PlanIT Geo, tree canopy and planting opportunities can also be analyzed by census block prioritized by factors such as income, habitat connectivity, or stormwater reduction. GIS layers were provided to the City of Kenmore but a visualization of Kenmore's tree canopy and possible planting areas is also available online at: <https://pg-cloud.com/KingCD-Cities/>





Date: September 10, 2021
To: Kenmore City Council
From: Garrett Oppenheim, Policy Analysis Intern
Re: Exceptional Tree Protections

I. Introduction

A. Context

At the City Council meeting on April 19, 2021, Bryan Hampson and Samantha Loyuk presented a summary of Kenmore's tree regulations including potential code amendments to further protect, preserve, and enhance Kenmore's urban forest. The presentation included a list of short-term and long-term action items, labelled List 1 and List 2.

List 1 was composed of five recommendations that could be accomplished this year, including changing the definition of "significant tree" so it includes smaller diameter at breast height (DBH) trees, revising tree retention requirements so certain "nuisance species" (i.e., cottonwood and alder) do not receive credit for retention, codifying the tree removal application process for existing single-family residences, updating the removal penalty language for consistency, and shortening the validity period for tree removal permits so replacement trees get into the ground faster.

List 2 was composed of more long-term items and consisted of increasing the tree density requirement for new development, decreasing yearly allowances for single-family tree removal, always requiring replacement of removed trees, establishing maximum floor area ratios to limit the size of single-family residences, creating a tree fund for instances where replacement is infeasible that would potentially include a tree rebate program for planting trees on single-family lots, and establishing an exceptional tree program. I was hired as an intern to research the final two items, exceptional tree ordinances and tree rebate programs, and draft policy papers on each.

B. Background

Big trees are invaluable to the environment. The big trees native to the Pacific Northwest like Douglas firs, western hemlocks, and western red cedars are the best in the world at storing carbon and they actually get better at doing it as they age and grow bigger.ⁱ In fact, some large trees seem to add "the carbon mass equivalent of an entire smaller tree each year."ⁱⁱ

Beyond helping fight climate change by removing greenhouse gases from the atmosphere and storing them, trees provide myriad benefits to our health, the environment, and society. Large trees increase property values, lower energy costs by regulating microclimates, clean local water, and even lead to better health outcomes for people.ⁱⁱⁱ And yet, despite the benefits trees, and in particular big trees, provide, the United States lost about 175,000 acres of tree cover, about 36

million trees, per year from urban and community areas between 2009 and 2014.^{iv} In that same period, Washington State lost 3,350 acres per year of urban and community tree cover.^v

To combat the decline in large trees, eleven Washington cities – Bainbridge Island, Bonney Lake, DuPont, Duvall, Lake Forest Park, Mercer Island, North Bend, Redmond, Seattle, Tacoma, and Woodway - have implemented protections for large trees, codified in exceptional tree ordinances. This report will explore, among other aspects, how these ordinances work, their commonalities and differences, and their effectiveness in preserving large trees.

While most cities refer to their protected trees as “exceptional trees,” Bainbridge Island, DuPont, and Redmond call their protected trees “landmark trees.” For the sake of simplicity, except in the Definitions section in this report, I will refer to all protected trees as “exceptional trees” irrespective of what individual cities call them.

Some cities list out species they protect when they reach a certain size while others give their city officials discretion whether to protect trees or not. Some cities apply their ordinances across the board to protect all exceptional trees in their jurisdiction while others apply only to new developments. All cities have carved out exceptions that allow for the removal of exceptional trees under certain circumstances. And some other cities rely on protection schemes called heritage tree programs that are voluntary on the part of property owners and require their consent to protect and preserve large trees.

The acronym DBH will appear multiple times within this report. It means diameter at breast height and refers to a tree’s width at four and one-half feet above the ground and is generally the place at which trees are measured to determine if their size meets the criteria for protection. The term caliper is synonymous with DBH.

C. Recommendation

It is recommended that the establishment of an exceptional tree ordinance be considered in the context of the recommendations that will come out of 1) the Climate Action Plan (CAP), which will likely produce a long list of potential new programs, and 2) the code amendment work plan dockets for future years, as discussed at the City Council’s annual retreat.

Several cities in Washington State have successfully implemented unique versions of an exceptional tree ordinance which have proven effective at preserving large trees. If Kenmore is to join these cities and enact its own exceptional tree ordinance, there are several issues that must be considered beforehand and it will take considerable staff time in the short term to do the research for and draft an exceptional tree ordinance appropriate for Kenmore.

First and foremost among those considerations is to decide what trees Kenmore wants to preserve. That can mean making a list of protected species like Seattle, DuPont, Duvall, Lake Forest Park, Mercer Island, and North Bend have done. Such a list will also require determining at what threshold sizes to protect each species. As Appendix B makes clear, different cities have chosen a variety of sizes at which to begin protections; for example, in Seattle and Mercer Island, an Oregon white oak with a six-inch DBH is an exceptional tree but in DuPont its DBH must be 24 inches to be protected and in no other city does it even warrant exceptional status. If Kenmore

wants to protect all large trees it can emulate Bonney Lake and Redmond where all trees with a DBH greater than 30 inches are exceptional, but that protection might miss some species whose specimens never reach that size and other cities protect at much smaller diameters, such as the Madrone and Pacific yew. Kenmore could also choose to follow the model set by Woodway and leave it to the discretion of city staff whether or not a particular tree is deserving of exceptional status but that of course leaves to fate whether the staff are tree-loving conservationists, heavily in favor of development, or somewhere else on the spectrum.

Once it has been established what trees to protect, the City must determine what protection means. The protection may simply prioritize exceptional trees for retention on development sites or it may bar their removal entirely. It can go even farther than that, emulating Bonney Lake's prevention of any harm at all that might injure or deface an exceptional tree.

The Council will have to decide further what exceptions will apply. Current regulations allow Kenmore residents to remove two or more large trees from their property, based on its size, and can either remain in place or be modified so that only significant trees that are not also exceptional trees may be removed. The ordinance could be applicable only to new developments to prohibit clear-cutting. Other common exceptions allow for removal of hazardous, dead, and dying exceptional trees and reasonable economic use of property, though they vary in the details. Where it provides for exceptions, the Council will further have to determine whether to require the planting of replacement trees, and if so, how many.

Suitable penalties must be established for violations of the ordinance. These can range from forcing the violator to plant replacement trees to fines that can be either consistent per violation or equal the appraised value of the removed tree.

Finally, the Council must acknowledge that the local context may result in unintended consequences that could force it to reevaluate the ordinance, its effectiveness, and its impact on both development and local livelihoods.

It is important to understand that an exceptional tree ordinance is not a panacea that, once implemented, prevents any big trees from coming down. Cities that have such ordinances in place already still see the removal of large trees. It is one tool in the regulatory toolbox but it is not a perfect one. Other tools in the toolbox include the actions on List 1 that will be implemented this Fall and they may well prove effective on their own and forego the need for an exceptional tree ordinance.

II. Current Kenmore Tree Protections

Kenmore's current tree regulations do not grant extra protection to large trees. The Code defines "significant trees" at KMC 18.20.2730 as "an existing healthy tree that is not a hazard tree (i.e., a tree that does not have a high probability of imminently falling due to a debilitating disease or structural defect) and that, when measured four and one-half feet above grade, has a minimum diameter of:

- A. Eight inches for evergreen trees; or
- B. Twelve inches for deciduous trees."

KMC 15.25.070 permits Kenmore property owners to remove significant trees from property containing a single family residence based on the size of the property so long as the trees to be removed are not located in a critical area, shoreline, buffer, native growth area, or wildlife protection zone and have not been previously designated for protection. The owner of a typical single family lot, up to 10,000 square feet, can remove two significant trees per year without a permit.

Table 1

Single Family Residence Lot Size	Number of Significant Trees That Can Be Removed Each Year Without a Permit
Up to 10,000 sq. ft.	2
10,001 – 20,000 sq. ft.	4
20,001 – 30,000 sq. ft.	6
More than 30,000 sq. ft.	8

Source: Kenmore Municipal Code 15.25.070(B)(2)

In terms of development, KMC 18.57.060 requires a minimum tree density of 30 tree units per acre of buildable area, to be made up of either existing trees already present on the land, replacement trees, or a combination of the two. Tree units are not equivalent to trees but are determined based on conversions found in KMC Table 18.57.060A. The City works with developers through all stages of development and construction to ensure the retention and protection of sufficient trees, but for a number of reasons, many, and in some cases, all trees are removed from development sites. Trees may be removed because the space they occupy is needed for roadways, sidewalks, drainage areas, fire access, utilities, or building setbacks. They may be removed because they are not viable. They may be removed because the size or shape of the lot would prevent construction if they remained. Oftentimes, even after replacement trees have been planted, developed sites look like there are no trees present because the replacement trees are often much smaller or are located in backyards, hidden from public view.

III. Defining Exceptional Trees

Eleven cities in Washington do grant additional protection to certain trees, usually based on their size. Most of the ten protect only specific species that have reached threshold sizes while others do not differentiate and protect all trees of a certain size. One city provides for subjective protection at the discretion of its Director of Public Works and a final city limits its protection to trees in specific environmentally important areas.

A. Specific Species Protected

Bainbridge Island, DuPont, Duvall, Lake Forest Park, Mercer Island, North Bend, and Seattle all have lists of tree species that become exceptional when they reach a specified size, noted as a diameter at breast height (DBH), 4.5 feet above the ground. For a list of all protected species and the threshold sizes required for protection, see Section XVI.

1. Bainbridge Island

Bainbridge Island calls the trees it protects “landmark trees,” defined at Bainbridge Island Municipal Code 16.32.010(C) as “trees, located on Bainbridge Island, that are unique because of their age, size, species, historical significance, or aesthetic quality and meet the criteria.” Those

criteria are found at BIMC 16.32.020 in a table listing protected tree species and the threshold sizes for protection. So long as a tree meets the size requirements, the city considers them landmark trees, whether they meet any of the more subjective criteria or not.

2. DuPont

DuPont protects what it terms “landmark trees,” defined at Section 25.10.120.005 of the DuPont Municipal Code as healthy, well-formed specimens of seven tree species – Oregon white oak, Pacific yew, madrona, Douglas fir, western red cedar, western hemlock, and big leaf maple – that have reached specified threshold sizes.

3. Duvall, Lake Forest Park, and North Bend

Duvall, Lake Forest Park, and North Bend use identical language to define exceptional trees: viable trees worthy of long-term retention due to a “unique combination of size and species, age, location, and health.” (The respective definitions are found at DMC 14.40.120, LFPMC 16.14.030, and NBMC 19.10.020). The criteria trees must meet are also identical, but for the language directing the reader to the location in the Code where protected species are found.

The tree must exhibit healthful vigor, not be a significant risk to utilities and structures, have no visual structural defects that cannot be mitigated, and “be expected to remain viable with reasonable and prudent management and care.”

Duvall protects 21 native western Washington species, selected by a committee of tree experts based on what other jurisdictions had protected and the best available science (DMC Table 14.40.120.1). Lake Forest Park protects seven species at LFPMC 16.14.030 Table 1.

Based on consultation with an arborist, North Bend protects nine species (NBMC 19.10.020(22)) and has an added provision that protects homestead trees planted many years ago that the city arborist determines to be unique in character, size, or form (NBMC 19.10.020(22)(f)).

4. Mercer Island

Mercer Island’s definition of exceptional trees is found at MIMC 19.16.010: “A tree or group of trees that because of its unique historical, ecological, or aesthetic value constitutes an important community resource. An exceptional tree is a tree that is rare or exceptional by virtue of its size, species, condition, cultural/historic importance, age, and/or contribution as part of a tree grove. Trees with a diameter of more than 36 inches, or with a diameter that is equal to or greater than the diameter listed in the Exceptional Tree Table, are considered exceptional trees[.]” The table lists 23 protected native species of trees and 45 non-native species with threshold diameters at breast height ranging from 6 inches to 30 inches depending on species (MIMC 19.16.010).

5. Seattle

Director’s Rule 16-2008 clarified the definition of exceptional trees found at **Seattle** Municipal Code 25.11.020, “a tree or group of trees that because of its unique historical, ecological, or aesthetic value constitutes an important community resource, and is deemed as such by the Director according to standards promulgated by the Seattle Department of Construction and Inspections.” The Rule contains a table of dozens of native and non-native tree species and their

associated threshold sizes required to be classified as exceptional, ranging from as small as six inches to as large as two and a half feet

B. All Large Trees Protected

1. Bonney Lake

The **Bonney Lake** Municipal Code defines exceptional trees located at Section 16.60.030(F)(10) as any tree with a DBH of 30 inches or greater, although it specifically excludes fast-growing and easily replaceable cottonwoods and alders unless they are found in a critical area. While the ordinance does not name them, its intent is to protect large specimens of three species of slow-growing, difficult to replace trees that predominate in undeveloped areas: Douglas firs, big leaf maples, and red leaf cedars.

2. Redmond

Redmond does not protect any specific species, choosing to define what its Code calls “landmark trees” at RMC 20A.20.120 as healthy trees with DBH over thirty inches or any particularly impressive or unusual tree in terms of “size, shape, age, historical significance or any other trait that epitomizes the character of the species.”

C. Discretion of City Officials

1. Woodway

Woodway defines an exceptional tree at WMC 16.12.020 as one that the Director of Public Works has determined worthy of long-term retention because it has a “unique combination of size, species, age, location, and health.” Under the Woodway definition, no specific species are protected, but rather the Director has discretion to deem any tree exceptional except for five enumerated species: red alders, laurel trees, English holly, Leyland cypress, and non-native cultivated fruit trees (WMC 16.12.050(A)).

Woodway decided not to protect specific species at threshold sizes like some cities do in order to save staff time. The discretion granted to the Director prevents the three staff members – the Director and two other Public Works employees – from having to go into the field to measure every single potential exceptional tree to determine what must be preserved; instead, the Director need only look at them and decide in his or her discretion whether they are exceptional trees or not.

D. Exceptional Trees Protected in Biodiversity Areas Only

1. Tacoma

Generally speaking, **Tacoma** does not protect exceptional trees, but in the Critical Areas Preservation section of its Code, implemented on June 26, 2018, the city does protect them in biodiversity areas and corridors. For the purposes of Tacoma’s municipal code, a biodiversity area, defined at TMC 13.01.110.B, is one containing diverse native vegetation composed of a “mosaic of habitats and microhabitats” and “areas with rare or uncommon plant species and associations designated by the City or identified by Federal and State agencies such as the Department of Natural Resources Heritage Program.” Biodiversity corridors, defined in the same chapter, are “relatively undisturbed and unbroken tracts of vegetation that connect Biodiversity Areas, other Priority Habitat and Critical Areas, including shorelines and serve to protect those areas and allow movement of common urban species.” TMC 13.11.510(B)(1)(b) requires a

minimum size of two acres for a biodiversity area and states that the only areas that cannot be classified as such are those “already developed with legally established, pre-existing uses which serve to eliminate or greatly reduce the propensity of wildlife to use the area as habitat or a corridor.” As such, a biodiversity area can include residential properties.

TMC 13.11.550(E)(1)(c) specifically protects exceptional trees within or affecting biodiversity areas and corridors with an explicit command to “retain exceptional trees,” noting that all “Conifers and Madrone are considered exceptional trees.” TMC 13.11.550(E)(1)(c)(2) further defines exceptional trees as those constituting an important community resource due to unique historical, ecological, or aesthetic value, allowing for trees other than conifers and madrone to be designated exceptional.

IV. Protection Granted

In many cities, the protection granted prohibits removal of exceptional trees, although exceptions, which will be detailed later in Section VI, are always provided for. **Bainbridge Island** bars the removal of exceptional trees by any “person, corporation, or other legal entity” without approval from the planning director, which will be explored in Section VI below (BIMC 16.32.030(A)). **Duvall** Municipal Code 14.40.025 and **North Bend** Municipal Code 19.10.093(E) state that “removal of exceptional trees shall not be allowed, except in [limited] circumstances.” **Lake Forest Park** Municipal Code 16.14.060(B) says that “Removal of viable exceptional trees [...] is prohibited.” **Redmond** Municipal Code 20D.80.20-070(3)(c) proclaims that “[Exceptional]¹ trees shall not be removed unless an exception has been applied for and granted.” **Seattle** Municipal Code 25.11.040(A)(2-3) prohibits, subject to exceptions in the preceding chapter, removal of exceptional trees on undeveloped lots and lots in areas with specific zoning requirements.

The protections granted to trees by these ordinances can extend beyond merely preventing removal. In **Bonney Lake**, BLMC 16.64.020(A) prevents anything that destroys, injures, or defaces exceptional trees, including pouring toxic material near them, posting signs on them, burning near their bases, and cutting their bark or branches.

Not all cities’ exceptional tree ordinances offer such strongly-worded protections. **Mercer Island** prioritizes exceptional trees for protection (MIMC 19.10.010(C)(2), 19.10.060(A)(2)(b)(ii)(a)). The protection provisions in **Woodway** do not allow removal of exceptional trees for routine property maintenance (WMC 16.12.150(E)(4)) or for development (WMC 16.12.170(I)(2)(e)) without a resolution by agreement or a tree management plan, both of which will be discussed in Section VI under Permits. The protection granted to exceptional trees in **Tacoma**, found at TMC 13.11.550(E)(1)(c), applies only to trees located in biodiversity areas and merely reads “Retain exceptional trees.”

V. Application

Cities differ with regard to whether their exceptional tree ordinances are applicable to everyone in the municipality or only to new developments. Most cities apply the ordinance to homeowners and developers but some cities allow homeowners to remove exceptional trees from their property,

¹ Redmond calls such trees “landmark trees” in its Code.

A. Universal Application

Bainbridge Island applies its ordinance to all property owners but also has regulations similar to Kenmore's that allow for homeowners with properties up to an acre in size to remove up to three significant trees each year without a permit. Exceptional trees cannot be removed but the city is aware that homeowners may inadvertently remove an exceptional tree under these provisions.

Bonney Lake makes its ordinance applicable to both homeowners and developers but provides an exception for homeowners to remove an exceptional tree that has become a hazard without a permit if a certified arborist provides a report that the tree is of "high" or "extreme high" risk and no mitigation methods will alleviate that risk.

By the letter of the law, the exceptional tree ordinance in **DuPont** applies only to new development projects (DMC 25.120.020) but, according to the city's community development director who administers the ordinance, it is also applicable to homeowners because they must go through the permitting process to remove trees and are held to the standards of the ordinance.

Lake Forest Park requires a Major Trees Permit to remove any tree with a DBH greater than 24 inches. Upon application for the permit, city staff visit the site to inspect the tree and, if it is an exceptional tree, the city denies the permit. It is also possible in Lake Forest Park for one resident to report another to the city for illegal cutting, instigating an immediate investigation and potential penalties.

Redmond, Seattle, and Woodway protect exceptional trees across the board from removal by both homeowners and developers. **Tacoma** likewise protects against removal so long as the tree is located in a biodiversity area or corridor.

B. Different Standards for Homeowners and Developers

There has not yet been an instance of an exceptional tree removal in **Duvall** since implementation of the ordinance but the city would hold developers and homeowners to different standards. A developer found removing an exceptional tree would face a fine but only mitigation would be required of a homeowner.

Mercer Island requires homeowners to get permits to remove trees with a DBH greater than ten inches and allows homeowners to remove exceptional trees from their property. While there is no limit to the number a homeowner may remove, there are mitigation requirements that can make removal prohibitive; each exceptional tree must either be replaced by six new trees or, if there is insufficient room on the property to meet replacement requirements, the property owner must make a payment in lieu under MIMC 19.10.070(C). In critical areas, exceptional trees can only be removed if they are hazardous.

Developers in Mercer Island, on the other hand, must preserve all exceptional trees with a DBH greater than 24 inches under MIMC 19.10.060(3) and commission an arborist's report to verify that the root system is not negatively impacted. Further protection of trees is granted by means of the development permit application review looking at the preceding five years for tree removal and the permit preventing it for five years after development.

Homeowners in **North Bend** have a categorical exemption in NBMC 19.10.040(B)(5) to remove up to ten trees per year from their property without a permit with only two limitations, trees in a designated native growth easement or within 150 feet of a critical area cannot be removed. As such, the exceptional tree ordinance there is applicable only to developers.

VI. Exceptions and Mitigation

No jurisdiction has a complete ban on the removal of exceptional trees. The various exceptions provided for include reasonable use of property, hazardous trees, access, subdivisions, protection of other exceptional trees, and permit systems. In most instances for which exceptions are made, mitigation is required in the form of planting replacement trees.

This section will not explore cities that do not apply their ordinances to homeowners because those were detailed in Section V above.

A. Exceptions

1. Reasonable Use

When a State eliminates all economically valuable use of land it engages in a “taking” of property and must compensate the land’s owner.^{vi} As such, cities provide exceptions to their bans on removing exceptional trees when preservation would deny any reasonable use of the property.

The first exception for which the **Bainbridge Island** planning director shall approve a request to remove an exceptional tree is that “removal is necessary to enable construction on or reasonable use of the property, and no other alternative is feasible” (BIMC 16.32.030(D)(1)).

Duvall at DMC 14.40.025(A)(4) and **North Bend** at NBMC 19.10.093(E)(1)(d) use the exact same language to say that exceptional trees can be removed in instances where the property owner can show the infeasibility of all on-site alternative designs that would result in less impact to the exceptional trees, including reduction in “size, scope, configuration, or density.”

In cases where “application of [the exceptional tree ordinance] will prevent any reasonable economic use of the owner’s property” **Lake Forest Park**, LFPMC 16.14.100(A) allows the property owner to apply to the planning department to be exempted from the ordinance’s requirements. LFPMC 16.14.100(C) lays out the criteria for receiving an exemption: following the ordinance would “deny all reasonable economic use of the property,” no other reasonable use exists that would have less impact, and the proposed development “is the minimum necessary to allow for reasonable economic use of the property.”

Tacoma grants a reasonable use exception at TMC 13.11.240(B) when application of the code’s preservation standards would “deny all reasonable economic use of the property.” Even under circumstances where no other reasonable economic use exists, subsection (3) requires the development “will be mitigated to the maximum practical extent and result in minimum feasible alteration or impairment of functional characteristics of the site.” In practice, this means the first goal is to avoid impact in critical areas, but where that is impossible, the goal becomes to minimize damage and mitigate what’s done through tree replacement.

Mercer Island, at MIMC 19.10.060(A)(3)(b) is less explicit about the reasoning behind the exception but allows removal of exceptional trees when retaining them would limit the constructable area to less than 85% of the maximum, as defined elsewhere in the Code. **Seattle** utilizes a similar mechanism to allow for the removal of exceptional trees from residential small lots at SMC 25.11.060(A)(1)(a) where the maximum allowable lot coverage cannot be achieved without extending into the tree's protected area and SMC 25.11.060(A)(1)(b) where retention of an exceptional tree would result in part of a house being less than fifteen feet wide, and in lowrise zones at SMC 25.11.070(A)(2) if retention would prevent reaching a certain floor area.

At RMC 20D.80.20-090, **Redmond** lays out the criteria that must be addressed in a property owner's application in order to be allowed to remove exceptional trees. Those criteria, found in subsections (1)(a)(i-ii), are that either special circumstances exist with regard "to the size, shape, topography, location, or surroundings of the subject property" or strict adherence to the ordinance would "jeopardize reasonable use of property."

2. Hazardous, Dead, and Dying Trees

Every city, with one possible exception, allows for exceptional trees to be removed if they are hazardous, dead, or dying.² There is some variation between cities with regard to how the exception is written, whether as part of the definition of an exceptional tree or as a distinct provision, the process for hazardous tree removal, the definition of the term "hazard," and what must be left behind.

At BIMC 16.32.030(D)(3), **Bainbridge Island's** planning director may allow for removal of exceptional trees that are "diseased, or otherwise determined to be a hazardous tree as determined by a qualified professional."

Part of the definition of an exceptional tree in **Duvall**, **Lake Forest Park**, and **North Bend** (see DMC 14.40.120, LFPMC 16.14.030, NBMC 19.10.020(22)(c)) is that the tree must be viable and "not be considered a significant risk in regard to existing utilities and structures as evaluated per the tree risk assessment[.]"

Most cities require that before removing a potentially hazardous tree, the city must provide written authorization (see, for instance, **Bonney Lake** Municipal Code 16.64.040(A); **DuPont** Municipal Code 25.120.030(8); **Duvall** Municipal Code 14.40.025(A)(1) referring to 14.40.110(A); **Seattle** Director's Rule 16-2008; and **Tacoma** Municipal Code 13.11.210(B)(11)) while others like **Woodway** allow immediate removal but require an application for a removal permit after the fact with proof that failure of the tree was likely imminent (Woodway Municipal Code 16.12.130(A) and 16.12.130(D)).

Cities take different approaches to defining what makes a tree hazardous. **Mercer Island** defines the term "hazardous tree" at MIMC 19.16.010 by referring to the rating system of the

² At RMC 20D.80.20-030(1) Redmond provides for the removal of significant trees that are "an immediate threat to public health, safety, or welfare" but at 20D.80.20-070(3)(c) clearly states that "Landmark trees shall not be removed unless an exception has been applied for and granted." None of the exceptions enumerated in RMC 20D.80.20 relate to trees being hazardous.

International Society of Arboricultural Hazard Tree Analysis for Urban Areas. **North Bend**, on the other hand, defines a “hazard tree” at NBMC 19.10.020(26) as a tree with a disease or defect that gives it “a high probability of failure.” **Seattle’s** Director’s Rule talks of allowing qualified professionals to make the determination. **Dupont** does not define the term at all.

In critical areas, **Bonney Lake** at BLMC 16.64.040 and **Tacoma** at TMC 13.11.210(B)(11) require that the cut pieces of the removed hazardous tree be left on site as wildlife habitat.

3. Access

Bainbridge Island will allow for an exceptional tree to be removed upon application under BIMC 16.32.030(D)/(2) if “removal is necessary to fulfill the terms of an easement or covenant recorded prior to the adoption of the” exceptional tree ordinance. The city would not allow for the creation of an easement today that contained exceptional trees, but would instead require finding a reasonable alternative.

Duvall and **North Bend** both grant an exception to remove exceptional trees where necessary to access developments. The provisions, found at DMC 14.40.025(3) and NBMC 19.10.093(E)(c) share language with regard to this exception. Both provide that where there are no other feasible alternatives, exceptional trees can be removed to provide access to private development sites. They both require that alternatives “shall be pursued to the maximum extent feasible.”

Duvall provides for an additional access-related exception at DMC 14.40.025(A)(2) where it is necessary to remove exceptional trees “necessary for public roads and bridges within existing public right of ways and other essential public facilities.” **DuPont**, likewise allows up to 30% of Oregon white oaks and up to 50% of all other exceptional trees to be removed to install a street right of way that is “integral to a neighborhood and cannot reasonably be moved,” at DMC 25.120.030(2).

4. Residential Lot Subdivisions

Bonney Lake at BLMC 16.64.070(D)(2) and **Mercer Island** at MIMC 19.10.060(A)(3)(c) provide for an exception to allow for removing an exceptional tree if retaining it would prevent creating a lot via subdivision, provided that the subdivision is otherwise allowed for in the Code.

5. Permits

Woodway has devised a unique permit system to allow property owners limited control over removing exceptional trees. WMC 16.12.150(E)(4) defines how many trees may be removed from a property each year depending on zoning and also states that exceptional trees can only be removed under an approved Resolution by Agreement or Tree Management Plan, two programs explained in greater detail in WMC 16.12.180 and 16.12.190.

First, the Resolution by Agreement, as described in WMC 16.12.180(A)(3), allows a property owner to enter into an agreement with the Director of Public Works to remove one exceptional tree every five years. While the Director has no discretion whether to enter a Resolution by Agreement with a property owner, in order to remove a single exceptional tree, the property owner must replace it with five trees similar in growth rate and canopy cover that must remain healthy and viable for a period of five years.

The limit of one such tree in a five-year period can only be exceeded by the second exception, the much more burdensome Tree Management Plan, explained at WMC 16.12.190(B). A Tree Management Plan is more burdensome to the property owner because the Director has more discretion to make additional demands on him or her such as requiring more replacement trees that remain healthy and viable for a longer period or altering construction plans to build on a less sensitive area of a lot. Additionally, the Director has the discretion whether to permit the Tree Management Plan at all. In general, most property owners considering a Tree Management Plan as an option to remove more than one exceptional tree rethink it and stick to a Resolution by Agreement that allows one removal per five years.

6. Protecting Other Exceptional Trees

DMC 25.120.040(8) in **DuPont** requires that Douglas firs be removed in some instances to ensure the survival of oaks, to which the ordinance grants special protections.

B. Mitigation

In general, when cities provide exceptions that allow for the removal of exceptional trees, they require replacement and oftentimes the replacement requirements are significant.

Bonney Lake imposes a draconian 9:1 replacement ratio on those who remove exceptional trees, under BLMC 16.64.080(A). BLMC 16.64.040(G) allows for a reduced 4.5:1 replacement ratio if the removed tree was a hazard tree.

Under MIMC 19.10.070, **Mercer Island** requires replacement at a burdensome rate of six new trees for every exceptional tree that is removed.

As detailed above in the discussion about permits, **Woodway** requires five replacement trees that must remain viable for five years under a Resolution by Agreement for removing a single exceptional tree and the Director of Public Works has discretion to demand more replacement trees and a longer viability period under a Tree Management Plan.

Lake Forest Park, at LFCMC 16.14.100(D), and **Duvall**, at DMC 14.40.025(B), both require replacement at a rate of three trees for every exceptional tree removed.

Redmond at RMC 20D.80.20-090(1)(c) requires replacement in accordance with the Tree Replacement provisions found at RMC 20D.80.20-080(1) and (5), namely that all significant trees removed must be replaced at a 1:1 ratio by two-and-one-half-inch caliper deciduous trees or evergreen trees six to eight feet tall.³ If the reasonable use exception grants the property owner the right to retain less than 35% of the standard, RMC 20D.80.20-090(b) requires replanting three replacement trees per exceptional tree removed.

³ Based on the definitions present in the Redmond Municipal Code, all exceptional trees are significant trees. RMC 20A.20.190 defines significant trees as healthy trees with a DBH of six inches or more. RMC 20A.20.120 defines exceptional trees (“landmark trees” in their terms) as a “healthy tree over thirty inches in diameter” or any particularly impressive or unusual tree in terms of “size, shape, age, historical significance or any other trait that epitomizes the character of the species.” As such, exceptional trees are significant trees with greater protections.

Seattle requires at SMC 25.11.090 that every exceptional tree with a DBH over two feet that is removed be replaced by at least one new tree whose size and species must be approved by the City with the expectation that when the tree is mature the canopy will be at least equal to what existed before.

Bainbridge Island requires mitigation at BIMC 16.32.030(E) only when exceptional trees are removed to enable reasonable use of the property. The replanting requirements, found at BIMC 16.32.030(E)(1-2), provide for multiplying the DBH of the removed trees by one-half and planting sufficient replacement trees such that the sum of their combined calipers equals or exceeds that figure. Alternatively, BIMC 16.32.030(F) allows for planting three replacement trees and paying into the Bainbridge Island tree fund \$500 per inch of replacement inch unaccounted for by the replacement trees.

Only a removed street tree must be replaced in **DuPont**, according to DMC 25.120.030(8).

When the removed exceptional trees are hazardous, the replacement requirements differ. Some cities require replacement of hazardous trees (see, for instance, **Duvall** Municipal Code 14.40.110(A)), whereas others may waive the replacement requirement entirely or in specific areas (see, for instance, **Seattle** Municipal Code 25.11.090(B) for an example of the former and **Woodway** Municipal Code 16.12.130(E) for the latter).

VII. Administration

A. Inventories of Exceptional Trees

Very few of the cities who have implemented exceptional tree ordinances maintain inventories or lists of all of the trees in their jurisdictions that meet the criteria for that designation. Most cities only learn about the existence of such trees upon the submission of development plans or tree removal permit applications which require property owners to disclose the trees that would be affected by development or removal. In North Bend, where the exceptional tree ordinance has been on the books since 2018, not a single exceptional tree has been discovered in the submission for property to be developed. Mercer Island keeps track of exceptional trees found in development applications, but there is no formal inventory. Bainbridge Island does not currently maintain an inventory of its exceptional trees but has plans to perhaps create one in the future.

The only cities that do maintain complete inventories of the exceptional trees in their municipalities are Dupont and Seattle.

1. **DuPont** made its initial inventory of exceptional trees about twenty years ago when Weyerhaeuser started its development there but it only tracks exceptional trees on public property and finds out about those on public property like other cities, when residents apply for tree removal permits.

2. **Seattle's** Department of Construction and Inspections includes a team of GIS Analysts who use ARCPro GIS to track all trees on private property in the city with a DBH of six inches or greater. Seattle tracks internally all trees that have been preserved, removed, and planted as part of mitigation and expects to make that information available to the public in the near future.

B. Staff Time

Staff resources are required to administer exceptional tree ordinances in every city that has implemented them. There is a large cost in staff time up front in researching and writing the ordinances. Administrators talked about having to spend time consulting with arborists to determine what tree species to protect and what the appropriate sizes would be. They spent significant amounts of time researching the ordinances other cities had passed before them to determine what would work for them and what would not. The administrator of **Ridgefield's** heritage tree ordinance estimated that it took at least 40 hours of staff time to set up and draft their ordinance, one that, as will be described below in Section XII, has not even been as effective as the drafters had hoped. In **Woodway**, it took three months of full time work to develop and craft the ordinance before taking it to their City Council.

Once the ordinance is up and running, the amount of time can vary. If the ordinance does not change the regulations very much then it will not take much time to administer, but if it does not change the Code much one must wonder why it was enacted. Where the ordinance does change the regulations significantly it can add an hour or more to the duties of staff each week in reviewing development proposals and permit applications.

VIII. Effectiveness

Every city that has implemented an exceptional tree ordinance has done so with similar goals in mind, namely, maintaining and increasing the tree canopy and preserving large trees. Subsidiary goals include preventing clearcutting by developers, increasing home values, and preserving the sylvan northwest characteristics of the region.

As many cities have implemented their exceptional tree ordinances in the last five years it remains too soon to say whether they have been effective in protecting more trees than they were beforehand and it will take further tree canopy analysis to make that determination. Such is the case in **Bonney Lake** and **North Bend**. **Duvall**, likewise, enacted their ordinance too recently to be certain of its success but typical five-acre development sites always turn up exceptional trees and the development plans that have been submitted since it took effect have shown that more trees are being preserved that would not have been previously.

Bainbridge Island is already looking at revisions to its exceptional tree ordinance only three years after implementation so it is likely falling short of the standard of effectiveness for which its original drafters had hoped.

Those cities who maintain that the exceptional tree ordinance has been an effective tool to preserve large trees and increase canopy include **DuPont**, **Lake Forest Park**, **Tacoma**, and **Woodway**.

IX. Development

A. Impact

Most cities report that the exceptional tree ordinances have had little to no negative impacts on development.

Duvall and **Woodway** have seen no negative impact on development. In **Lake Forest Park**, the decision to increase the size threshold for a tree to be protected compared to those used in Seattle prevented the ordinance from having a negative impact on development in the city.⁴ A city arborist in **North Bend** verifies all developers' tree plans to ensure no exceptional trees go unreported but none have yet been recorded on development sites there since its ordinance was implemented in 2018. It is possible that no exceptional trees have appeared on development sites in North Bend because in the wake of the ordinance being implemented developers have begun examining land more closely in advance to build only where there are no protected trees that they must retain.

Mercer Island saw a short-term negative impact on development in the wake of the ordinance's implementation but once developers figured out how to work with the new ordinance, they returned and development has increased over where it was prior to the enactment late in 2017.

Bainbridge Island has not had any slowdown in the submissions of building applications since implementing its exceptional tree ordinance and is unaware of any negative impacts the ordinance could have had on development.

Other cities such as **Redmond** and **Seattle** have not tracked whether the ordinance has impacted the development rate. Development in Redmond has remained strong. Too many other factors influence development in Seattle to say whether the exceptional tree protections have any impact on development, but many developers avoid lots with exceptional trees in low-density zones because they may require the investment of substantial amounts of money only to find out whether they can develop the site as they have planned, suggesting that there may be fewer development sites available than would be without the ordinance.

In **Bonney Lake**, where the exceptional tree ordinance was implemented in 2020, most of the development projects the city is working on were already submitted before enactment so it is too soon to say whether there will be any impacts from the exceptional tree ordinance.

Tacoma acknowledges that exceptional tree protection in biodiversity areas has made development more difficult in some instances such as when subdivisions of existing properties can be prevented when the new lot would not be developable due to the presence of biodiversity areas. Despite the impact on development, this was an intended consequence of the ordinance as the city intended to preserve biodiversity at the expense of some development.

B. Credits

A second aspect to development is that two cities, Bonney Lake and North Bend, give developers extra credit toward the minimum required tree credits for retaining exceptional trees. In **Bonney Lake**, BLMC 16.64.080(C) equates a single retained exceptional tree with four tree replacement credits. **North Bend** bases the credit for retained trees on their DBH and all retained exceptional trees count for 150% of a non-exceptional tree of the same size (NBMC Table 19.10.092-2).

⁴ See Appendix B, Section XVI, to compare size thresholds for protected trees.

X. Penalties

The penalties for illegally removing exceptional trees include replanting requirements and fines with some cities punishing malicious or willful violations more harshly than accidental violations.

A. Mitigation

In **Bonney Lake** the penalty for cutting down an exceptional tree, found in BLMC 16.64.080(A) is to plant nine replacement trees, each with a minimum two-inch caliper. BLMC 16.64.080(J) provides for an in lieu mechanism whereby a violator can pay money to the city's tree fund if they do not have room to plant all of the required replacement trees.

DuPont works with violators to mitigate the harm done by removing a tree but does not have any codified mitigation scheme.

In **Tacoma**, the penalty for removal of exceptional trees in biodiversity areas is mitigation in the form of planting replacement trees.

In **Duvall**, a homeowner who illegally removed an exceptional tree would face only mitigation requirements such as replanting replacement trees.

B. Fines

Unlike homeowners who must only mitigate the harm caused, a developer who removes exceptional trees in **Duvall** is subject to a fine based on an appraisal of the removed tree that is done after the removal.

The penalty for illegally removing an exceptional tree in **Lake Forest Park** is a fine in the amount of the tree's appraised value.

Woodway imposes a \$1,000 fine for illegally removing an exceptional tree, and, if the violation is done knowingly and willfully, it adds a fine not to exceed the appraised value of the tree.

Mercer Island and **North Bend**, as stated above in Section V.B, apply their ordinances primarily to developers only, but both provide stiff penalties to developers who violate the Code. At MIMC 19.10.160(B), Mercer Island provides for up to triple the value of a damaged or removed tree. North Bend has instituted a \$10,000 per violation penalty for removing exceptional trees found on development sites based on NBMC 19.10.140(B) which gives the city arborist discretion to charge for removal of protected trees.

Bainbridge Island imposes a fine of \$25,000 in addition to standard civil penalties for each exceptional tree removed without approval (BIMC 16.32.060(B)).

C. Both Mitigation and a Fine

Redmond penalizes those who illegally remove exceptional trees with both a fine up to \$3,000 and a requirement to replace the removed tree with three new trees (RMC 20D.80.20-130(2)).

SMC 15.11.100(I-J) provide for civil penalties for violations of **Seattle's** Tree Protection Code. SMC 15.11.100(I)(1) sets the fine for removing an exceptional tree at the tree's appraised value and allows for triple damages if the violation is willful or malicious. SMC 15.11.100(J) requires, in addition to the aforementioned fine, restoration of the damaged area to its pre-violation state.

XI. Unintended Consequences

Cities reported a handful of unintended consequences that have arisen related to their exceptional tree ordinances. Some unintended consequences arose from local context and others the way their particular ordinance was written.

In September 2020, wildfires forced parts of **Bonney Lake** to evacuate to safety.^{vii} The city's close proximity to wildfire danger means that protecting trees very close to houses can leave them vulnerable to fire so the ordinance is likely to be reconsidered in the near future with regard to this aspect.

In **Duvall** there may be unintended consequences in the form of

- unnecessary economic harm to developers,
- issues with meeting minimum density requirements, and
- conflicts with critical root zone ordinance requirements.

According to my source at Duvall, developers have been harmed economically in instances when poorly done arborist evaluations have resulted in preservation of trees that should not be classified as exceptional and they consequently lost useable land.

My source at Duvall believes that with regard to density requirements, Duvall's exceptional tree ordinance has pushed developers of subdivision projects to meet only the minimum required, thus preventing achievement of maximum densities allowed by zone.

Finally, exceptional trees can have massive critical root zones and depending on whether Code requirements allow for any activity in that area, it may limit how much land can be developed.

XII. Heritage Tree Protections

Another common protection scheme for large trees is heritage tree protection. Seattle defines a heritage tree as one that it is an exceptional specimen in terms of size, rarity, or beauty, has an association with a significant historical person or event, or is a community landmark.^{viii}

Vancouver utilizes similar criteria for deciding if nominated trees should be designated as heritage trees, as found in Vancouver Municipal Code 20.770.120(B)(2).

Several cities have, or have had, heritage tree programs but they are not as effective for tree preservation as exceptional tree ordinances because the property owners must give consent for the trees on their private property to be designated as heritage trees. This is the case in all of the heritage tree programs examined for this report: Seattle, Bonney Lake, Lake Forest Park, Mercer Island, Ridgefield, and Vancouver. Trees designated as heritage trees acquire protection from removal but the voluntary nature of the programs allows property owners to refuse to add an extra burden and commitment to their land.

Bonney Lake has only a single heritage tree in the entire city and even that is in a public park. Were it not for that one tree, the ordinance would have been eliminated when the Code was revised in 2020. Lake Forest Park no longer administers its heritage tree program because it did not provide any additional protection for trees. Mercer Island abandoned its heritage tree program because no property owners were taking part out of fear that it would have a negative impact on the value of their property.

Of the cities examined for this report who have had heritage tree programs, only Seattle and Vancouver maintain actively growing heritage tree inventories. Seattle has about 250 on private property and grants exceptional tree status to all of its heritage trees so that with the owner's consent they receive the exact same protections that those that qualify as exceptional trees based on the Code get automatically. Each year about a dozen nominations of heritage trees on private property in Seattle fail because the owner refuses to give consent. Vancouver has about 40 heritage trees across the entire city, each nominated by the property owner and now unable to be removed from the inventory. In both cities, heritage tree status adheres to a tree even if ownership of the underlying property changes.

The Heritage Tree program in Ridgefield, enacted in October 2018, provides an example of the weak protections these programs offer.

Ridgefield defines heritage trees in its code at Section 18.840.030 as having one of the following characteristics: a DBH greater than 36 inches; a distinctive size, shape, or location; a distinctive species, age, or exceptional beauty that warrants heritage status; a functional or aesthetic relationship to a natural resource like a stream bank that conveys distinctiveness; or a documented association with a historical figure, property, or significant historical event. RMC 18.840.020 requires the city to maintain an inventory of its exceptional trees and to update the inventory annually.

Anyone can nominate trees to City Council for designation, including the Public Works Department, which nominates trees from sites where development has been proposed, but RMC 18.840.020(C) grants property owners the right to object to the designation. The City Council interprets the ordinance as though it is entirely voluntary on the part of the property owners, and has so far refused to override any of their objections, despite no language in the ordinance giving property owners an absolute right to block trees on their property from being protected. The Council has relied on the subjective nature of many of the criteria, which is different from most of the exceptional tree ordinances that protect trees of a certain size, to reject nominations.

While the initial inventory was a success with 90% of the 40-50 nominated trees receiving heritage status, the City Council did not grant the status to any of the nominated trees at the first annual update because of owner objections.

The program also provides weak protection against developers because rather than providing *per se* protection of large trees, it relies on the City Council to vote on whether to protect trees nominated to it. This creates a loophole that would allow a developer to remove trees that have been nominated for designation as heritage trees before the Council has had a chance to vote on their nomination.

In conclusion, heritage tree programs do not protect trees as well as exceptional tree ordinances because property owners can block the designation. The heritage tree ordinance in Ridgefield was meant to provide strong protection for large trees but nonetheless demonstrates the weakness of this type of program because the City Council there has deferred to property owners rather than tree preservation.

XIII. Enactment

Enactment in Kenmore of an exceptional tree ordinance to protect more big trees will require a City Council vote on an ordinance to make changes to the tree regulations in the Land Use Code found at Title 18 of the Kenmore Municipal Code. The process for such changes would involve a process of approximately six months and require staff resources from the Planning Department, Development Services Department, and the City Attorney. The process would entail a SEPA environmental determination by the Development Services Director, a 60-day notice to the Department of Commerce providing a draft of the new regulations and showing which department is responsible for carrying it out, a public hearing before the Council with a draft of the new regulations available to the public, and finally, the adoption of the ordinance with review by the City Attorney.

XIV. Appendix A: City Facts

City	County	Population (2021) ^{ix}	Date Ordinance Implemented	Specific Species Protected	Inventory of All Exceptional Trees Maintained
Bainbridge Island	Kitsap	26,254	2018	Yes	No
Bonney Lake	Pierce	21,354	2020	No	No
DuPont	Pierce	9,556	unknown	Yes	Yes
Duvall	King	8,267	2018	Yes	No
Kenmore	King	23,281	N/A	N/A	N/A
Lake Forest Park	King	12,638	2017	Yes	No
Mercer Island	King	25,918	2017	Yes	No
North Bend	King	8,039	2018	Yes	No
Redmond	King	80,915	1998	No	No
Ridgefield	Clark	10,807	2017	No	Yes
Seattle	King	776,555	2001/2009 ⁵	Yes	Yes
Tacoma	Pierce	221,259	2018	No	No
Woodway	Snohomish	1,393	2006	No	No

⁵ The ordinance took effect in 2001. The Director's Rule defining which trees are protected took effect in 2009.

XV. Appendix B: Species and Size Threshold Protections by City

Species⁶	Seattle⁷	Bainbridge Island⁸	DuPont⁹	Duvall¹⁰	Lake Forest Park¹¹	Mercer Island¹²	North Bend¹³
Sitka Alder	6"						
Oregon Ash	24"					24"	
Quaking Aspen	12"					12"	
Paper Birch	20"	30"				20"	
Cascara	8"					8"	
Western Red Cedar	30"	30"	30" (45")	30"	42"	30"	30"
Pacific Crabapple	12"			12"		12"	
Pacific Dogwood	6"			6"		6"	12"
Douglas Fir	30"	40"	30" (45")	30"	42"	30"	30"
Grand Fir	24"	40"		24"	33"	24"	24"
Black Hawthorn	6"			6"		6"	
Western Hemlock	24"	30"	30" (45")	24"	36"	24"	24"
Madrona	6"	24"	24" (30")		12"	6"	
Bigleaf Maple	30"	36"	30" (45")	30"	42"	30"	30"
Dwarf or Rocky Mountain Maple	6"					6"	
Vine Maple	8"					8"	
Oregon White or Garry Oak	6"	30"	24" (30")			6"	
Lodgepole Pine	6"					6"	
Shore Pine	12"			12"		12"	12"

⁶ Trees only protected when in a grove are not included. Non-native species are in italics.

⁷ Protected species found at Director's Rule 16-2008 Table 1.

⁸ Protected species found at Bainbridge Island Municipal Code 16.32.020.

⁹ Protected species found at DuPont Municipal Code 25.10.120.005. The first number is for trees with a single trunk first, the number in parentheses is for multi-trunk trees.

¹⁰ Protected species found at Duvall Municipal Code Table 14.40.120.1.

¹¹ Protected species found at Lake Forest Park Municipal Code 16.14.030 Table 1.

¹² Protected species found at Mercer Island Municipal Code 19.16.010 Exceptional Tree Table.

¹³ Protected species found at North Bend Municipal Code 19.10.020(22) Exceptional Tree Species and Their Threshold Diameters.

Species	Seattle	Bainbridge Island	DuPont	Duvall	Lake Forest Park	Mercer Island	North Bend
Western White Pine	24"				36"	24"	
Western Serviceberry	6"					6"	
Silver Maple		36"					
Sitka Spruce	6"	36"		30"		6"	30"
Willow (all native species)	8"					8"	
Pacific Yew	6"		24" (30")	6"		6"	
<i>Orchard Apple</i>	20"			20"		20"	
<i>European Ash</i>	22"					22"	
<i>Green Ash</i>	30"					30"	
<i>Raywood Ash</i>	24"					24"	
<i>European Beech</i>	30"					30"	
<i>European White Birch</i>	24"			24"		24"	
<i>Atlas Cedar</i>	30"					30"	
<i>Deodor Cedar</i>	30"					30"	
<i>Incense Cedar</i>	30"			30"		30"	
<i>Flowering Cherry</i>	23"			24"		23"	
<i>Lawson Cypress</i>	30"					30"	
<i>Kousa Dogwood</i>	12"			12"		12"	
<i>Eastern Dogwood</i>	12"					12"	
<i>American Elm</i>	30"	30"		30"		30"	
<i>English Elm</i>	30"			30"		30"	
<i>Gingko</i>	24"			24"		24"	
<i>Common Hawthorn</i>	16"					16"	
<i>Washington Hawthorn</i>	9"					9"	
<i>European Hornbeam</i>	16"					16"	
<i>Common Horse Chestnut</i>	30"	40"					
<i>Red Horse Chestnut</i>	30"						
<i>Katsura</i>	30"					30"	
<i>Littleleaf Linden</i>	30"					30"	
<i>Honey Locust</i>	20"					20"	

Species	Seattle	Bainbridge Island	DuPont	Duvall	Lake Forest Park	Mercer Island	North Bend
<i>Southern Magnolia</i>	16"					16"	
<i>Paperbark Maple</i>	12"					12"	
<i>Japanese Maple</i>	12"	12"				12"	
<i>Norway Maple</i>	30"						
<i>Red Maple</i>	25"					25"	
<i>Sugar Maple</i>	30"					30"	
<i>Sycamore Maple</i>	24"					24"	
<i>Monkey Puzzle Tree</i>	22"	36"				22"	
<i>Mountain-Ash</i>	29"					29"	
<i>Pin Oak</i>	30"	30"				30"	
<i>Red Oak</i>	30"	38"				30"	
<i>Callery Pear</i>	13"					13"	
<i>Austrian Black Pine</i>	24"					24"	
<i>Ponderosa Pine</i>	30"	30"				30"	
<i>Scot's Pine</i>	24"					24"	
<i>London Plane</i>	30"					30"	
<i>Flowering Plum</i>	21"					21"	
<i>Coastal Redwood</i>	30"	30"				30"	
<i>Giant Sequoia</i>	30"			30"		30"	30"
<i>Japanese Snowbell</i>	12"					12"	
<i>American Sweetgum</i>	27"					27"	
<i>Tulip Tree</i>	30"					30"	
<i>Willow (all non-native species)</i>	24"					24"	
<i>Beech (Fagus grandifolia)</i>		36"					
<i>Catalpa</i>		36"					
<i>Lombardy Poplar</i>		38"					
<i>Black Locust</i>		30"					
<i>Monterey Pine</i>		30"					
<i>Sycamore</i>		36"					

Species	Seattle	Bainbridge Island	DuPont	Duvall	Lake Forest Park	Mercer Island	North Bend
<i>English Walnut</i>		30"					
<i>Eastern Black Walnut</i>				30"			

Cities in the Report but Not in the Chart Because They Do Not Protect Exceptional Trees by Species:

- Bonney Lake defines exceptional trees as those “30 inches or greater at DBH, excluding cottonwood trees (*Populus trichocarpa*), white alder (*Alnus rhombifolia*), and red alder (*Alnus rubra*).” (BLMC 16.60.030(F)(10))
- Redmond defines Landmark Trees as “Any healthy tree over thirty inches in diameter or any tree that is particularly impressive or unusual due to its size, shape, age, historical significance or any other trait that epitomizes the character of the species.” (RMC 20A.20.120)
- Tacoma defines an exceptional tree as “a tree or group of trees that because of its unique historical, ecological, or aesthetic value constitutes an important community resource, and is determined as such by the Director according to standards and procedures promulgated by the Department of Planning and Development.” (TMC 13.11.550(E)(1)(c)(2)) Its Code also says “Conifers and Madrone are considered exceptional trees.” (TMC 13.11.550(E)(1)(c))
- Woodway defines exceptional trees as “a tree that has been determined by the Director to be worthy of long-term retention because of its unique combination of size, species, age, location, and health. All trees, except red alder or species listed as exempt in Section 16.12.050, with a diameter of thirty inches or greater are exceptional trees.” (WMC 16.12.020) The excluded tree species are English laurel, English holly, Leyland cypress, and non-native cultivated fruit trees. (WMC 16.12.050)

XVI. Thanks

Thank you to the people listed below for their assistance in better understanding the exceptional tree ordinances and heritage tree programs they administer. Anything in this report that was not cited to an ordinance came from my discussions with the following people.

- Ashley Adams, City Arborist, Lake Forest Park
- Cathy Beam, Principal Planner, Redmond
- Steve Bennett, Planning Director, Lake Forest Park
- Terry Bryant, Public Works Director, Woodway
- Jamie Burrell, Senior Planner, North Bend
- Troy Davis, Senior Planner, Duvall
- Chanda Emery, Senior Planner, Seattle
- Bryan Kast, Public Works Director, Ridgefield
- John Kenney, City Arborist, Mercer Island
- Barbara Kincaid, Community Development Director, DuPont
- Dylan Marcus, Planner, Bainbridge Island
- Charles Ray, Urban Forester, Vancouver
- Nolan Rundquist, City Arborist, Seattle Department of Transportation
- Lisa Spadoni, Natural Resources Program Supervisor, Tacoma Planning and Development Services
- Jason Sullivan, Planning and Building Supervisor, Bonney Lake

ⁱ Garmon, J. (2014, February 24). *Mature trees are biocarbon heavyweights*.

<https://www.climatesolutions.org/article/1590119179-mature-trees-are-biocarbon-heavyweights>.

ⁱⁱ United States Geological Survey. (2014, January 15). *Large Old Trees Grow Fastest, Storing More Carbon*.

<https://www.usgs.gov/news/large-old-trees-grow-fastest-storing-more-carbon>.

ⁱⁱⁱ Armour, T., Job, M., & Canavan, R. (2012). In *The benefits of large species trees in urban landscapes: A costing, design and management guide* (pp. v-vi). CIRIA.

^{iv} Nowak, D. J., & Greenfield, E. J. (2018). Declining urban and Community tree cover in the United States. *Urban Forestry & Urban Greening*, 32, 32–55. <https://doi.org/10.1016/j.ufug.2018.03.006>

^v Id at 36.

^{vi} Lucas v. South Carolina Coastal Council, 505 US 1003, 1027 (1992)

^{vii} Crowe, M. (2020, September 8). *'Please leave now:' Level 3 fire evacuations for parts of Bonney Lake*.

KING5.com. <https://www.king5.com/article/news/local/wildfire/level-3-fire-evacuations-for-parts-of-bonney-lake-officials-say-please-leave-now/281-abb0e8c0-cb77-4b8c-8160-e554463be09a>.

^{viii} Seattle Department of Transportation. *Heritage Tree Program*. (n.d.).

<http://www.seattle.gov/transportation/projects-and-programs/programs/trees-and-landscaping-program/heritage-tree-program>.

^{ix} *Top 500 Cities in Washington by Population*. Cities in Washington by Population (2021). (n.d.).

<https://worldpopulationreview.com/states/cities/washington>.

18.55.180 Exception – Reasonable use.

A. If the application of this chapter pertaining to *critical areas* will prevent the *applicant* from making any *reasonable use* of the subject property, the *applicant* may apply for an exception pursuant to this section unless the project is located on lands regulated under the Kenmore Shoreline Master Program. Projects on lands regulated under the Kenmore Shoreline Master Program are regulated under the procedures of Chapter [16.75](#) KMC. An application for a reasonable use exception must accompany a *development permit* application through the City's review and decision process.

1. Criteria for Granting. The *city manager* shall grant a *reasonable use* allowance only when all of the following criteria are met:

a. Reasonable Use.

(1) Private Proposals: The *applicant* demonstrates that the application of this chapter will deny all *reasonable use* of the subject property otherwise allowed by applicable law;

(2) New *Public Agency Development Proposals*: The *applicant* demonstrates that the application of this chapter would interfere with a *public agency* proposal to fulfill a duty to serve per federal, State, or local laws; or to provide an essential public facility; or to address a public need or demand for service consistent with an adopted capital facilities plan, system plan, or other *master plan* that has been subject to an alternative *site* evaluation and public review process;

b. The development activities involve the least intrusion into and disruption of the *critical area* necessary to allow a *reasonable use* of the subject property by a private *applicant* or to achieve a *public agency* responsibility consistent with adopted laws, rules, and plans per subsection (A)(1)(a) of this section;

c. The development activities will not cause or result in damage to properties other than the subject property and will not endanger the public health, safety or welfare;

d. The *applicant's* inability to make *reasonable use* of the subject property has not resulted from any of the following:

(1) Prior subdivision or segregation of the subject property, or changes to the boundaries of the subject property through a boundary line adjustment or otherwise; or

(2) Prior actions taken in violation of this chapter or any local, State, or federal law or regulation;

- e. No other *reasonable use* of the property has less impact on the *critical area*;
- f. The inability of the *applicant* to derive *reasonable use* of the property is not the result of actions by the *applicant* after the effective date of the ordinance codified in this chapter, or its predecessor; and
- g. *Mitigation* proposed by the *applicant* is sufficient to protect the *functions and values* of the *critical area* and public health, safety, and welfare concerns consistent with the goals, purposes, objectives, and requirements of this chapter.

2. Appeals. The *applicant* may appeal a decision of the *city manager* on a *reasonable use* allowance application to the *hearing examiner* pursuant to the provisions of the Kenmore Municipal Code.

B. Exception Request and Review Process. An application for a *reasonable use* exception shall be made to the *City* and shall include a *critical areas* report, including *mitigation* plan, if necessary; and any other related project documents, such as permit applications to other agencies, special studies, and environmental documents prepared pursuant to the State Environmental Policy Act (Chapter [19.35](#) KMC).

C. *City Manager* Review. The *city manager* shall review the application. The *city manager* shall approve, approve with conditions, or deny the request based on the proposal's ability to comply with all of the criteria in subsection A of this section.

D. Burden of Proof. The burden of proof shall be on the *applicant* to bring forth evidence in support of the application and to provide sufficient information on which any decision has to be made on the application.

E. Time Limit.

1. Establishment of any development activity authorized pursuant to a *reasonable use* exception shall occur within four years of the effective date of the decision for such *reasonable use* exception. This period may be extended for one additional year by the *city manager* if the *applicant* has submitted the applications necessary to authorize the development activity and has provided written justification for the extension.

2. For the purpose of this subsection, "establishment" shall occur upon the issuance of all local permit(s) needed to begin the development activity; provided, that the improvements authorized by such permits are completed within the time frames of said permits. [Ord. 19-0488 § 2 (Exh. 1); Ord. 12-0334 § 12; Ord. 11-0329 § 3 (Exh. 1).]

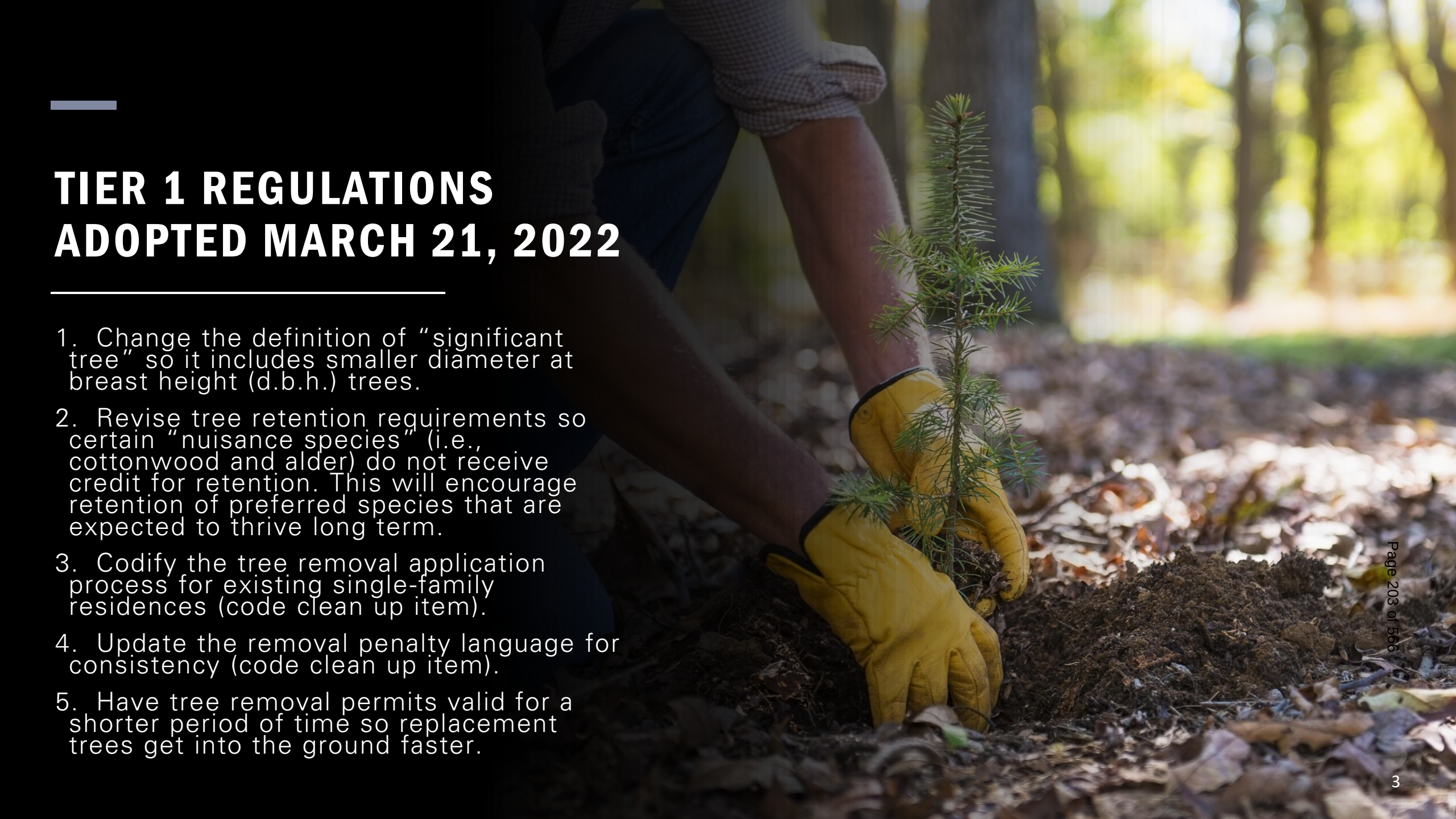
EXCEPTIONAL TREE ORDINANCE

“TIER 2” CODE AMENDMENT

Samantha Loyuk, Development Services Director
Garrett Oppenheim, Assistant to the City Manager

RECAP

- September 20, 2021 - a report was presented to Council on exceptional tree ordinances across the State.
- May 16, 2022 - tree regulations, including a draft exceptional tree ordinance, were presented to Council for discussion and direction.
- July 18, 2022 - Council engaged in further discussion and gave direction on tree regulation amendments, including the exceptional tree ordinance.
- October 24, 2022 - staff and Council had a study session on tree regulation amendments, including the exceptional tree ordinance.
- September 11, 2023 - staff presented a new draft exceptional tree ordinance to Council and a public hearing was held two weeks later.

A person wearing yellow gloves is planting a small evergreen tree in a forest. The person is wearing a light-colored shirt and dark pants. The ground is covered with brown leaves and soil. The background is a blurred forest with trees and sunlight filtering through the leaves.

TIER 1 REGULATIONS ADOPTED MARCH 21, 2022

1. Change the definition of “significant tree” so it includes smaller diameter at breast height (d.b.h.) trees.
2. Revise tree retention requirements so certain “nuisance species” (i.e., cottonwood and alder) do not receive credit for retention. This will encourage retention of preferred species that are expected to thrive long term.
3. Codify the tree removal application process for existing single-family residences (code clean up item).
4. Update the removal penalty language for consistency (code clean up item).
5. Have tree removal permits valid for a shorter period of time so replacement trees get into the ground faster.

A person wearing yellow gloves is planting a small evergreen tree in a forest. The person is wearing a light-colored shirt and dark pants. The ground is covered with brown leaves and soil. The background is a blurred forest with trees and sunlight filtering through the leaves.

TIER 2 REGULATIONS PENDING

1. Increase the tree density requirement for new development.
2. Decrease yearly allowances for single-family tree removal.
3. Always require replacement.
4. Preserve all trees not required to be removed for construction. (Gig Harbor)
5. Establish a tree fund for instances where replacement is infeasible ("fee in lieu"); could include tree rebate program for planting trees on single-family lots.
6. Establish an Exceptional Tree program.

A woman with dark hair tied back, wearing a blue button-down shirt, is seen from the side, reaching up to hang a decorative black sign with white scrollwork. The sign is attached to a wall with a string. The background is a blurred interior space with warm lighting and wooden beams.

PUBLIC NOTICE & TRANSPARENCY

Summer 2022 Kenmore Quarterly

August 10, 2023 City Manager Trees Update listserv email

September 25, 2023 1st Public Hearing

- **September 28, 2023 E-News & Town Hall Meeting**

- **September 29, 2023 Kenmore Top Four listserv email**

- **Tonight: 2nd Public Hearing**

WHAT ABOUT HOUSING?

- In 2017, City Council adopted a Housing Strategy Plan. Staff have been implementing strategies since. Some strategies include:
 - Density transfers
 - Manufactured housing community overlay
 - ADU regulations
 - Expanding density bonuses
 - Multifamily Tax Exemption (expanded to TOD)
- The City has also:
 - Adopted school impact fees with exceptions for low-income housing projects (2018)
 - Expedited permit reviews for affordable housing projects (2021)
 - Authorized spending for an affordable housing project on surplus City land (2022)
 - Adopted Comprehensive plan amendments for “Missing Middle” housing near transit corridors (2022)
 - Continued funding ARCH’s Housing Trust Fund for affordable housing projects (ongoing)

EXCEPTIONAL TREE PROGRAM

- The city has protections in place for Significant trees whereby property owners are limited in how many they can remove in a single year.
- The Exceptional tree program goes beyond protections in place for Significant Trees by preventing removal of certain enumerated species when they reach specified diameters at breast height (d.b.h.) and all trees over 48" d.b.h. with the exception of four nuisance species listed in the ordinance.
- Tree species and the 48-inch d.b.h. standard for other trees were selected because of their importance to the local ecosystem, as by virtue of age and size they have become an integral element of the environment.
- The Exceptional tree program would apply to existing lots and new development.
- The tree species that garner protection are **Significant Trees** until they reach substantial sizes, as detailed in the list, at which point they become **Exceptional Trees**. Until they reach that size, they may be removed under the same rules as any other significant tree but once they reach the defined size, they may not be removed or harmed unless an exception is granted (variance).
- This ordinance would preserve more large trees throughout the city, valuable trees native to the Puget Sound lowlands that are fundamental to the local environment.

THE VALUE OF EXCEPTIONAL TREES

- **Reduce soil erosion and water pollution in the City's streams and creeks by providing wind breaks, slowing the surface movement of water, reducing the amount of stormwater runoff, and stabilizing soil with their roots and fallen leaves.**
- **Improve air quality by removing pollutant gases and airborne particles.**
- **Positively affect energy and water conservation by providing shade, lowering temperatures, and reducing net evaporation rates.**
- **Reduce noise pollution by absorbing and deadening excessive and/or unwanted noise and by screening the source of the noise from view.**
- **Provide a wide variety of habitats and ecosystems for birds, mammals, and other wildlife.**

Tree Type	Size (d.b.h.)
Bigleaf Maple	42"
Grand fir	24"
Oregon ash	24"
Pacific dogwood	24"
Sitka spruce	24"
Western red cedar	30
Douglas fir	30"
Madrona	12"
Oregon white oak	24"
Pine (all)	30"
Western Hemlock	24"
Willow (all)	24"

PROTECTED SPECIES & SIZES

And any healthy tree with a d.b.h. of 48 inches or greater (except Alder, Black Cottonwood, English Holly, and Leyland Cypress)



EXCEPTIONS TO THE EXCEPTIONAL TREE ORDINANCE



Exceptional trees that have a major defect or disease and a high probability of damaging persons or property may be removed (ISA risk rating of high or extreme).

HAZARD TREES

Where special circumstances exist due to the presence of an exceptional tree that would prevent reasonable use of the property, a variance may be granted to allow removal.

VARIANCES

Where no other alignment is feasible, exceptional trees may be removed to provide or maintain access.

ACCESS

Exceptional trees may be removed when necessary for public roads, facilities, or utilities.

PUBLIC FACILITIES & UTILITIES

FINES

Significant Trees

The penalty for removal of a significant tree shall be assessed a monetary penalty of up to \$2,000 per inch in DBH. In no case may the penalty be reduced to an amount less than \$500.00 for each violation found committed. The extent of the penalty shall be determined by the city manager in consideration of reasonable factors. Monetary penalties shall increase with each violation. The city manager is authorized to adopt policies setting forth the reasonable factors for consideration.

Existing requirement

Exceptional Trees

The penalty for removal of an exceptional tree shall be a civil penalty of up to \$2,500 per inch in DBH. In no case may the penalty be reduced to an amount less than \$2,500 for each violation found committed. If the violation is found to have been willful and/or malicious, the amount of the penalty may be doubled (not to exceed \$150,000 for each violation) as punitive damages and the violator may be subject to criminal penalties.

RECOMMENDATION:

- Establish an exceptional tree program whereby removal of exceptional trees is prohibited except under very limited and exigent circumstances.

THANK YOU





City Council Agenda Bill City of Kenmore, WA

Subject/Topic: Discussion of Ordinance No. 23-0584. Proposed Council Action/Motion: Discussion of Ordinance No. 23-0584 to amend Kenmore Municipal Code (KMC) Sections 18.42.030 and 18.42.135 relating to unattended temporary signs and displays on City-owned property within the public/semi-public zone.	For Council Meeting Agenda of: <u>October 9, 2023</u> Department: <u>Development Services</u> Prepared by: <u>Reilly Rosbotham, Planner</u> <table><thead><tr><th></th><th><u>Initial & Date</u></th></tr></thead><tbody><tr><td>Approved by Department Head:</td><td><u>BH 9/14/23</u></td></tr><tr><td>Approved by City Attorney:</td><td><u>DR 9/13/23</u></td></tr><tr><td>Approved by Finance Director:</td><td><u>MM 9/13/23</u></td></tr><tr><td>Approved by City Manager:</td><td><u>RK 9/13/23</u></td></tr></tbody></table> Exhibits/Attachments: 1. Ordinance No. 23-0584 2. Ordinance No. 23-0584 Exhibit A: Amended Code Sections		<u>Initial & Date</u>	Approved by Department Head:	<u>BH 9/14/23</u>	Approved by City Attorney:	<u>DR 9/13/23</u>	Approved by Finance Director:	<u>MM 9/13/23</u>	Approved by City Manager:	<u>RK 9/13/23</u>
	<u>Initial & Date</u>										
Approved by Department Head:	<u>BH 9/14/23</u>										
Approved by City Attorney:	<u>DR 9/13/23</u>										
Approved by Finance Director:	<u>MM 9/13/23</u>										
Approved by City Manager:	<u>RK 9/13/23</u>										
Summary: Discussion of Ordinance No. 23-0584 to adopt amendments to KMC 18.42.030 and 18.42.135 – Unattended Temporary Signs and Displays.											
Information/Background: The City regulates the time, place, and manner for the posting of temporary and permanent signs, including temporary signs and unattended displays on City-owned property at Chapter 18.42 of the Kenmore Municipal Code (KMC). The City's existing sign code authorizes temporary unattended signs and displays on City-owned property in the Public/Semi-Public zone with a special event permit, temporary use permit, or other permission from the City. In the past few years, there have been several unattended displays left at City Hall, and in some cases, the unattended temporary displays created clutter and hazardous conditions at City Hall, including broken glass and obstructions in pedestrian areas. Unattended displays have increased burdens on staff operations by adding time necessary to process, monitor and maintain such temporary unattended displays, which takes time away from regular duties. The primary functions of Kenmore City Hall are to serve as the central place for City governance and the provision of governmental services. City-owned facilities, such as Kenmore City Hall, need to remain safe, uncluttered, and aesthetically appealing, and functional for City governance and City business activities.											

The proposed ordinance (Ex. 1) would prohibit unattended temporary signs and displays on City-owned properties, such as City Hall, while reserving the City's right to place City-owned signs and displays on City-owned property for City governance and business purposes.

The City sent notice of the proposed amendments (Ex. 2) to the Washington State Department of Commerce pursuant to RCW 36.70A.106. On August 31, 2023, the City's Responsible Official issued a Determination of Non-Significance pursuant to the State Environmental Policy Act, in relation to the proposed amendments. On September 25, 2023, the City Council will discuss the proposed ordinance (Ex. 1).

Fiscal Consideration:

None.

Council Goal/Budget Being Addressed:

City Council Priority #6 Enhance public safety.

**CITY OF KENMORE
WASHINGTON
ORDINANCE NO. 23-0584**

**AN ORDINANCE OF THE CITY OF KENMMORE, WASHINGTON,
AMENDING SECTIONS 18.42.030 AND 18.42.135 OF THE
KENMORE MUNICIPAL CODE RELATING TO UNATTENDED
TEMPORARY SIGNS AND DISPLAYS ON CITY-OWNED PROPERTY
WITHIN THE PUBLIC/SEMI-PUBLIC ZONE; PROVIDING FOR
SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.**

WHEREAS, consistent with the United States Supreme Court’s decision in Reed v. Town of Gilbert, the City regulates the time, place, and manner for the posting of temporary and permanent signs, including temporary signs and unattended displays on City-owned property at Chapter 18.42 of the Kenmore Municipal Code (KMC); and

WHEREAS, the City’s existing sign code authorizes temporary unattended signs and displays on City-owned property in the Public/Semi-Public zone with a special event permit, temporary use permit, or other permission from the City; and

WHEREAS, there have been several unattended displays left at City Hall, and in some cases, the unattended temporary displays created clutter and hazardous conditions at City Hall, including broken glass and obstructions in pedestrian areas; and

WHEREAS, the City Council declares and designates Kenmore City Hall as a limited public forum as its primary function is to serve as the central place for City governance and the provision of governmental services; and

WHEREAS, the City Council desires to ensure that the primary functions of Kenmore City Hall and other City-owned property remain safe and attractive, and desire to reduce operational burdens placed on staff for monitoring and maintenance of unattended signs and displays on City-owned properties; and

WHEREAS, the City Council desires to amend KMC 18.42.030 and KMC 18.42.135 (“Proposed Amendments”) to prohibit unattended temporary signs and displays on City-owned properties, while reserving the right to place City-owned signs and displays on City-owned property for City governance and business purposes; and

WHEREAS, the City Council finds that the Proposed Amendments will promote safety and aesthetics at City Hall and other City-owned property, reduce burdens on staff for facility maintenance and operations by controlling the location, quality, size and maintenance of sign and sign structures, while recognizing free speech rights by regulating signs in a content-neutral manner, and protecting public facilities by encouraging signs that are compatible with existing infrastructure; and

WHEREAS, the City Council finds that the Proposed Amendments meet the criteria found in KMC Section 19.20.090; and

WHEREAS, the City sent notice of the Proposed Amendments to the Washington State Department of Commerce pursuant to RCW 36.70A.106; and

WHEREAS, on August 31, 2023, the City's Responsible Official issued a Determination of Non-Significance pursuant to the State Environmental Policy Act in relation to the Proposed Amendments; and

WHEREAS, on September 25, 2023, the City Council held a public hearing on the Proposed Amendments, and duly considered the comments and the record on the same; and

WHEREAS, the City Council desires to adopt the Proposed Amendments and finds that such amendments are consistent with the goals, objectives, and policies of the Comprehensive Plan; and

WHEREAS, the City Council has been guided in the adoption of the Proposed Amendments by the goals of the Growth Management Act, codified at Chap. 36.70A RCW; and

WHEREAS, the City Council finds that adoption of the Proposed Amendments is in the best interests of the residents of Kenmore and will promote the public health, safety, and welfare of the City through a comprehensive system of reasonable, effective, consistent, content-neutral, and nondiscriminatory sign requirements;

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

Section 1. Adoption. The City Council adopts the recitals set forth above as findings in support of this Ordinance, which are incorporated by reference as if set forth in full.

Section 2. Amendment. The City Council amends Chapters 18.42.030 and 18.42.135 of the Kenmore Municipal Code as set forth in Exhibit A, attached hereto and incorporated by reference as if set forth in full.

Section 3. Severability. If any section, subsection, sentence, clause, phrase, or word of this Ordinance is for any reason held to be unconstitutional or invalid for any reason, such decision shall not affect the constitutionality or validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance, and each section, subsection, clause, phrase, or word thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, or words be declared unconstitutional.

Section 4. Effective Date. This Ordinance shall take effect and be in force five (5) days after the date of publication of this Ordinance.

PASSED BY THE CITY COUNCIL OF THE CITY OF KENMORE, WASHINGTON AT A REGULAR MEETING THEREOF THIS 9TH DAY OF OCTOBER, 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:
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NO. 23-0584

EXHIBIT A TO ORDINANCE 23-0584

I. CHAPTER 18.42.030 of the Kenmore Municipal Code is amended to read as follows:

18.42.030 Exempt signs.

Except as otherwise provided in this chapter, the following *signs* or displays are exempted from the regulations under this chapter:

A. Historic site markers or plaques, gravestones, and address numbers;

B. *Signs* required by law, including but not limited to:

1. Official or legal notices issued and posted by any *public agency* or court; or
2. Traffic directional or warning *signs*;

C. Plaques, tablets or inscriptions indicating the name of a *building*, date of erection, or other commemorative information, which are an integral part of the *building* structure or are attached flat to the face of the *building*, which are nonilluminated, and which do not exceed four square feet in surface area;

D. *Incidental signs*, which shall not exceed two square feet in surface area; provided, that said size limitation shall not apply to *signs* providing directions, warnings or information when established and maintained by a *public agency*;

E. State or federal flags;

F. Religious symbols;

G. *Repealed by Ord. 21-0523*; and

H. *Signs*, flags or banners installed on City-owned property or in the right-of-way by the *City* for purposes of providing information, directions, or decoration.

II. CHAPTER 18.42.135 of the Kenmore Municipal Code is amended to read as follows:

18.42.135 Signs in the public/semi-public, parks and golf course zones.

Signs in the public/semi-public zone, and the parks zone, are limited as follows:

A. One community bulletin board sign is permitted at properties located within the public/semi-public zones with the property owner's permission, provided the sign conforms with KMC [18.42.070](#);

B. No temporary sign may be placed on properties within the public/semi-public and golf course zones without the property owner's permission. No temporary sign or display may be placed and/or left unattended on City-owned property (not including a City right-of-way) within the public/semi-public zones, except for City-owned signs and City-owned displays for City business purposes., unless in conjunction with an approved special event permit (KMC [8.40.025](#)), temporary use permit (KMC [18.100.100](#)) or other permission from the City;

C. Properties located within the public/semi-public zones are permitted one *sign* per facility entrance, which may be located in the *setback*. Two additional *wall signs* attached directly to the facility are permitted; and

D. *Signs* in the golf course zone shall meet the standards of the nearest adjoining zone to which the *sign* faces.



City Council Agenda Bill City of Kenmore, WA

Subject/Topic:

Transportation Element update of the
Comprehensive Plan Discussion

Proposed Council Action/Motion:

No action needed at this time

For Council Meeting Agenda of: October 9, 2023

Department: Public Works Engineering

Prepared by: John Vicente, P.E.

Approved by Department Head: JV 9/20/23

Approved by City Attorney: NA

Approved by Finance Director: NA

Approved by City Manager: RK 9/20/23

Initial & Date**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

Attachment 11: Proposed Changes to Bicycle and
Pedestrian Priority Routes (Figure
T-18 and T-19)

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 staff will provide an update on changes made to the element as part of the recent Council discussion on September 18, 2023 and receive any additional comments from the City Council. By the end of the year, City Council will adopt the revised Transportation and Capital Facilities Elements.

Information/Background:

On September 18, 2023, staff and the Planning Commission presented and update to the draft Transportation Element as part of the Comprehensive Plan update currently in process. See the [agenda bill](#) prepared for the September 18, 2023 City Council meeting for more background information on the process and changes proposed as part of the Transportation Element update. The attached documents are the same as those provided on September 18th and have not been revised to include the comments noted below.

As part of the September 18th council discussion, several questions/comments were raised and are addressed below:

Q1: King County Metro Park and Ride lease for community club discontinued

A1: According to the Sound Transit website, Metro stills maintains a Park and Ride at the community club however Metro's website does not list the park and ride. We will remove the reference.

Q2: Table T-2 shows King County Metro routes that are no longer in service.

A2: The table identifies routes that were in operation in 2019, as described in the associated test. It will be updated to show those routes that are no longer in service

Q3: Page 6.38 (Transit Availability and Access to High Capacity Transit), based upon information provided by King County, don't want to limit ourselves to the University of Washington as a ferry stop.

A3: Will modify the language to remove specific locations and broaden to "other destinations along Lake Washington and Lake Union"

Q4: Policy T-4.5.4 references carpools as option to reduce single occupancy vehicles, expand to other non-motorized travel.

A4: Revising to include "and other non-motorized modes of travel" just after "carpools".

Q5: Include a policy on clean airplane fuels

A5: Will include language that supports and encourages the use of environmentally friendly fuels and design for seaplanes to better contain fuel.

Q6: Policy T-4.3.3 removes language about sidewalk on both sides of the street for development. Is this consistent with our current practices?

A6: Generally speaking, our current road standards only require developments to provide sidewalk on the side of the street the development is occurring. New roads, if made public, would require sidewalk on each side of the road where newly created lots, structures or driveways are proposed. On private roads, sidewalk is only required on one side of the street.

Q7: Does the draft plan identify priority for pedestrian/bicycle access to destinations?

A4: Objective 4.3 calls out sidewalk and trail networks linking to community destinations. Policy T-4.4.2 identifies prioritization for bicycle facilities linking to key destinations.

Q8: Does the plan identify providing bike parking as a policy?

A8: Policy T-8.2.3 identifies providing amenities such as bike lockers, bike racks, and wayfinding signage. Will add language that will include the term bike parking as it relates to lockers and racks.

Q9: What is the freight percentage on I-5? Is NE 175th one of the freight routes?

A9: NE 175th is not considered a freight route. Freight routes are identified by the Washington State Department of Transportation as those routes that move freight in and out of the Kenmore city limits and do not include the local roads accessing the destinations unless it is a direct route in/out of Kenmore. Freight percentage on I-5 will be provided as part of the council presentation.

Q10: Do we note sidewalks and parking on both sides of the street for cul du sacs?

A10: Policy T-4.3.3 identifies sidewalk placement on roads, consistent with the current road standards. New cul du sacs would likely be a private road and require sidewalk on one side of the street per the road standards. Policy T-1.1.1 notes that the Layered Network provide for all varieties of street use including parking. The road standards covers parking requirements for roadways. For cul du sacs, on street parking is allowed on both sides but not required.

Staff is proposing to also make changes to Figure T-18 and T-19 by removing the bicycle/pedestrian line through Swamp Creek and route around Swamp Creek along 73rd Ave NE, NE 192nd St and 80th Ave NE.

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.

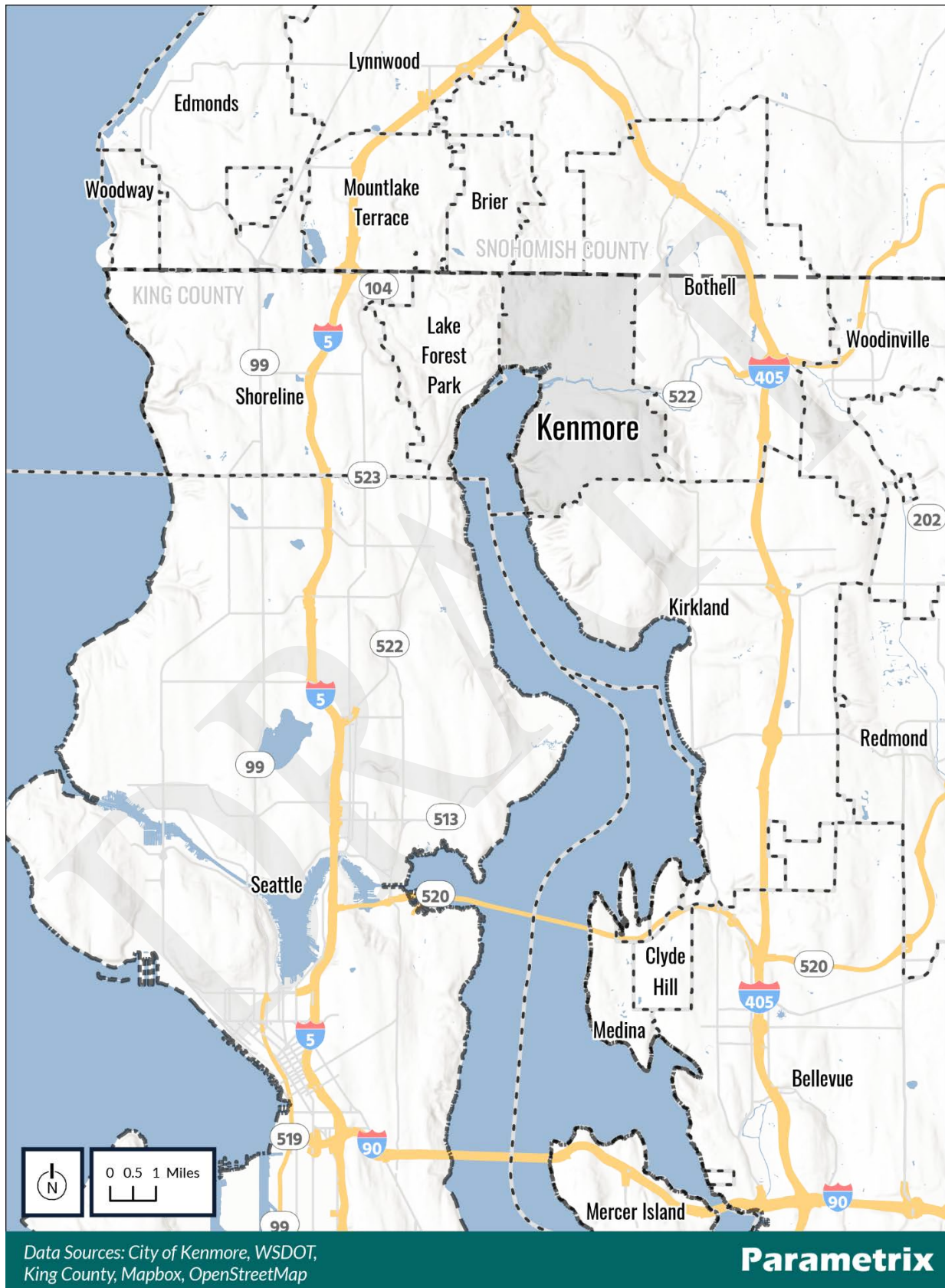
This Transportation Element includes the following sections:

- **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.

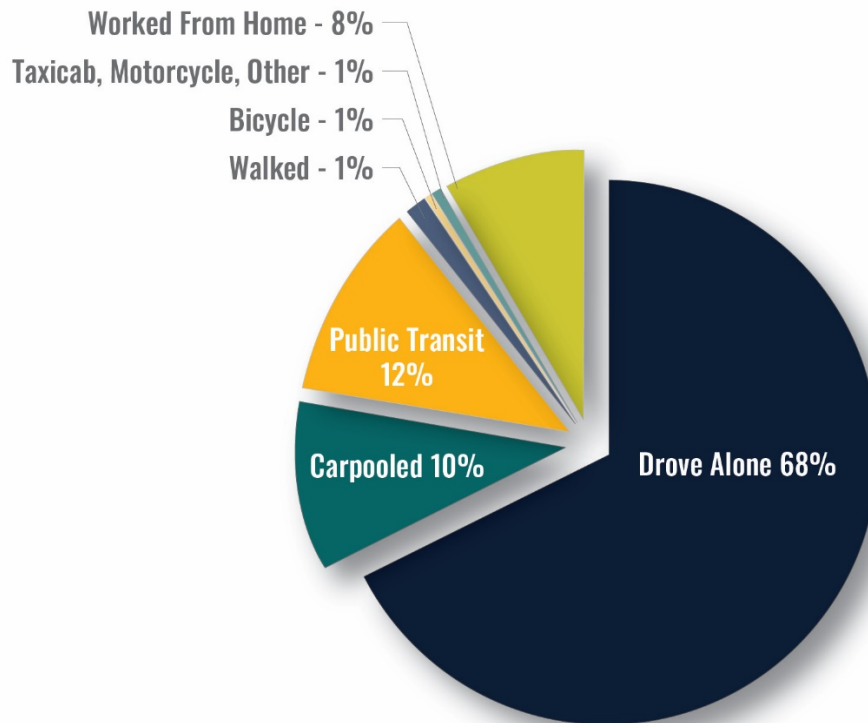
DRAFT

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



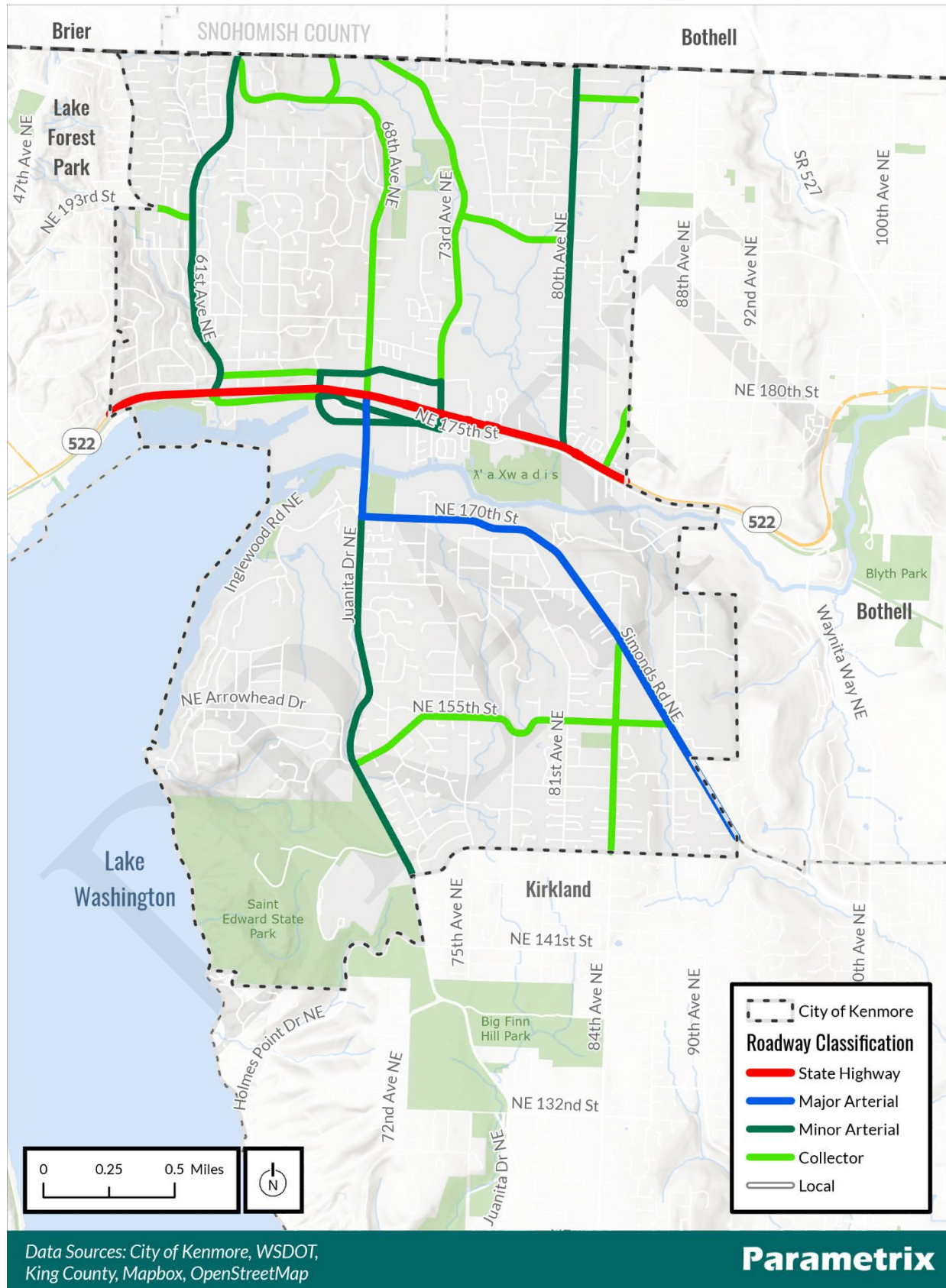
Source: American Community Survey 2019 5-Year Journey to Work Data

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.	• 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.	• 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.	• 68th Avenue NE (north of SR 522) • 73rd Avenue NE • NE 153rd Place
Local	Local streets provide circulation and access within residential neighborhoods.	• 62nd Avenue NE • NE 150th Street

1 **Figure T-3: Roadway Functional Classification**



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.

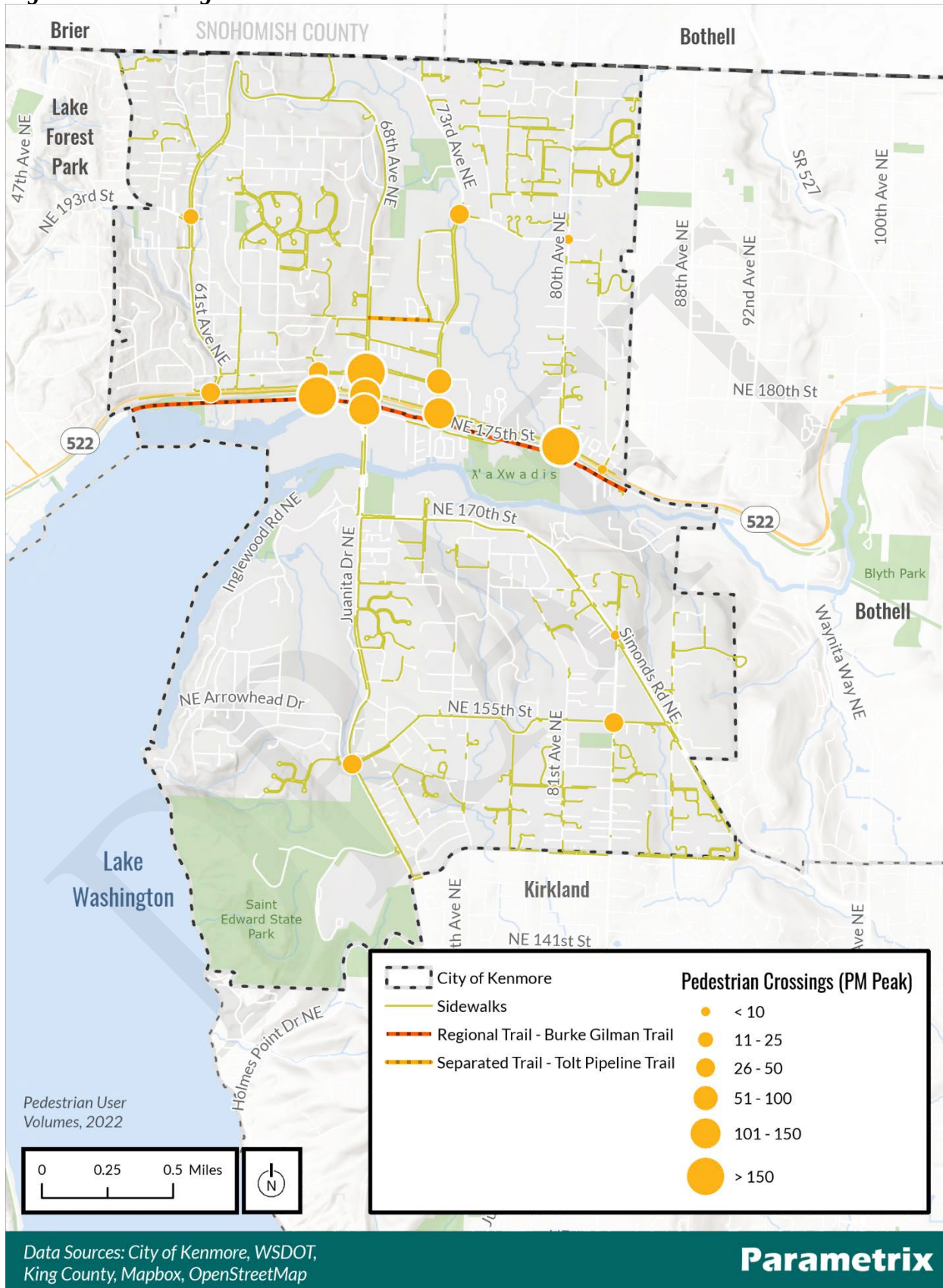
Figure T-4 displays different types of existing pedestrian infrastructure in Kenmore. **Figure T-5** shows where existing sidewalks and trails are located, as well as average pedestrian volumes (2022) at key intersections during the 2-hour evening peak for vehicular traffic.

Figure T-4: Existing Sidewalks and Trails



Source: Google Maps, City of Kenmore

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

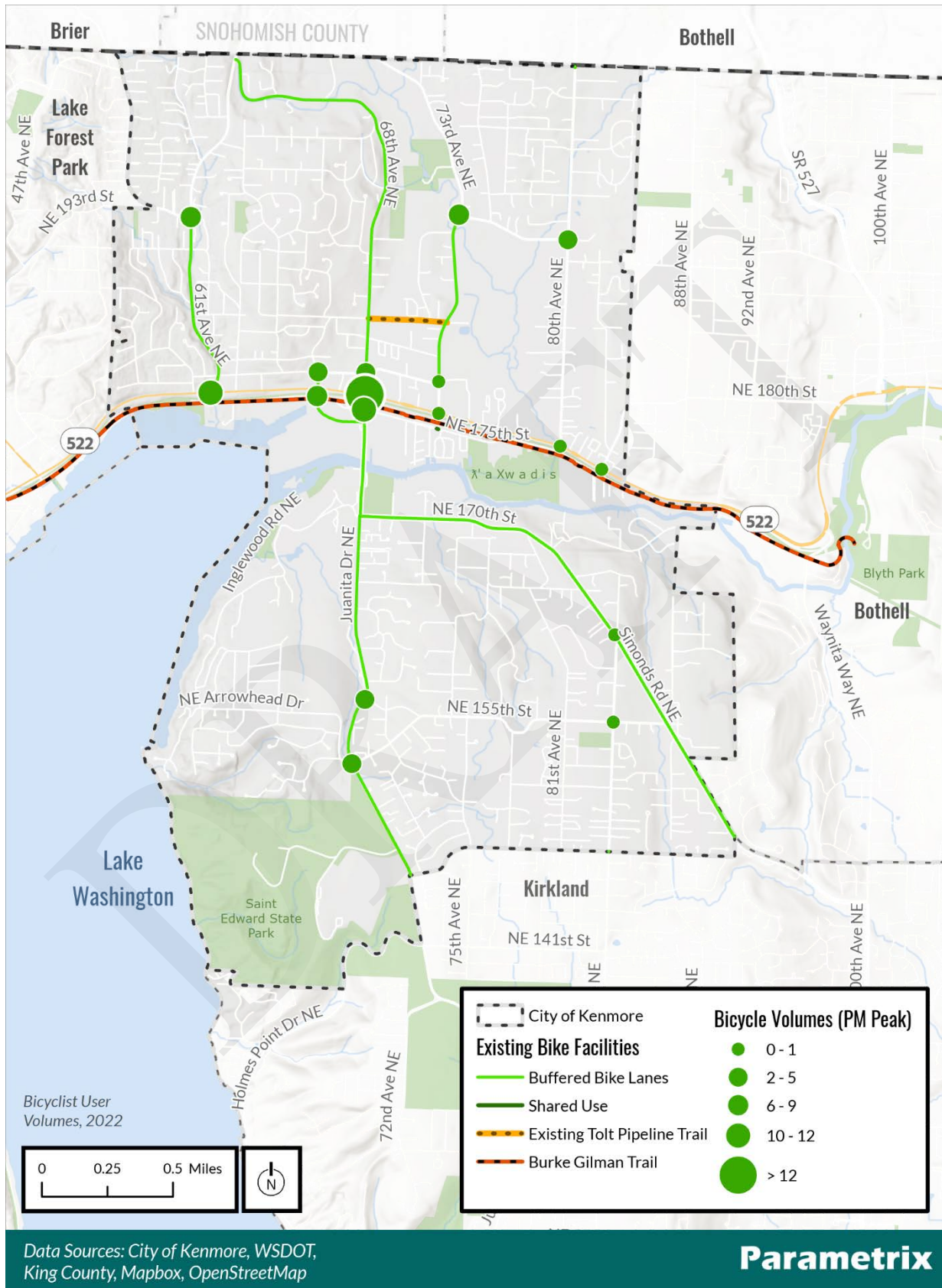


2

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

DRAFT

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.

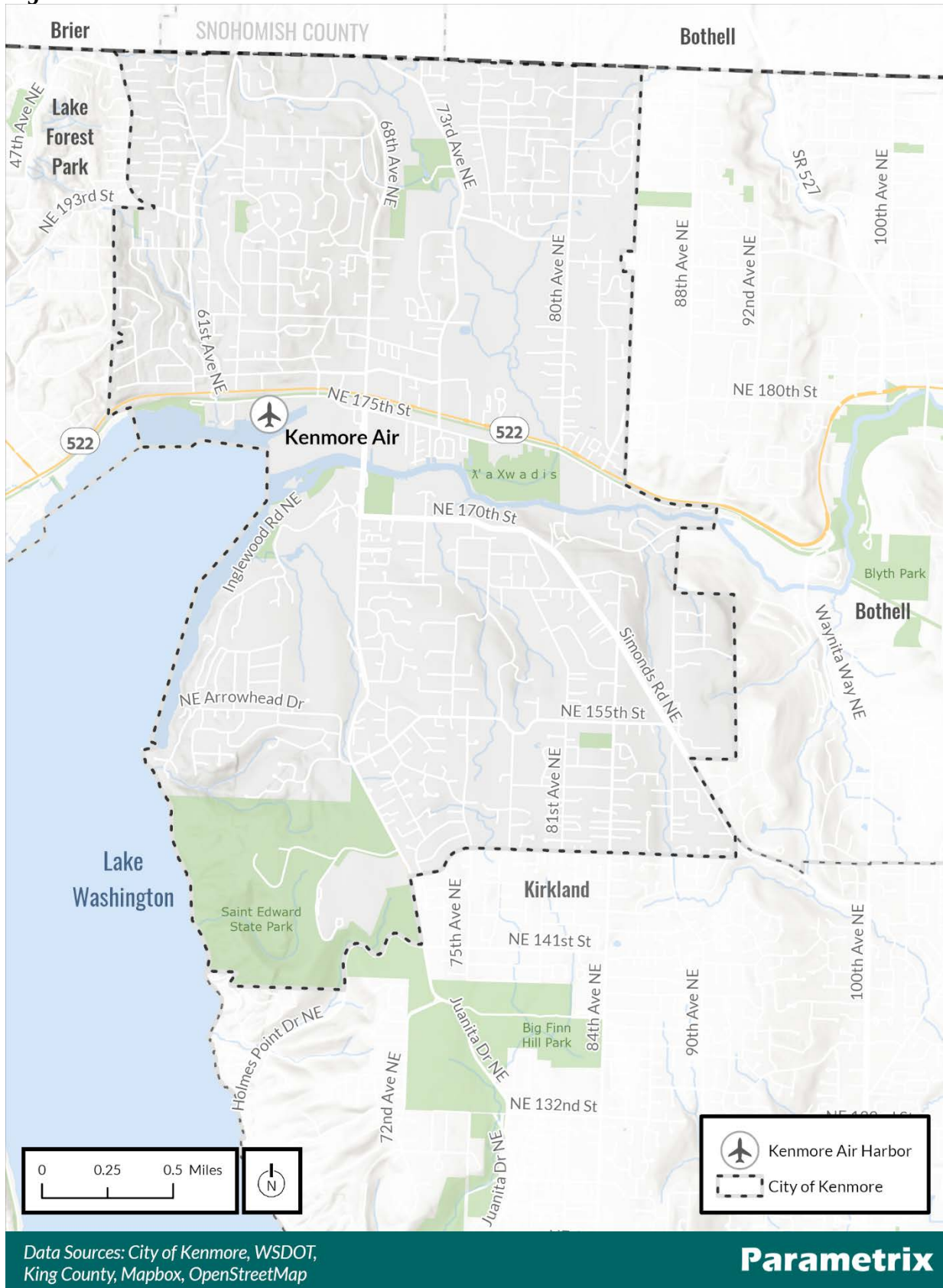
The Kenmore Air Harbor is also a facility of the City’s transportation network. The location of the Kenmore Air Harbor is displayed on **Figure T-9** and a description of its area, fleet size, operations, and travel take-off and landing areas on Lake Washington and general aircraft flight paths used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

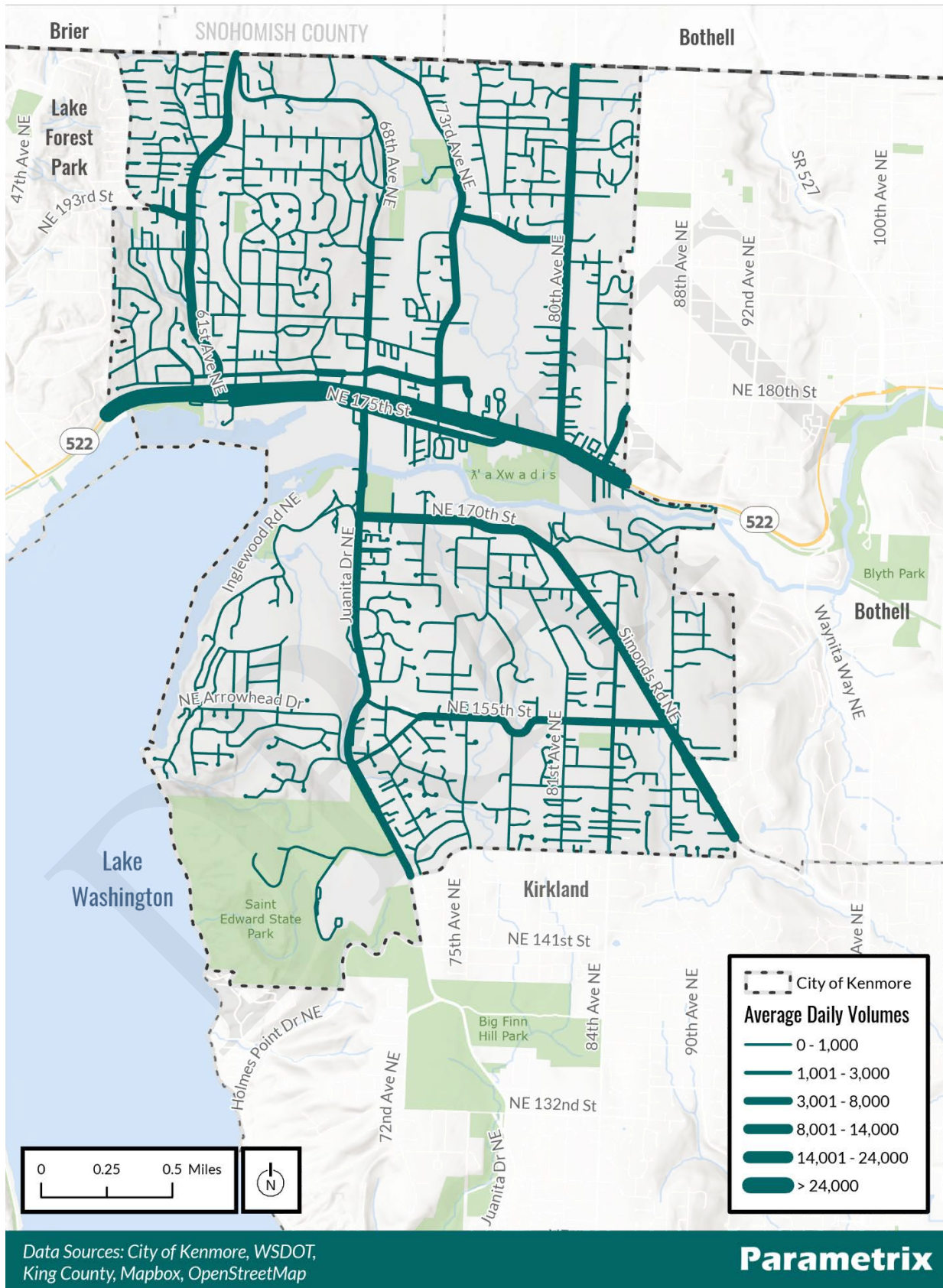
The City's LOS policy sets the following standards for its roadways:

- 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
 - o Signalized intersections shall operate at LOS F or better and not exceed 100 seconds of average total vehicle delay of all movements
 - o 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.

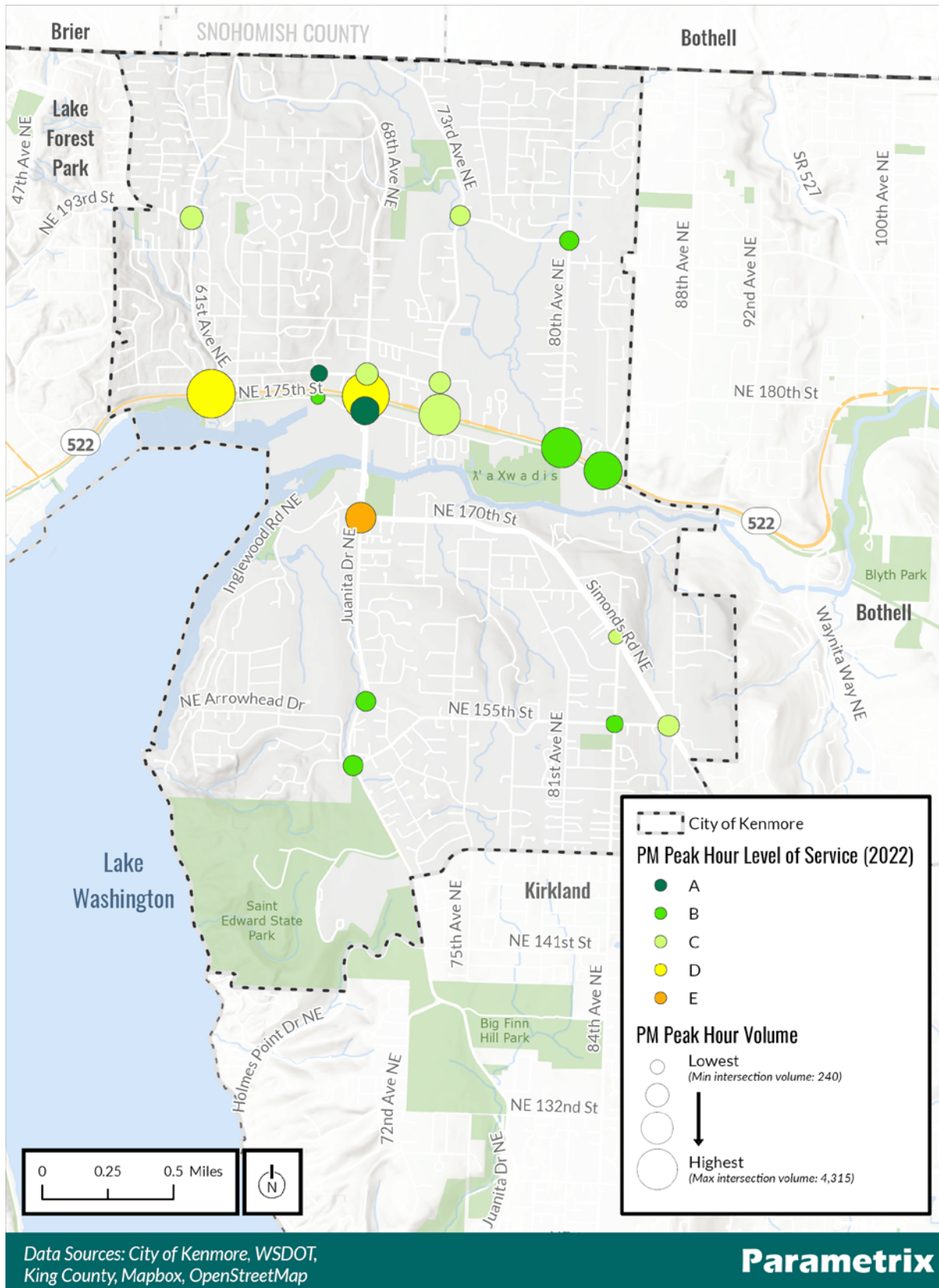
Figure T-10 shows weekday traffic volumes and **Figure T-11** shows the calculated LOS at each of the 19 intersections. As the figures show, Kenmore's major arterials see high traffic volumes and lower levels of service. Detailed reports of LOS are available in **Appendix D-1**.

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

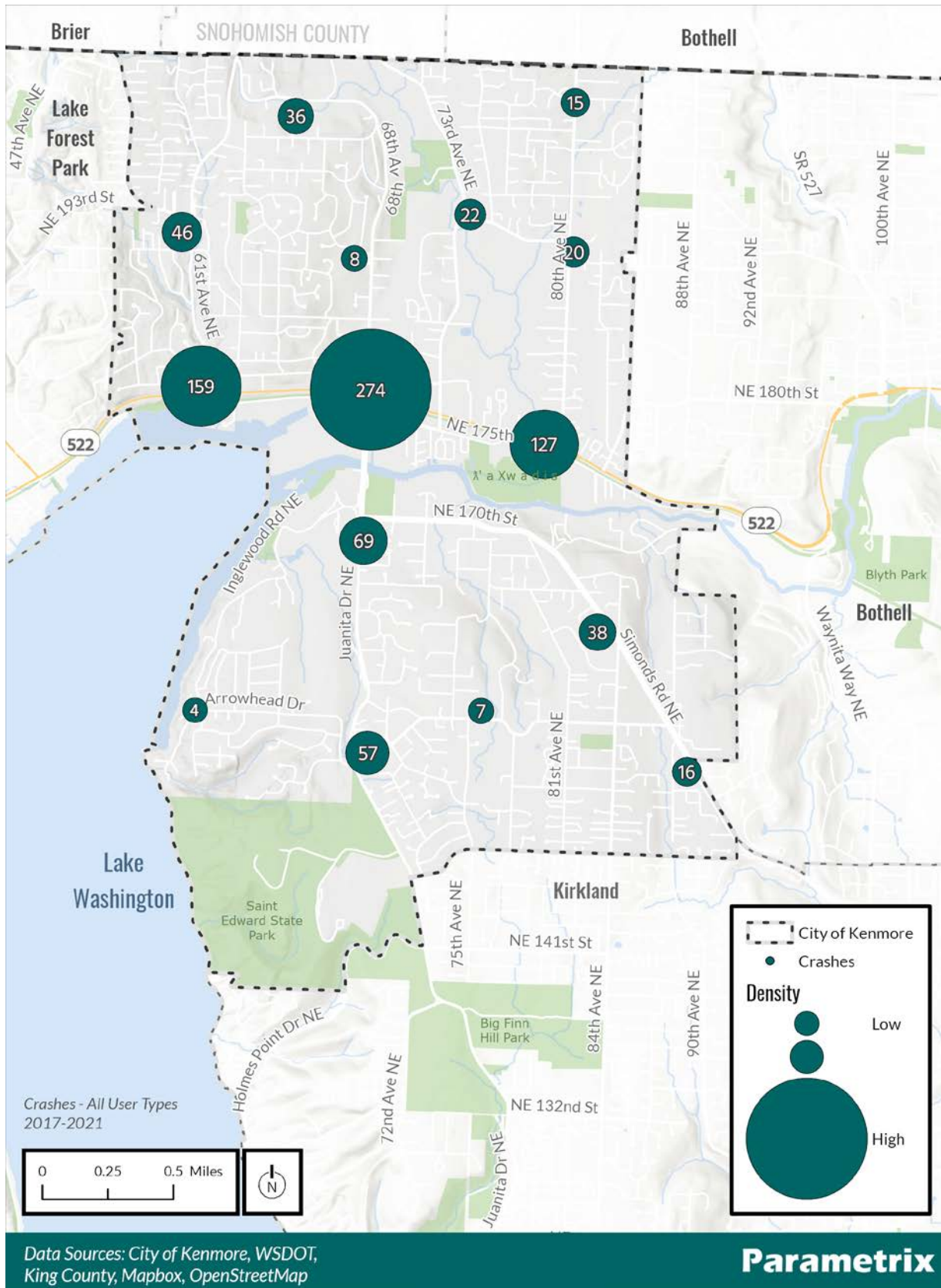
Since 2017, Kenmore has experienced nearly 175 traffic collisions per year. Of the 871 collisions in Kenmore from January 2017 to August 2021, 325 occurred on SR 522 and 207 occurred on the 68th Avenue / Juanita Drive corridor – 61 percent of the total city-wide.

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:

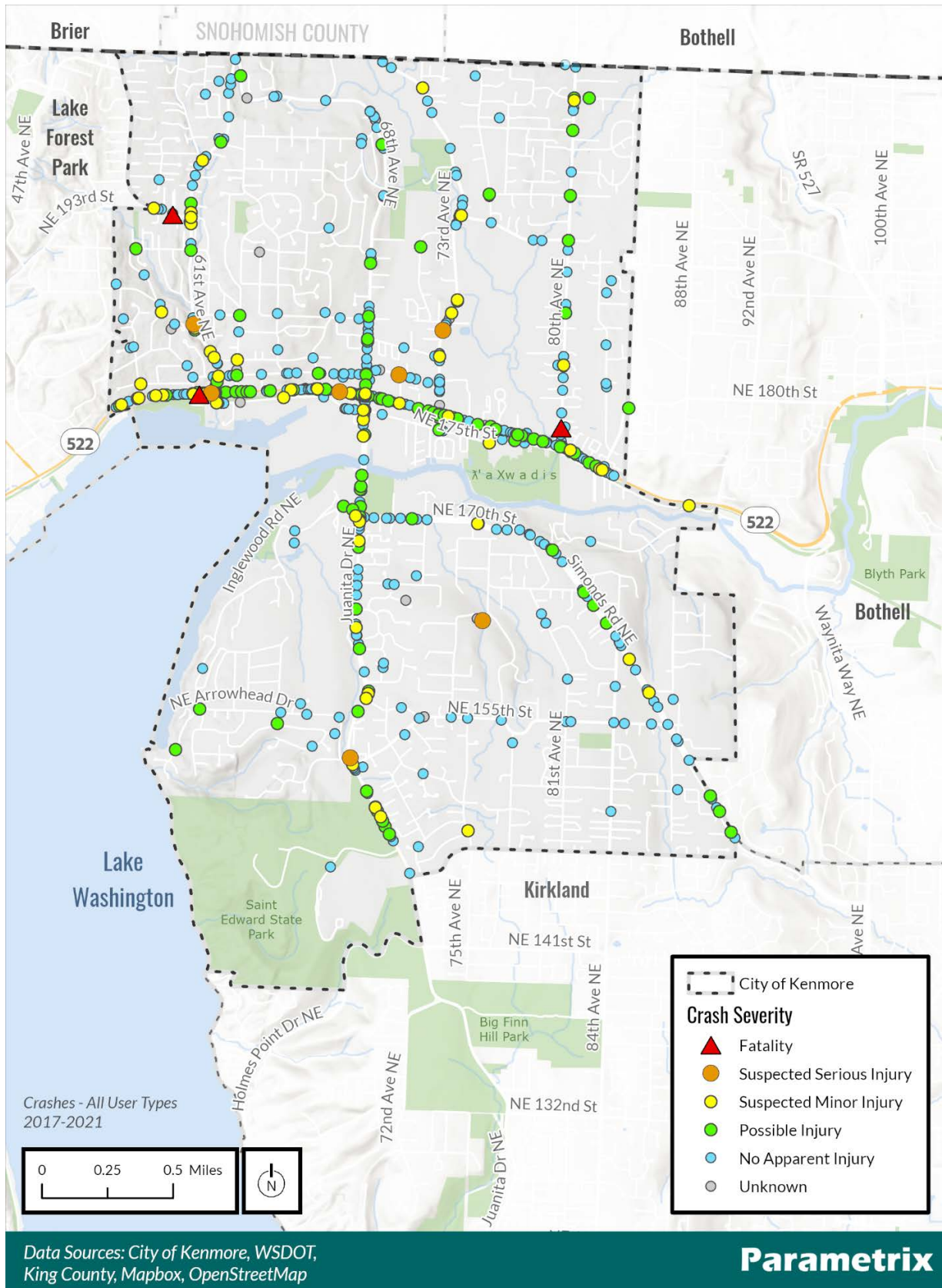
- **Fatal Injury:** Any injury that results in death within 30 days after the motor vehicle crash in which the injury occurred.
- **Suspected Serious Injury:** Any injury other than fatal which results in one or more of the following: Severe laceration resulting in exposure of underlying tissues/muscle/organs 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**



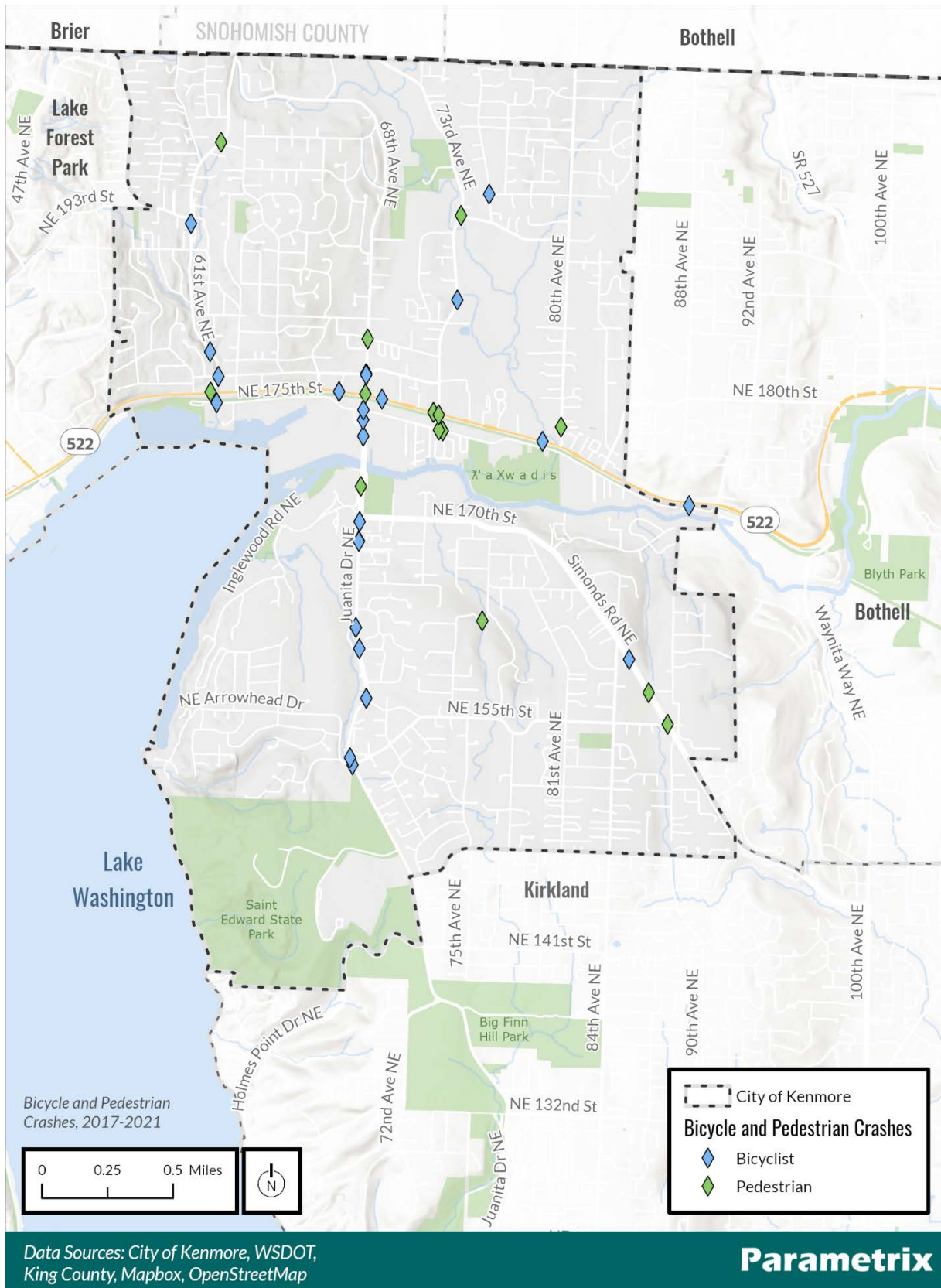
2

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



2

1 **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. 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.

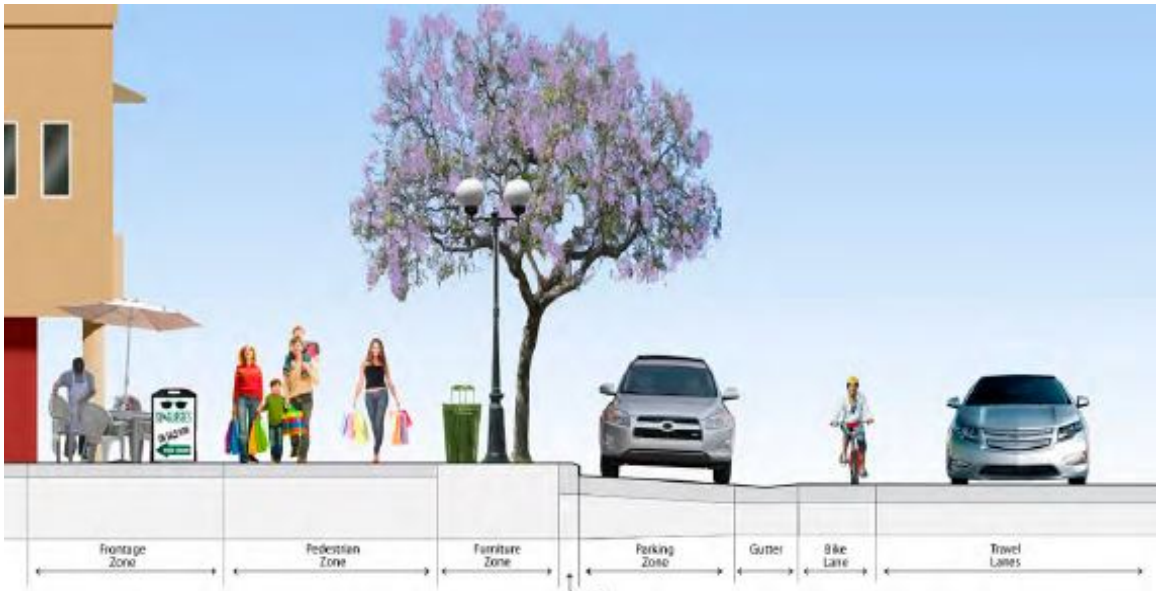
Policy T-1.2.5: Ensure pedestrian facilities are designed consistent with ADA guidelines and that existing infrastructure is updated per the city's *ADA Transition Plan* to accommodate users of all ages and abilities. Design curb cuts, ramps, and other facilities to accommodate pedestrians with a disability 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
 - o Signalized intersections shall operate at LOS F or better and not exceed 100 seconds of average total vehicle delay of all movements
 - o 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.

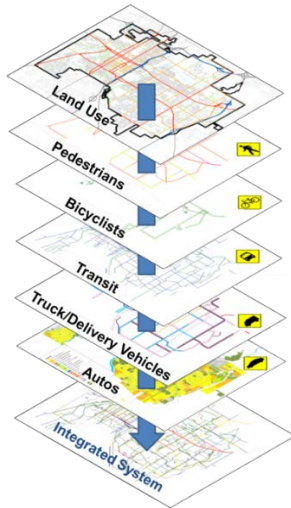
Introduction to the Layered Network

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.

1 **Figure T-16: Layered Network Concept**



2
3

4 **Roadway Typologies**

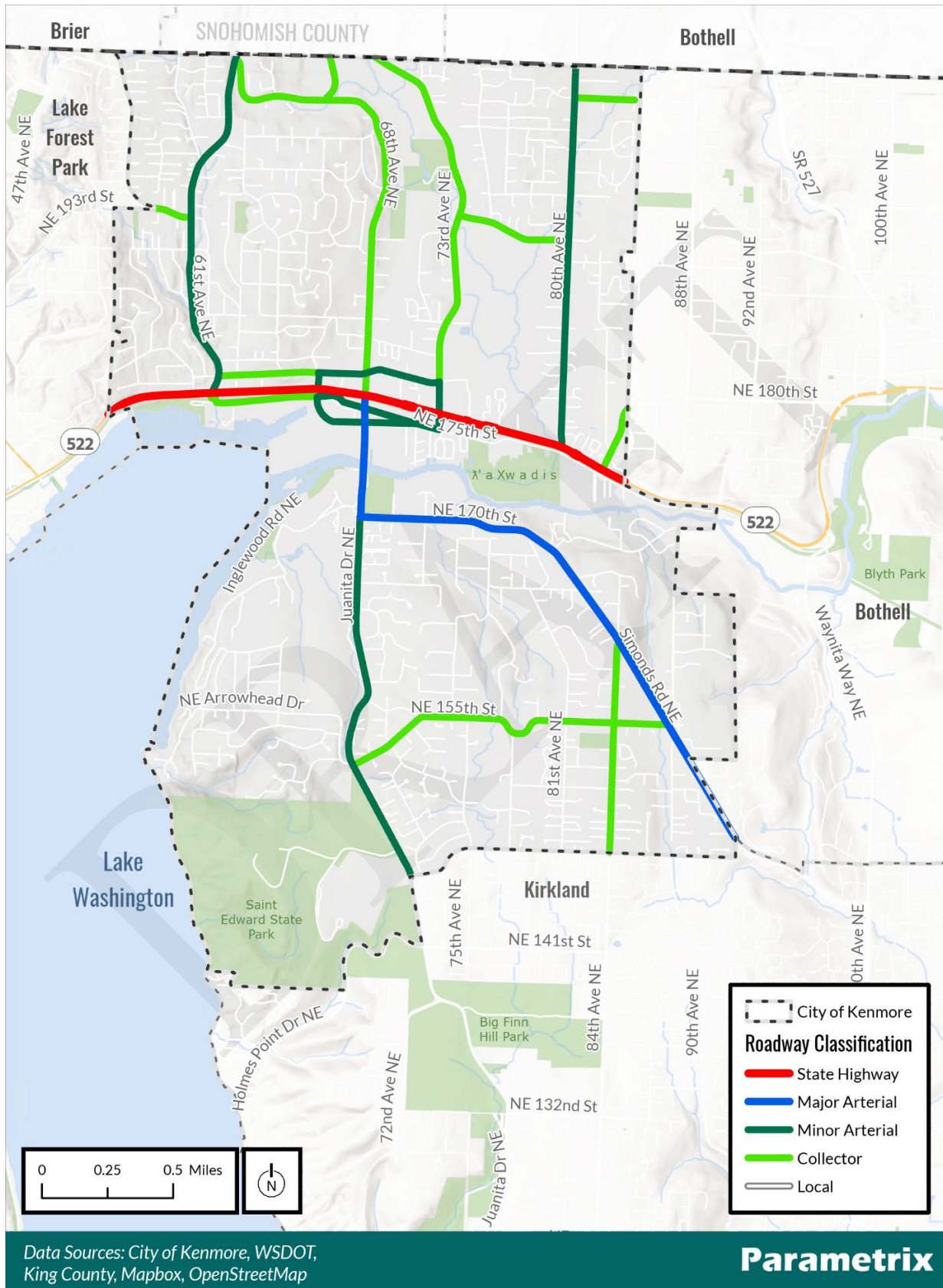
5 The following street typologies dictate the form and intended functions of roadways in Kenmore.
6 While some roadways are intended to serve regional travel and vehicle circulation, other facilities
7 provide safe options for a more multimodal user base. A description of each roadway type follows
8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

9

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

- 13 • State Highway/Major Arterial – Most conducive for crosstown trips and focus on transit,
14 freight, and auto mobility.
- 15 • Minor Arterial – Signals the entry into a higher-density commercial or residential zone.
16 Emphasizes multimodal interactions and travel experience.
- 17 • Collector – Provides a connection between local streets and arterials for a safe travel
18 experience for bicycles and pedestrians.
- 19 • Local Street – Prioritizes local access (driveways, on-street parking) and pedestrian travel.
20 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

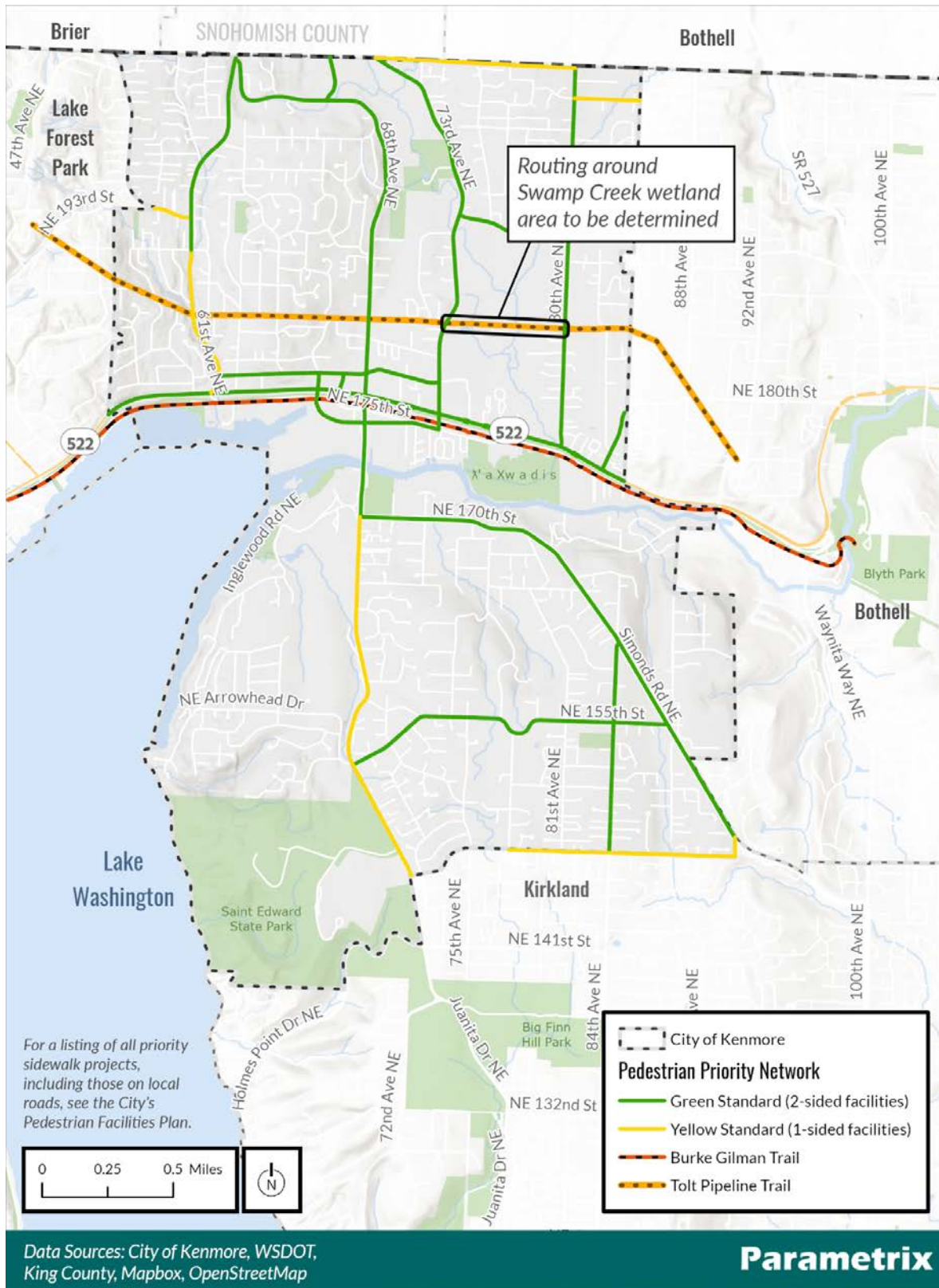
Table T-7. Pedestrian LOS – Sidewalk Requirements

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.

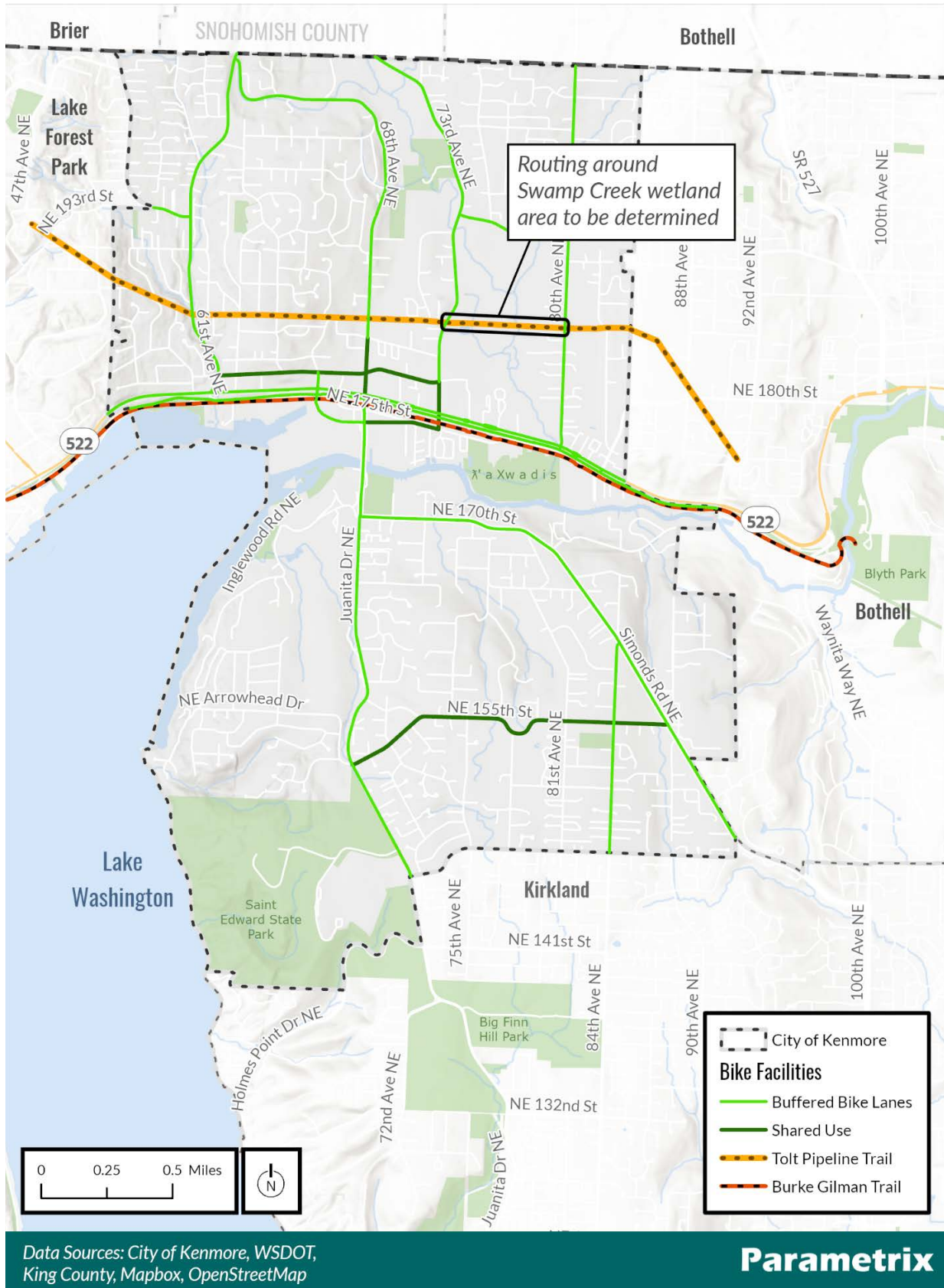
Similar to Pedestrian LOS, the City of Kenmore can strive for the green LOS for bicycling by installing the bicycle facilities depicted in the Bicycle Priority Network or a facility that offers more separation from vehicle traffic. At a minimum, the City plans to provide the yellow LOS by installing 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

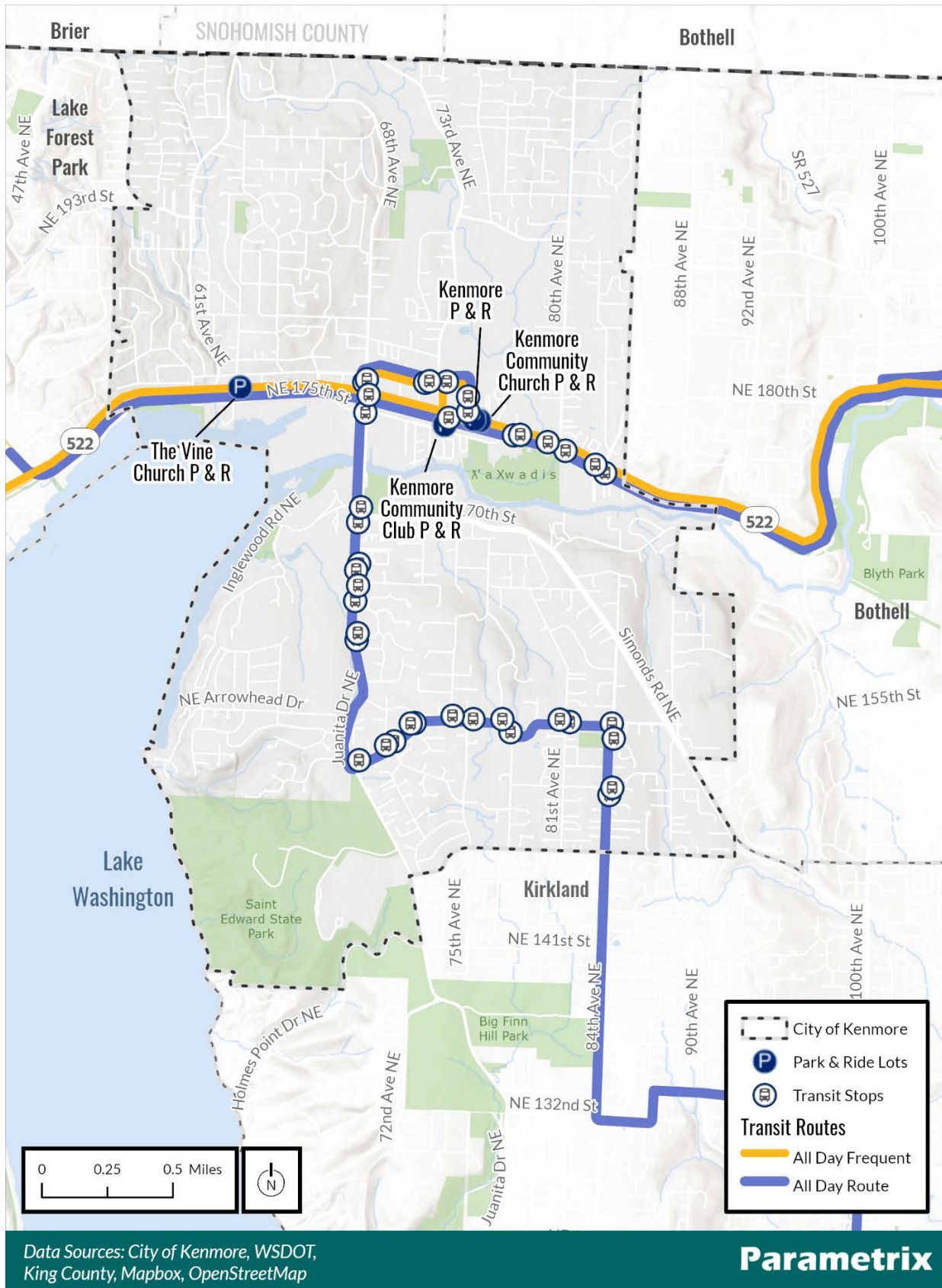
Kenmore’s transit LOS is defined based on the amenities, access, and service frequencies discussed above. The City can achieve the green LOS standard by providing a high level of the transit supportive amenities at major stops, installing sidewalks and marked crosswalks at all stops, and encouraging 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.

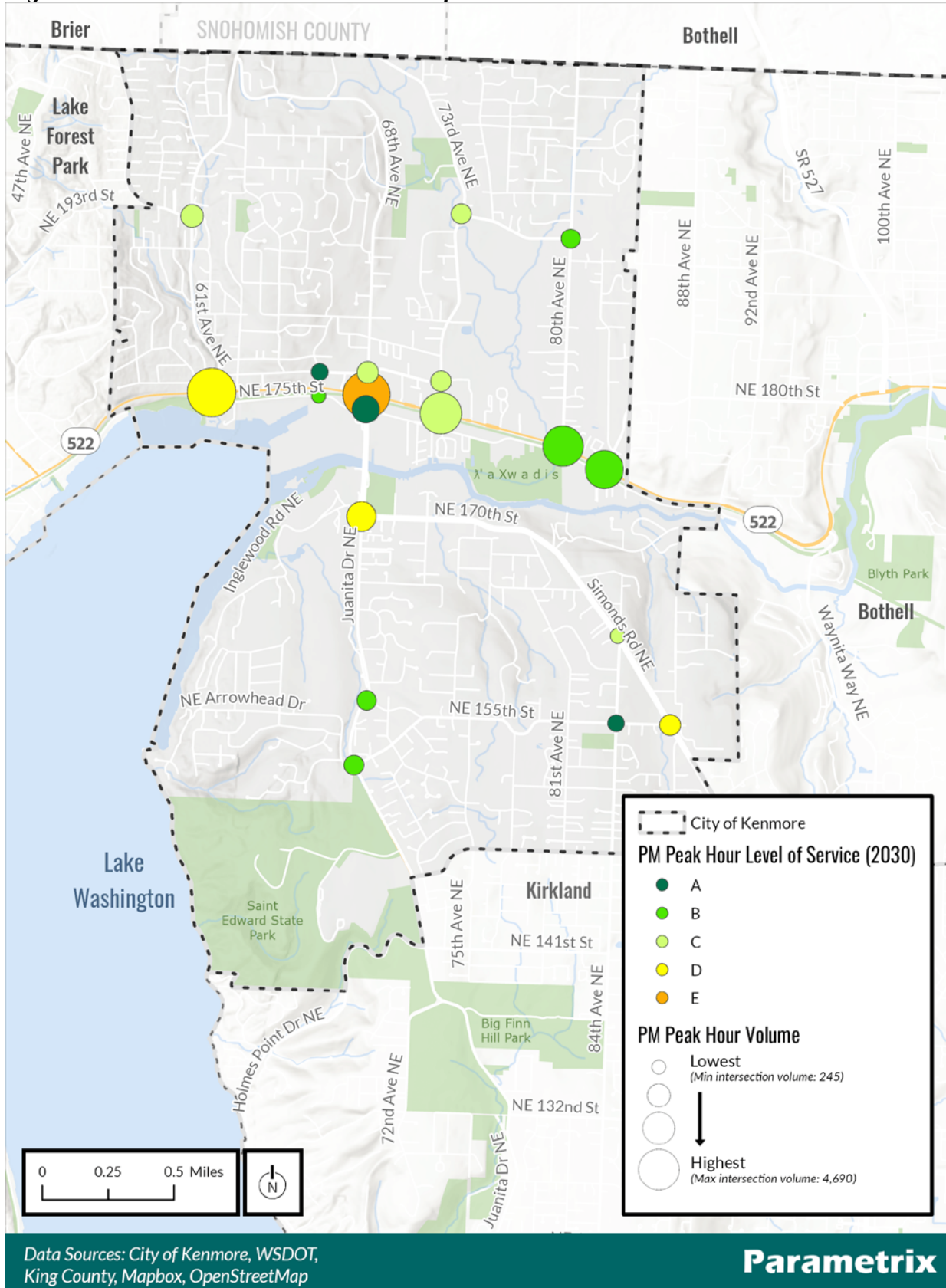
The expected growth in Kenmore and across the region over the next 20 years will generate higher auto volumes on City roadways and increase delay at several intersections. **Figures T-21 and T-22** displays the forecast level of service performance at several intersections in Kenmore's street network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



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.

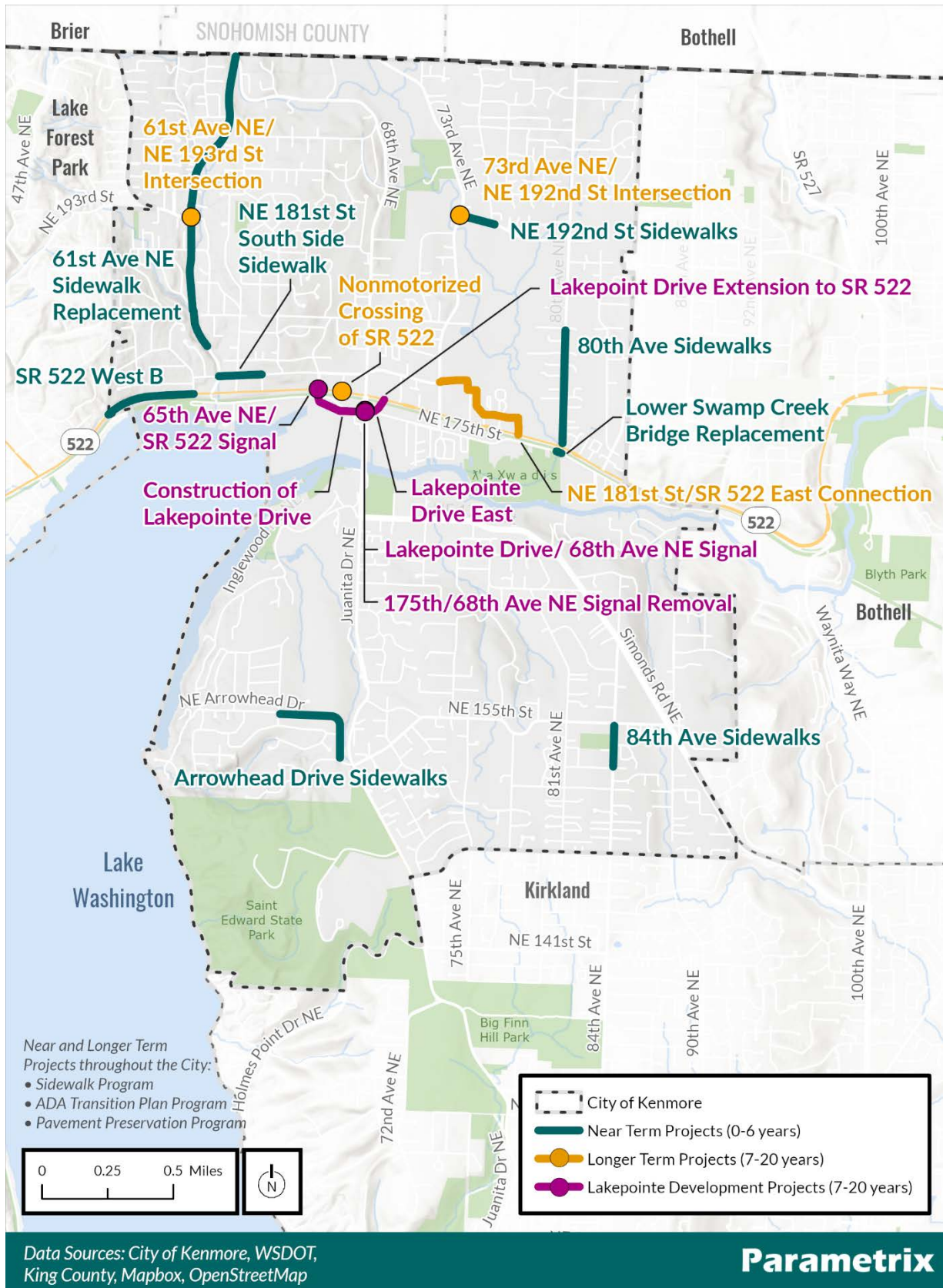
Table T-10. Six- and Twenty-Year Project List

Projects	Benefit to Kenmore	Primary Benefit	Total Cost	Expected City Contribution	Goal Met
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	Intersection, pedestrian, bicycle, and access improvements to accommodate increased volumes related to the Lakepointe development. Improvements 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	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)

Project Needs	Description	Estimated Costs			Expected City Cost
		2024-2030	2030-2044	Total	
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 strengthen. 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:

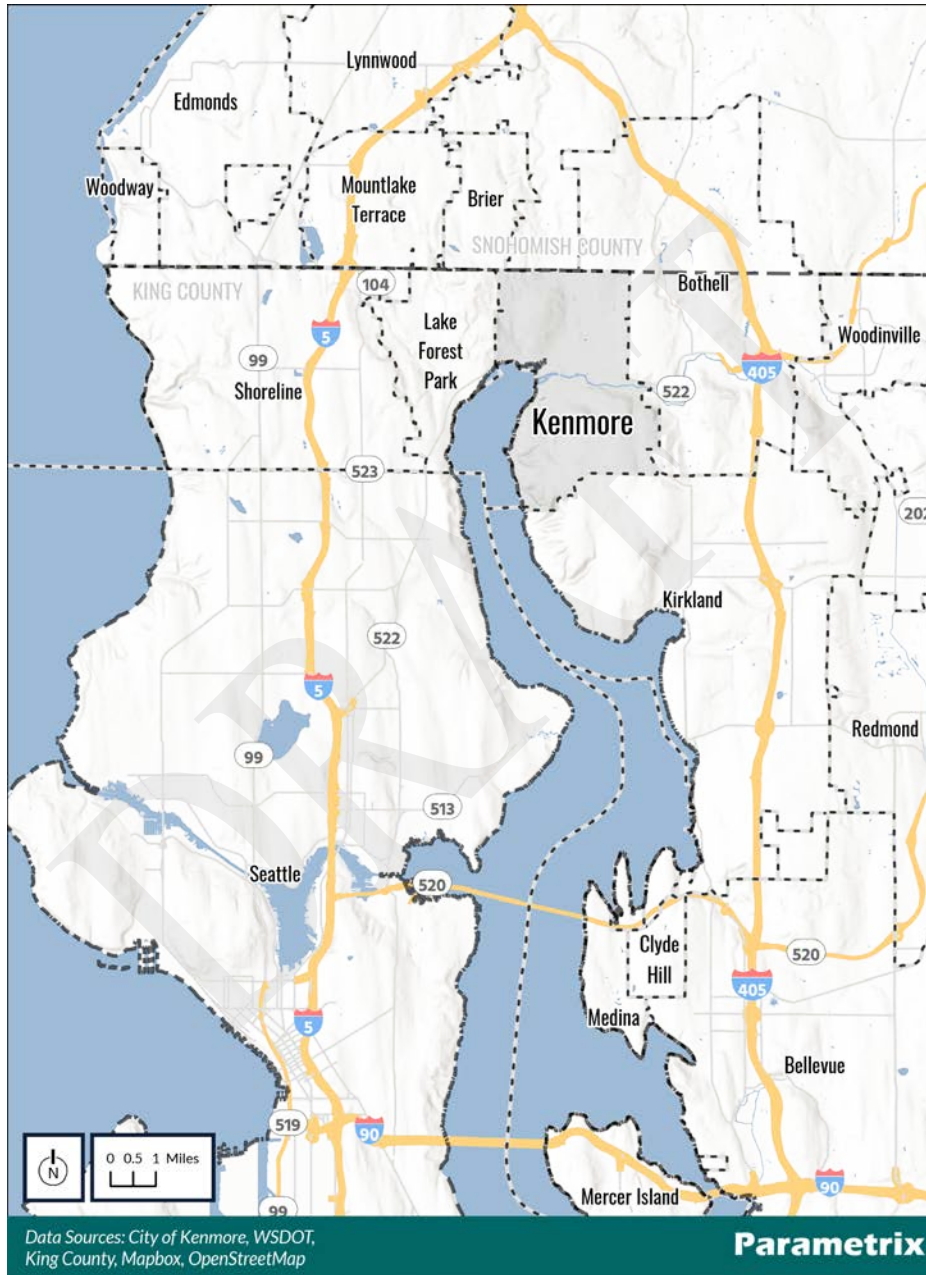
- Improve safety for all road users in Kenmore through street designs that accommodate all modes
- Provide connectivity to support local travel in Kenmore while allowing through trips to occur in a timely fashion
- Encourage placemaking and the creation of a vibrant, walkable identity for Kenmore's downtown

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.

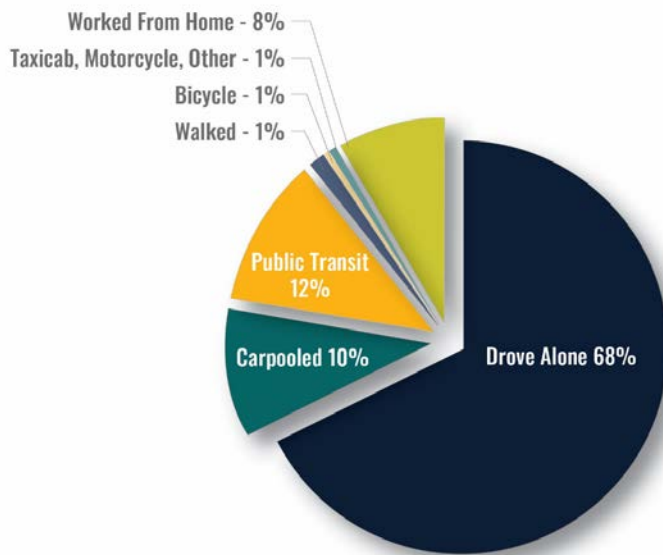
CHAPTER 2: CONDITIONS AND TRENDS

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

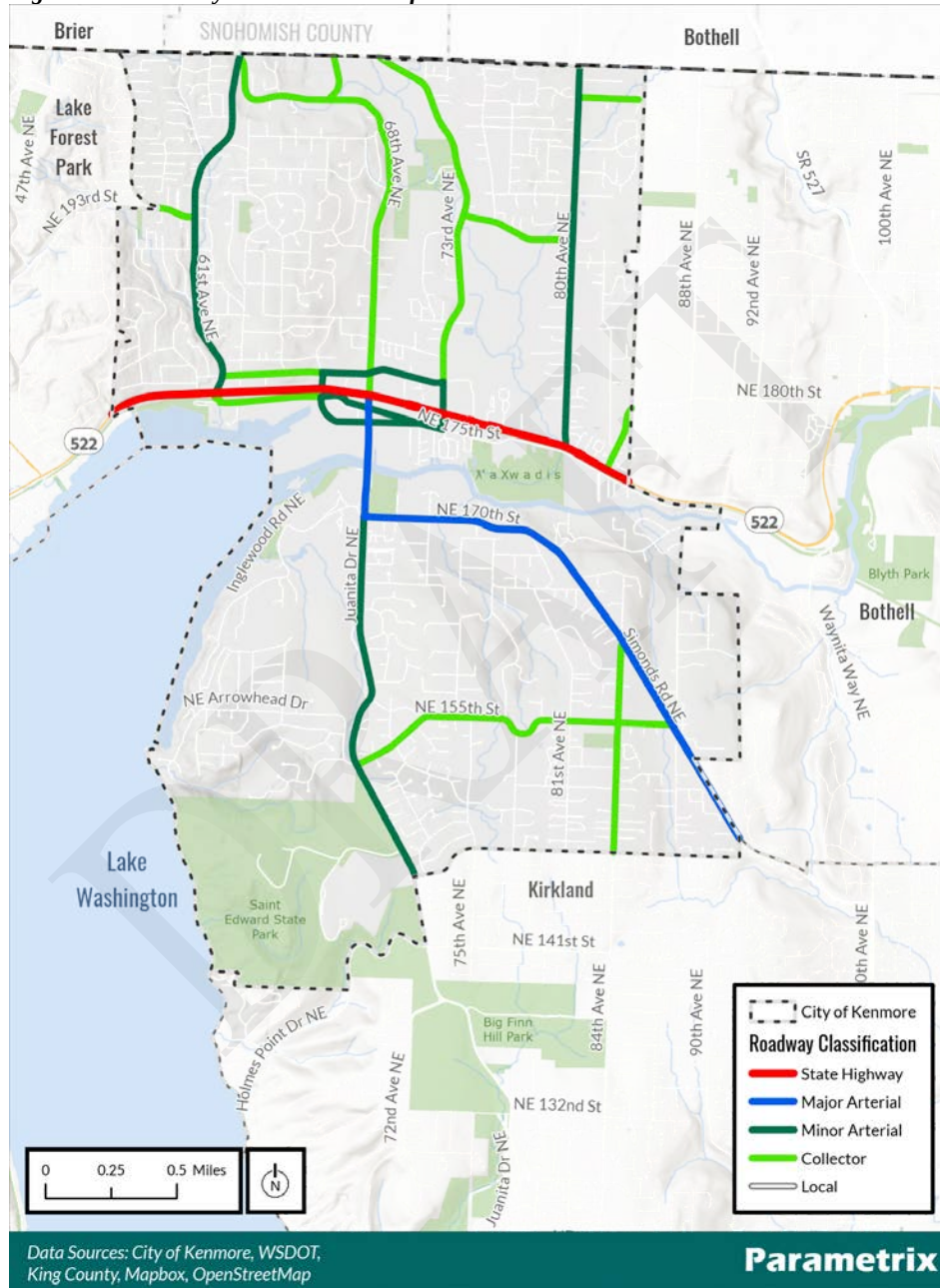


Source: American Community Survey 2019 5-Year Journey to Work Data

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 **Table T-1**.

Table T-1. Functional Classification of Roadways

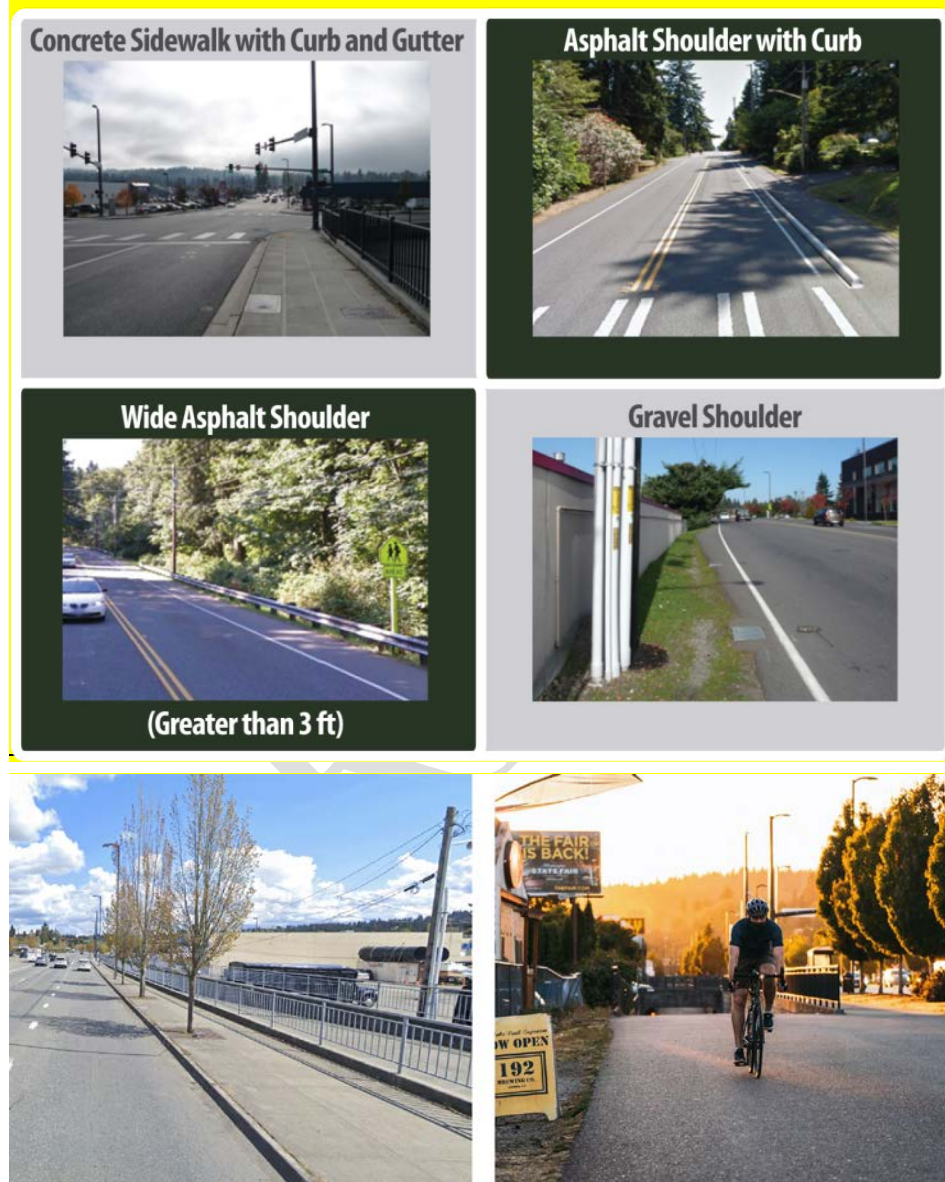
Roadway Type	Description / Purpose	Example
Major Principal Arterial	A roadway that serves through trips and connects Kenmore with the rest of the area.	• SR 522 • Simonds Road NE • 68th Avenue NE (SR 522 to NE 170th Street)
Minor Arterial	Minor arterial streets provide inter-neighborhood connections and serve both local and through trips.	• 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.	• 68th 84th Avenue NE (north of SR 522) • 73rd Avenue NE • NE 153rd Place
Local	Local streets provide circulation and access within residential neighborhoods.	• 62nd 64th Avenue NE • NE 150th Street

Figure T-3: Roadway Functional Classification

There are approximately 45 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.

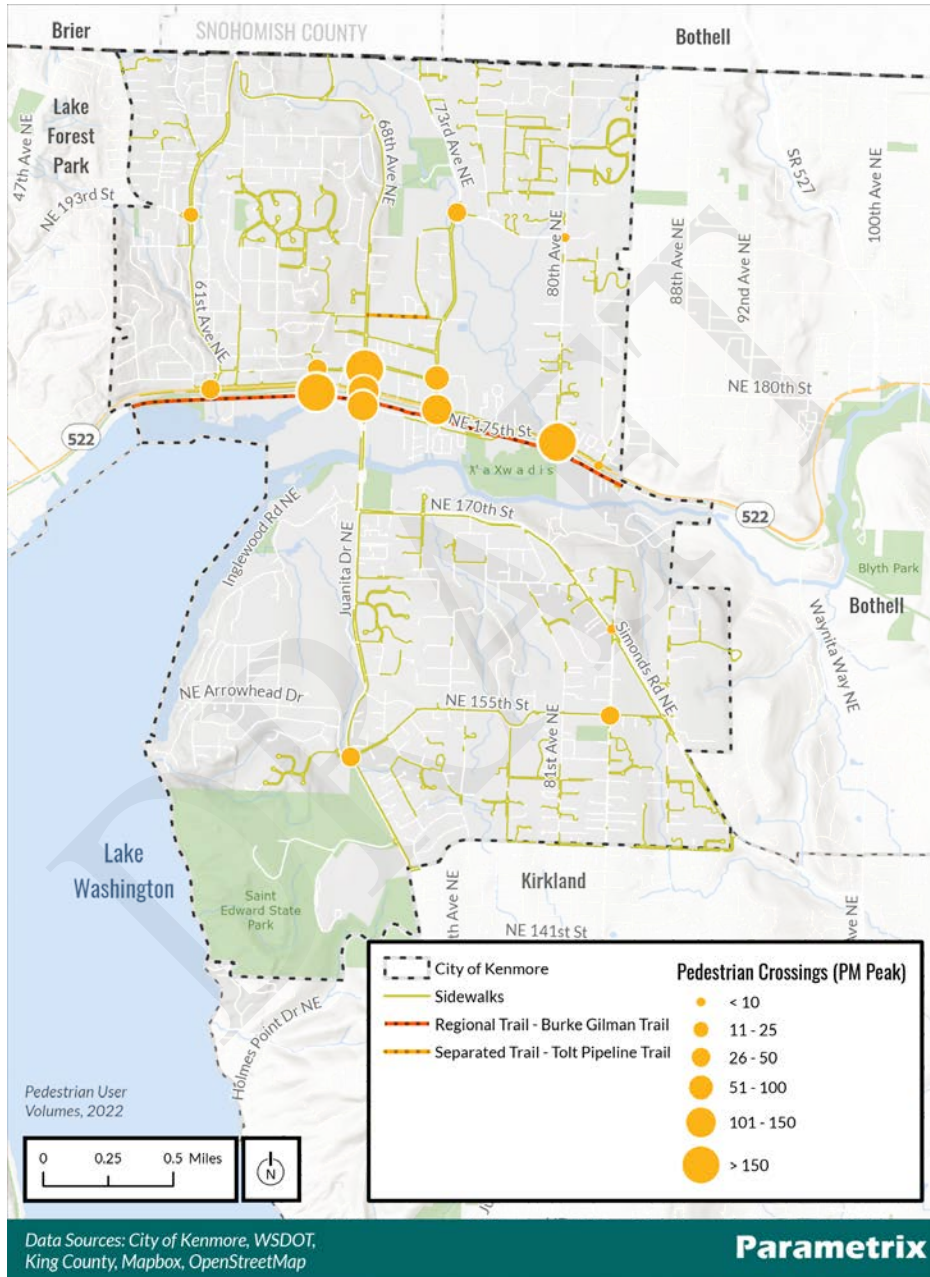
Figure T-4 displays different types of existing pedestrian infrastructure in Kenmore and Figure T-5 shows where existing sidewalks and trails these facility types are located spatially as well as average pedestrian volumes (2022) at key intersections during the 2-hour evening peak for vehicular traffic.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



© Vladimir Menkov

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)



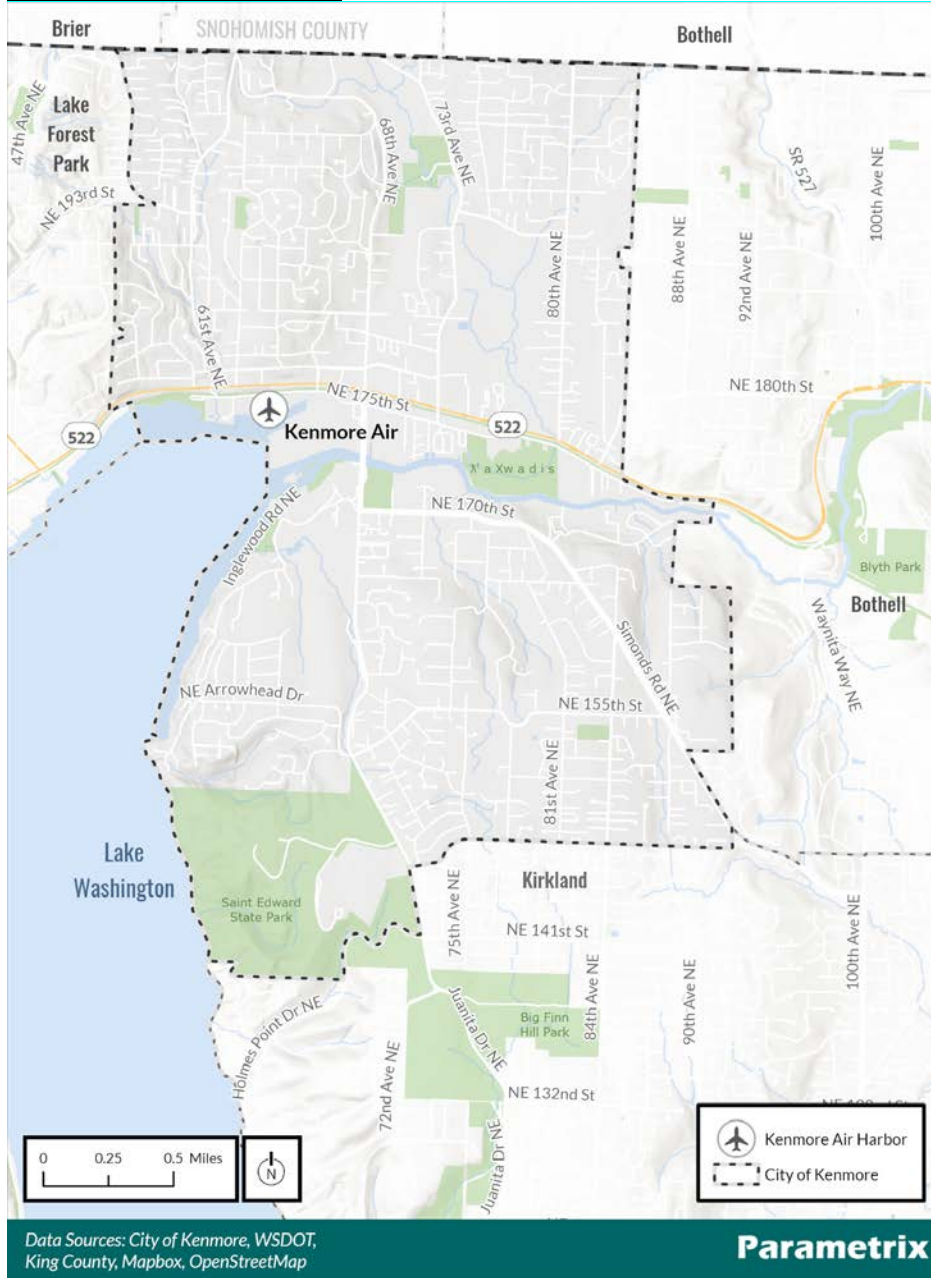
Washington State's Freight and Goods Transportation System (FGTS) classifies the state's freight corridors by modes based on annual freight tonnage moved through truck, rail and waterway freight corridors. Goods movement in Kenmore runs predominantly along the City's major arterials of 68th Avenue, NE 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

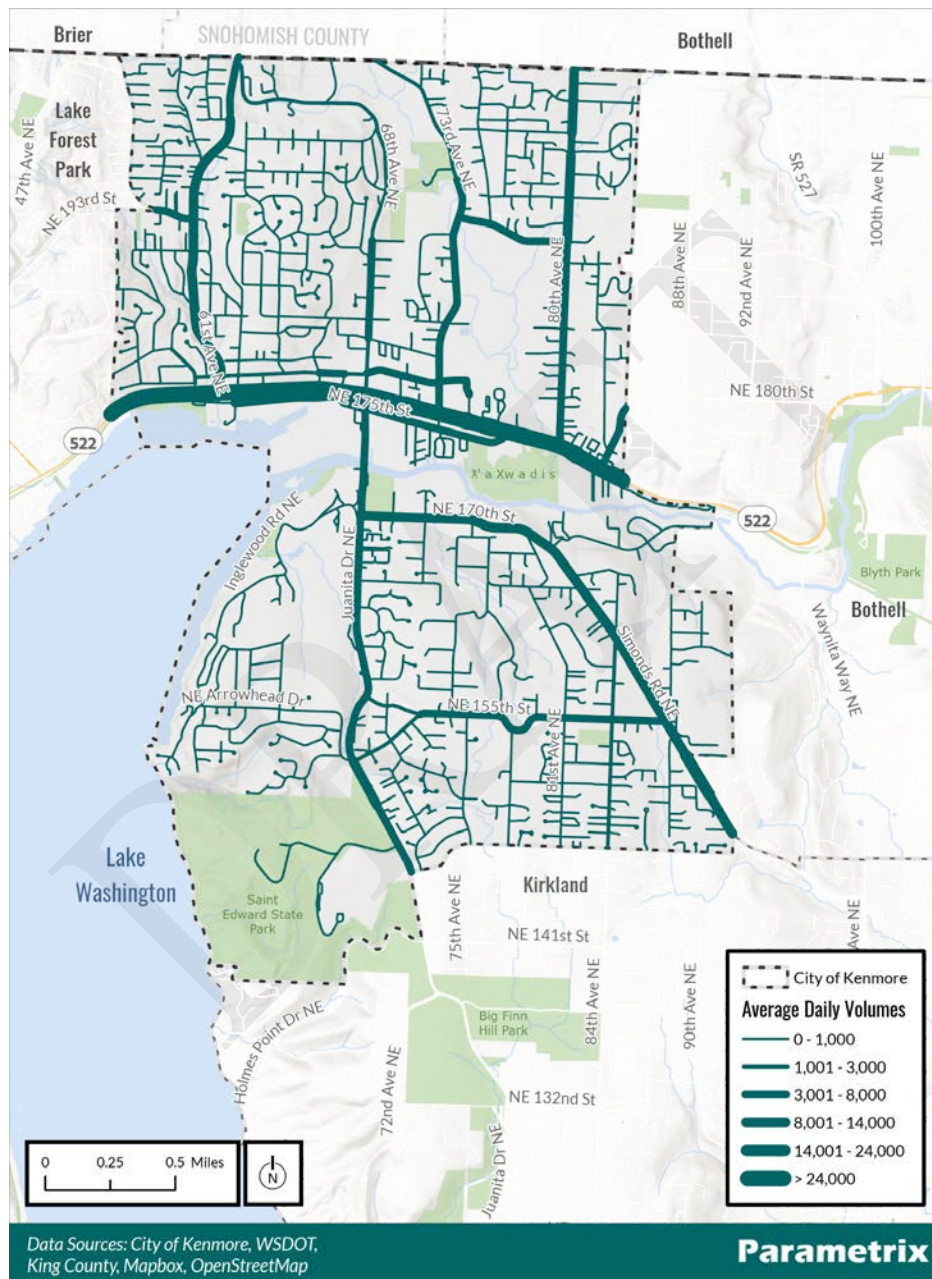
The City's LOS policy sets the following standards for its roadways:

- 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
 - o Signalized intersections shall operate at LOS F or better and not exceed 100 seconds of average total vehicle delay of all movements
 - o 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**.

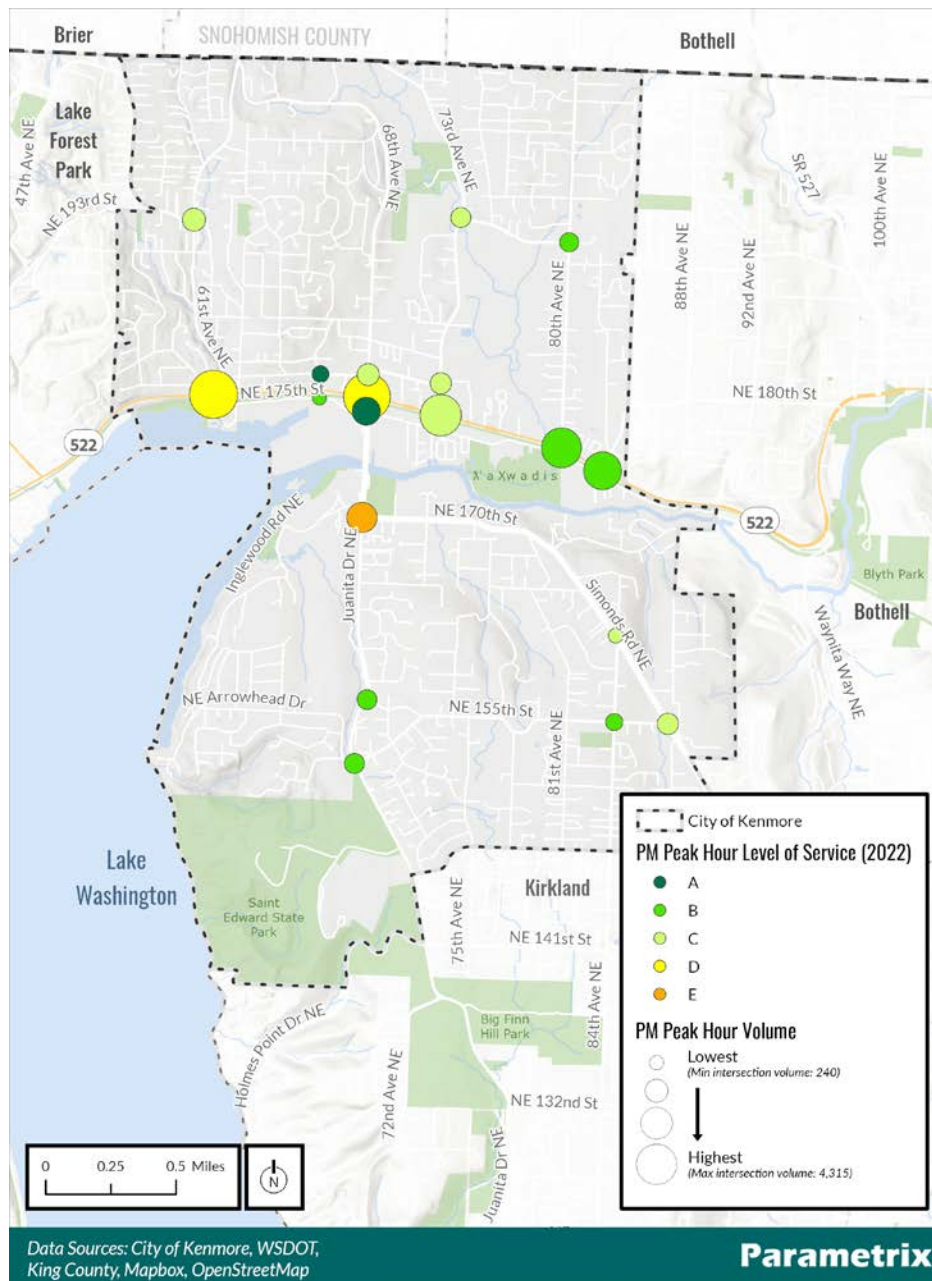
Figure T-10: Auto Average Daily Volumes



Attachment 2- Revised Transportation Element
Transportation Element 6-27

~~2022~~ October 2023

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 2017, Kenmore has experienced nearly 175 traffic collisions per year. Of the 871 collisions in Kenmore from January 2017 to August 2021, 445 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 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.



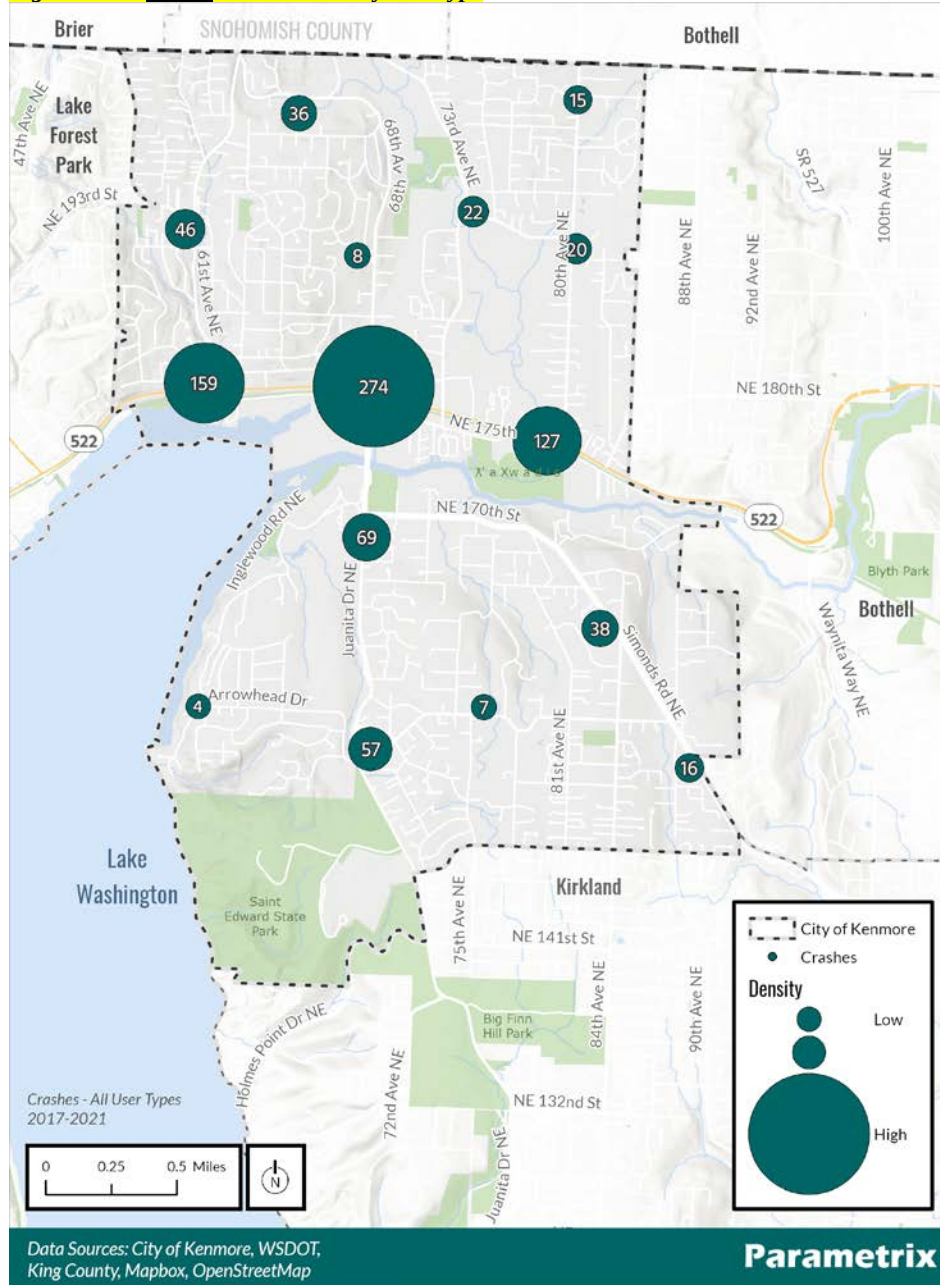
Figure T-10: Crash Collision Density and Type

Figure T-11: Crash Severity

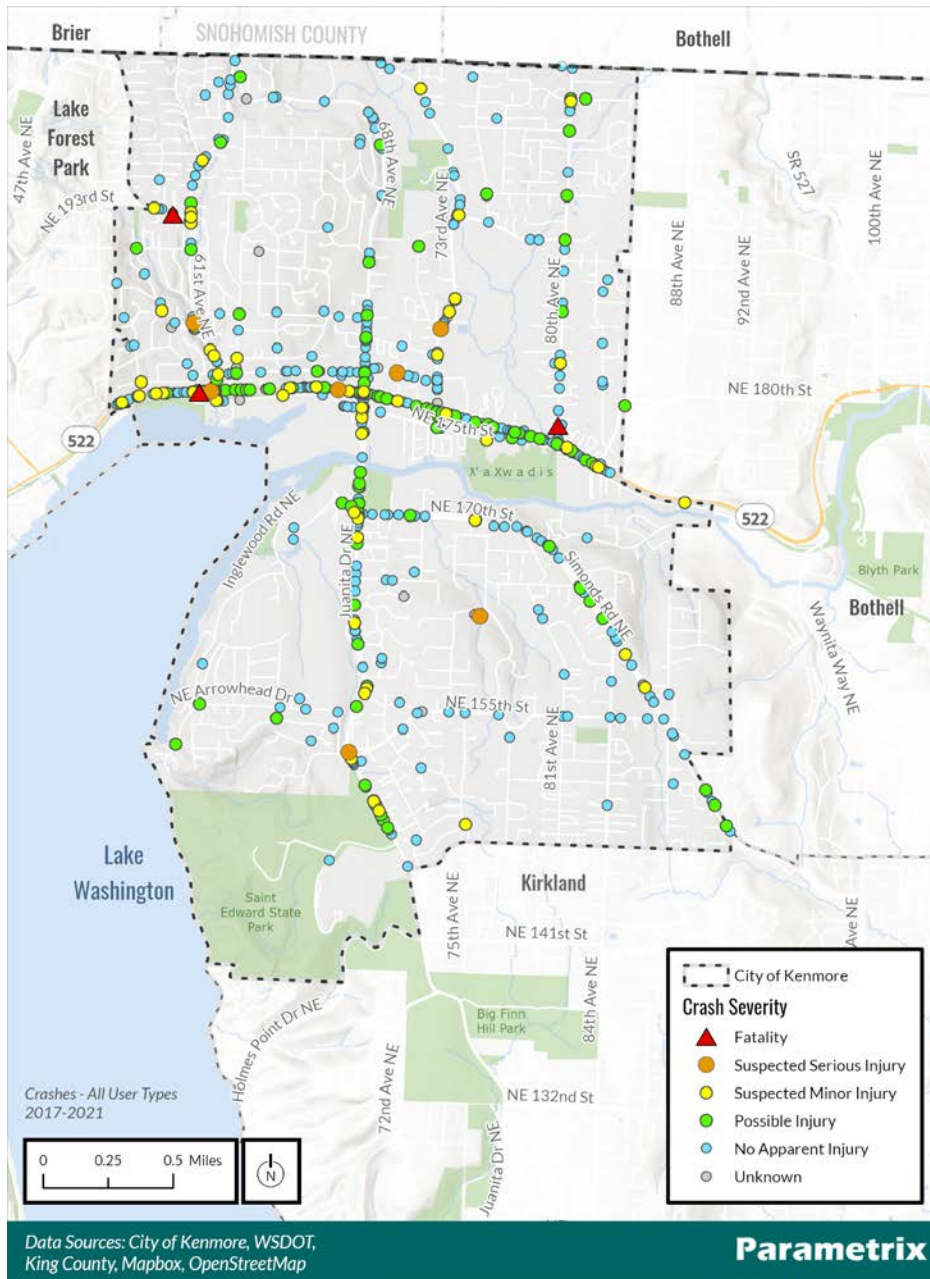
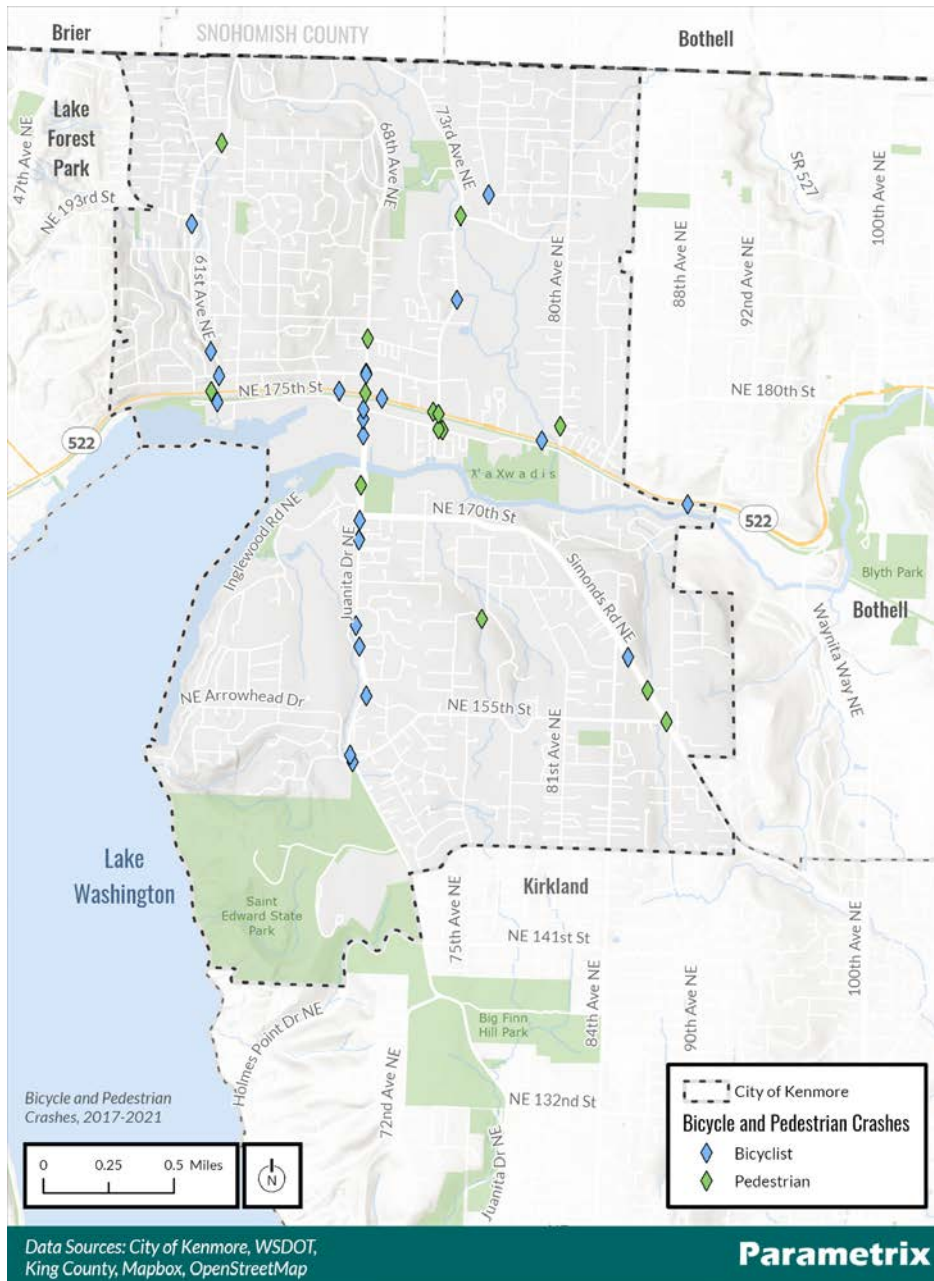


Figure T-14: Crashes Involving Bicycles and Pedestrians

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

Formatted: Indent: Left: 1.5", No bullets or numbering

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).

Formatted: Numbered + Level: 1 + Numbering Style: a, b, c, ... + Start at: 1 + Alignment: Left + Aligned at: 1.5" + Indent at: 1.75"

- 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.

o 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

o Signalized intersections shall operate at LOS F or better and not exceed 100 seconds of average total vehicle delay of all movements

o 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,

Formatted: Indent: Left: 0.25", Hanging: 1.25", No bullets or numbering

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
- c. 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.

Formatted: Indent: Left: 0.25", Hanging: 1.25", No bullets or numbering

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.

DRAFT

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).~~

Formatted: Indent: Left: 0.25", Hanging: 1.25", No bullets or numbering

- 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.

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.

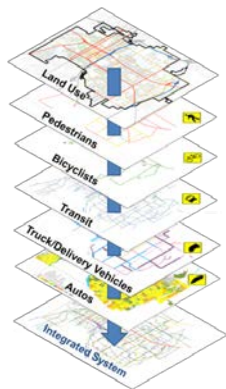
Introduction to the Layered Network

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

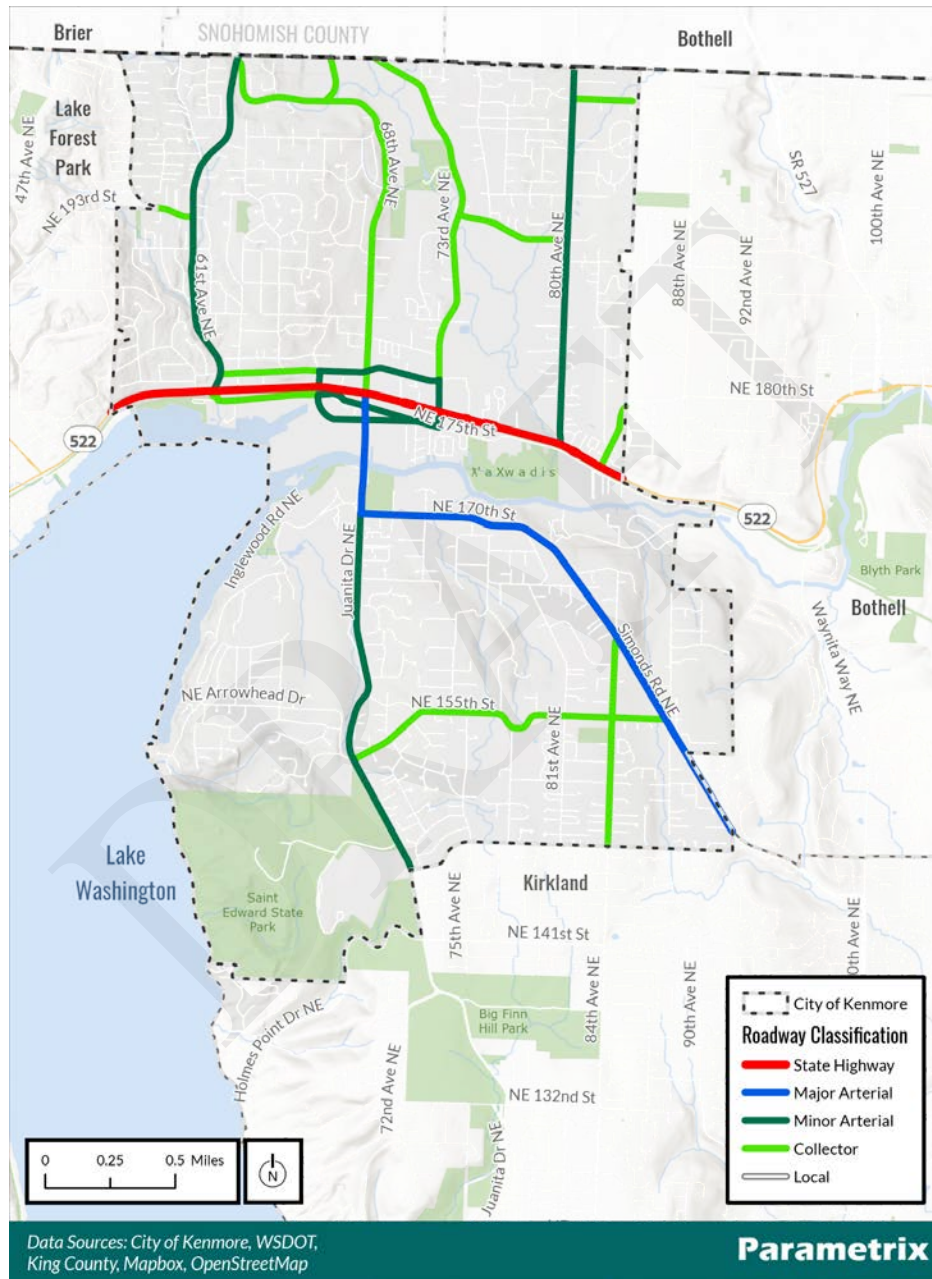
The following street typologies dictate the form and intended functions of roadways in Kenmore. While some roadways are intended to serve regional travel and vehicle circulation, other facilities provide safe options for a more multimodal user base. A description of each roadway type follows and detailed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

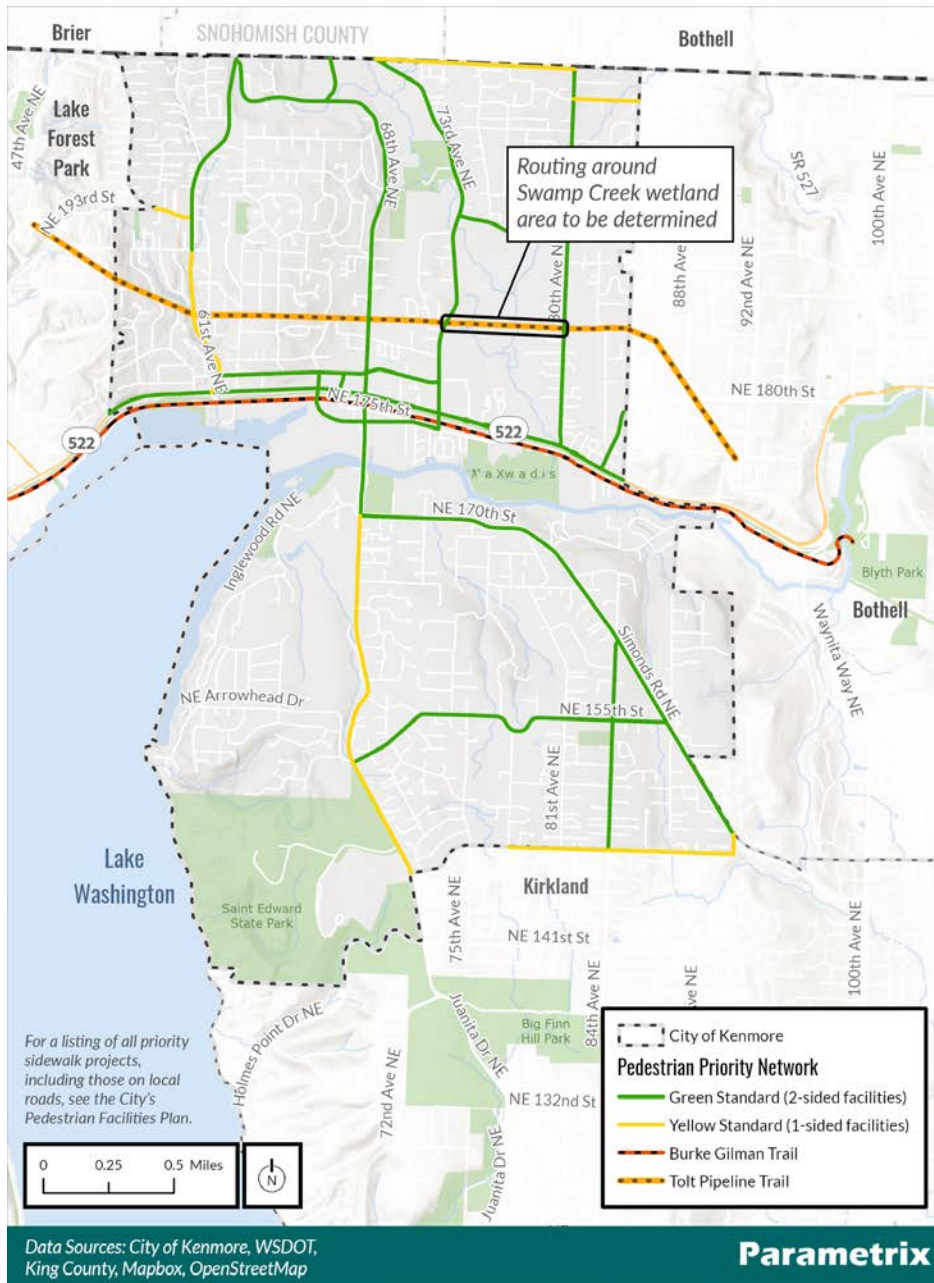
Table 3T-7: Pedestrian LOS – Sidewalk Requirements

LOS	Within Pedestrian Priority Network*
	Pedestrian facility** <u>on both sides of the street with a buffer as where indicated in Pedestrian Priority Network, with a buffer</u>
	Pedestrian facility** provided on one side of the street <u>with or without buffer as indicated in Pedestrian Priority Network</u>
	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

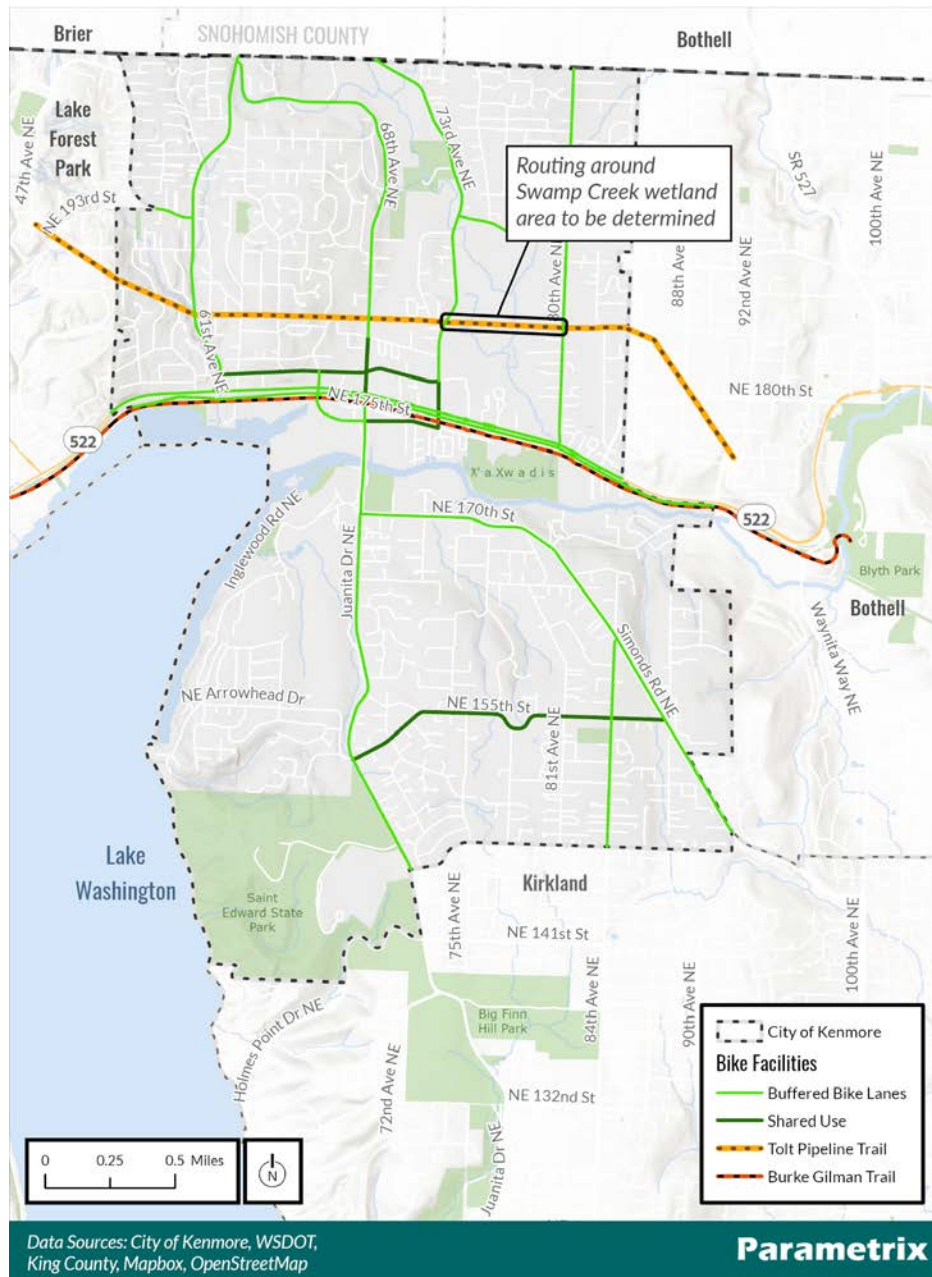
Kenmore already sees significant levels of bicycling along the Burke-Gilman Trail and Juanita Drive, which serve as major commuter and recreational corridors. Connecting to these routes from other areas of the City can be difficult challenging, however, due to challenging topography and limited through 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. 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**:

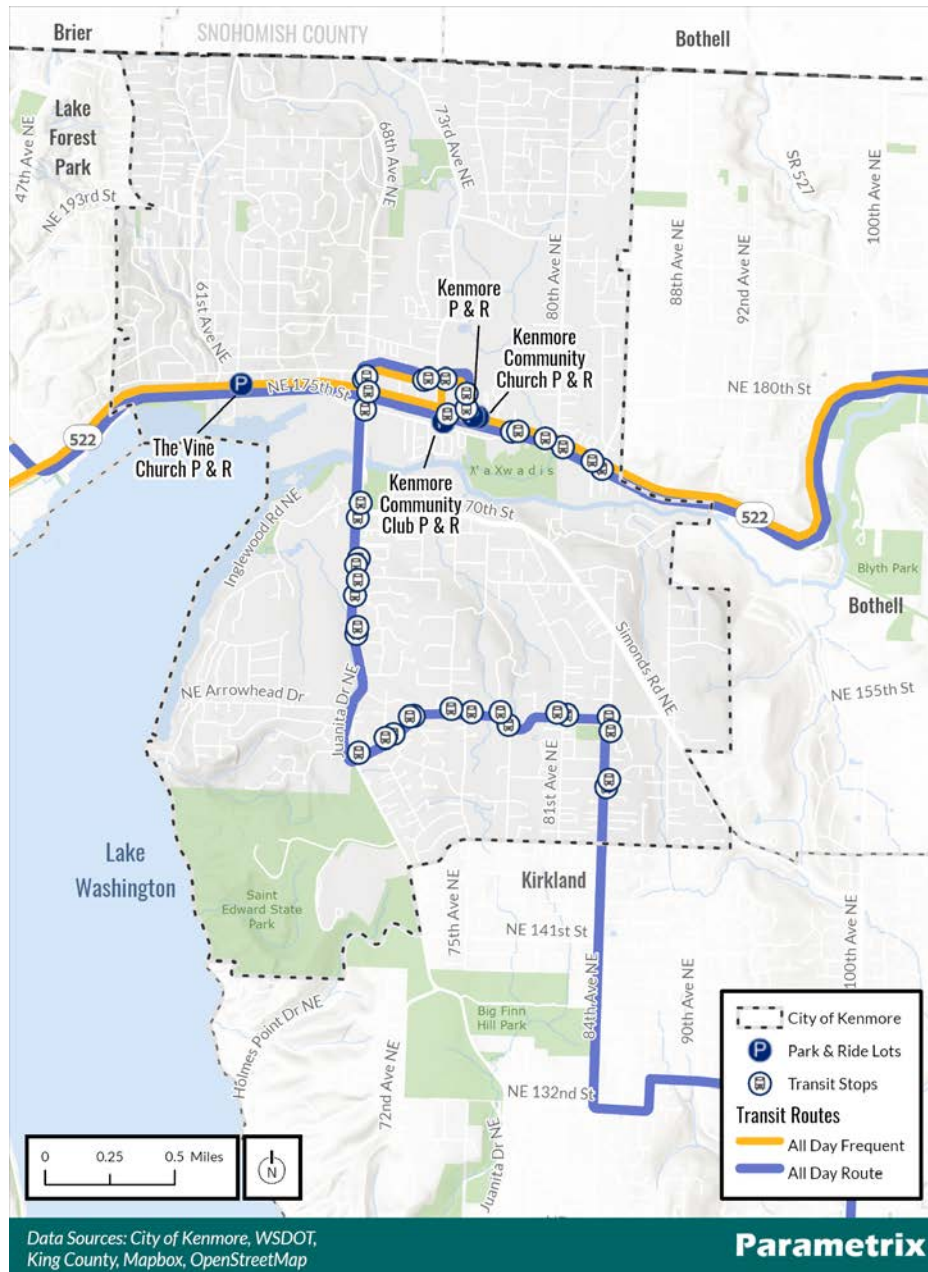
- Street lighting
- **Right of way for bus** **Bus** shelters and benches **or requiring installation of transit facilities as a condition of private development**
- Safe routes for accessing transit stops

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

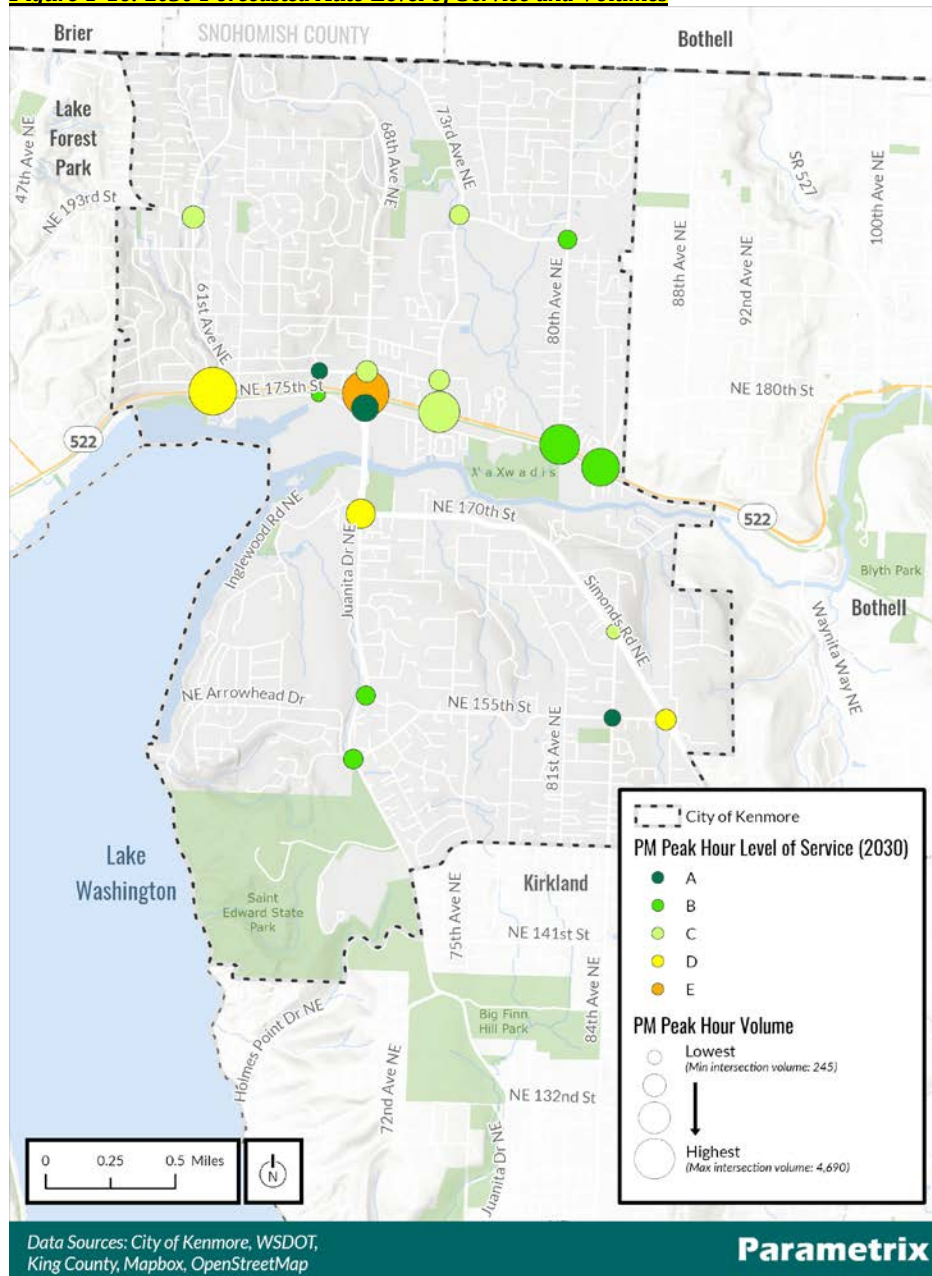
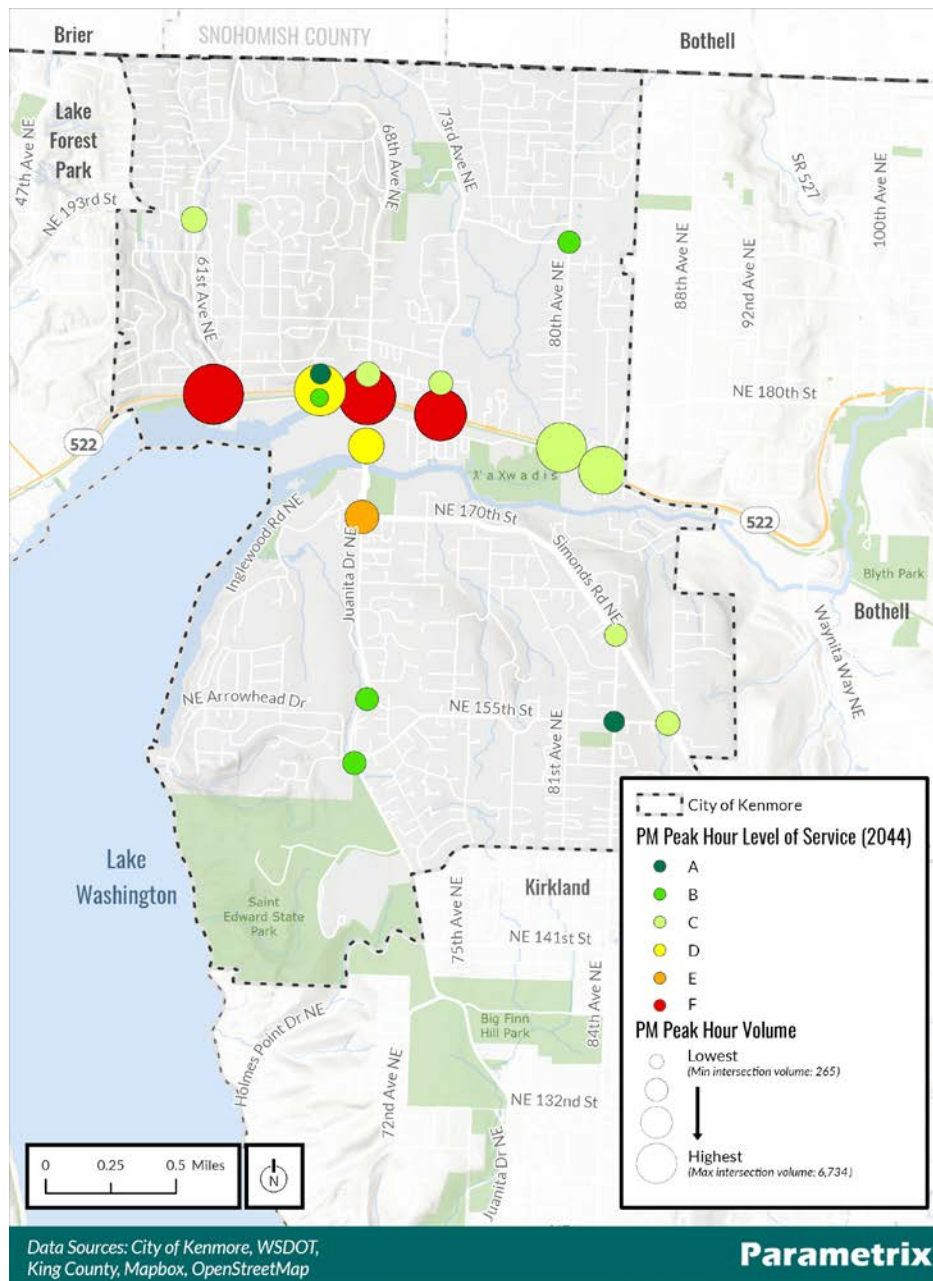


Figure T-17: 2044 Forecasted Auto Level of Service and Volumes



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

DRAFT

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 69 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

Beyond 20 Year Vision						
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

DRAFT

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.

DRAFT

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

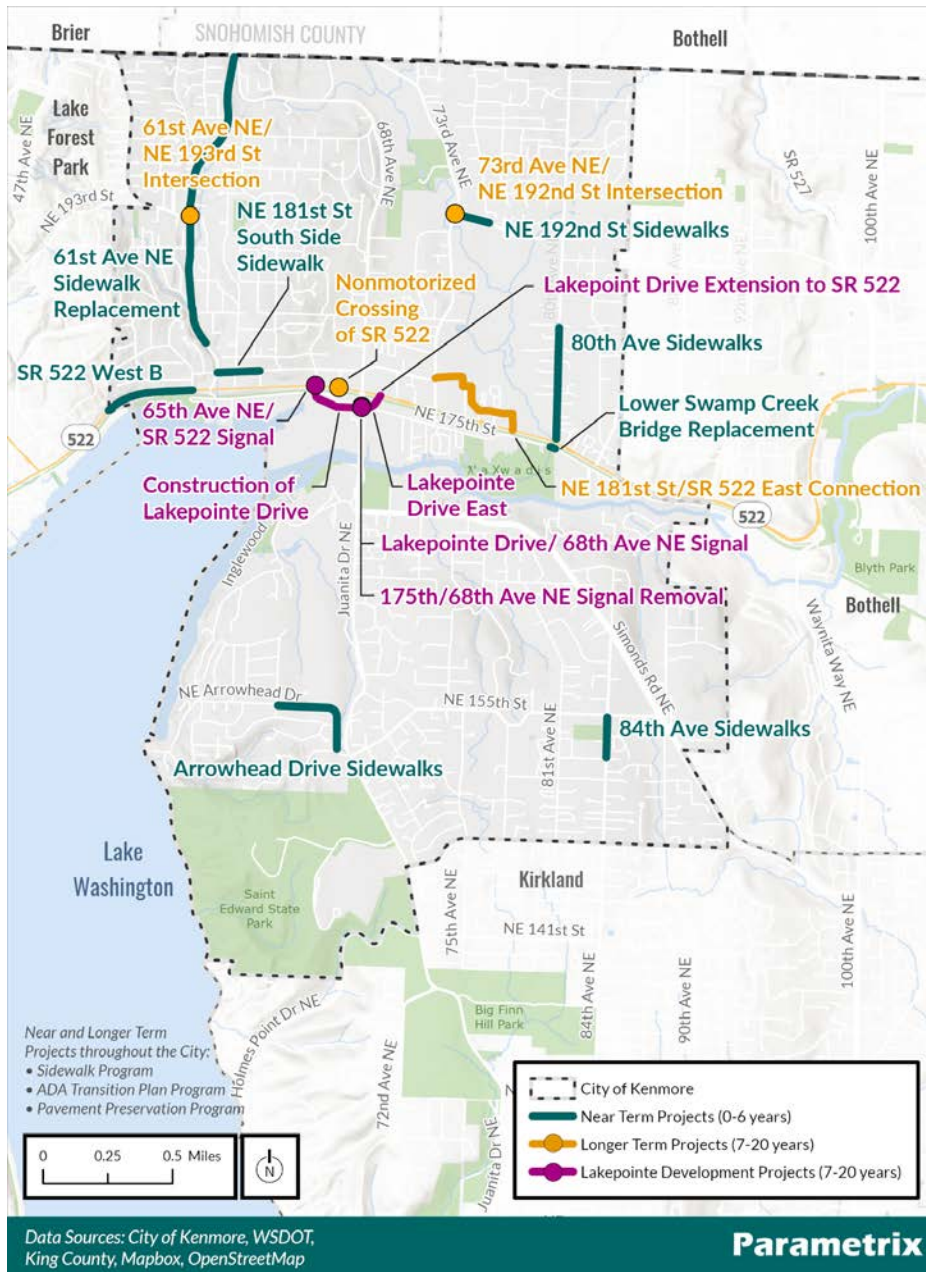
Projects	Benefit to Kenmore	Primary Benefit	Total Cost	Expected City Contribution	Goal Met
Pedestrian Facilities Plan Program (Sidewalk Program)	Improve pedestrian circulation, accessibility, safety, and encourage walking.	Local	\$2,000,000	\$1,000,000	1, 3, 4, 7, 8
Total			\$30,680,000	\$10,552,000	
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	Intersection, pedestrian, bicycle, and access improvements to accommodate increased volumes related to the Lakepointe development. Improvements 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	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:

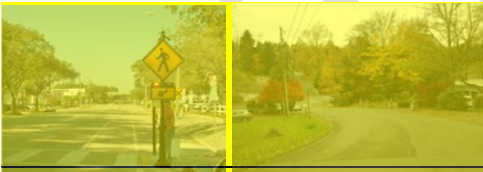
- Construction of a new road (Lakepointe Drive) from 65th Avenue/SR522 to 68th Avenue NE
- Extending Lakepointe Drive east of 68th Avenue NE
- Construction of the new Lakepointe Drive/68th Avenue intersection, including a new traffic signal.
- Elimination of the signal at 175th Street/68th Avenue.
-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

DRAFT

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.

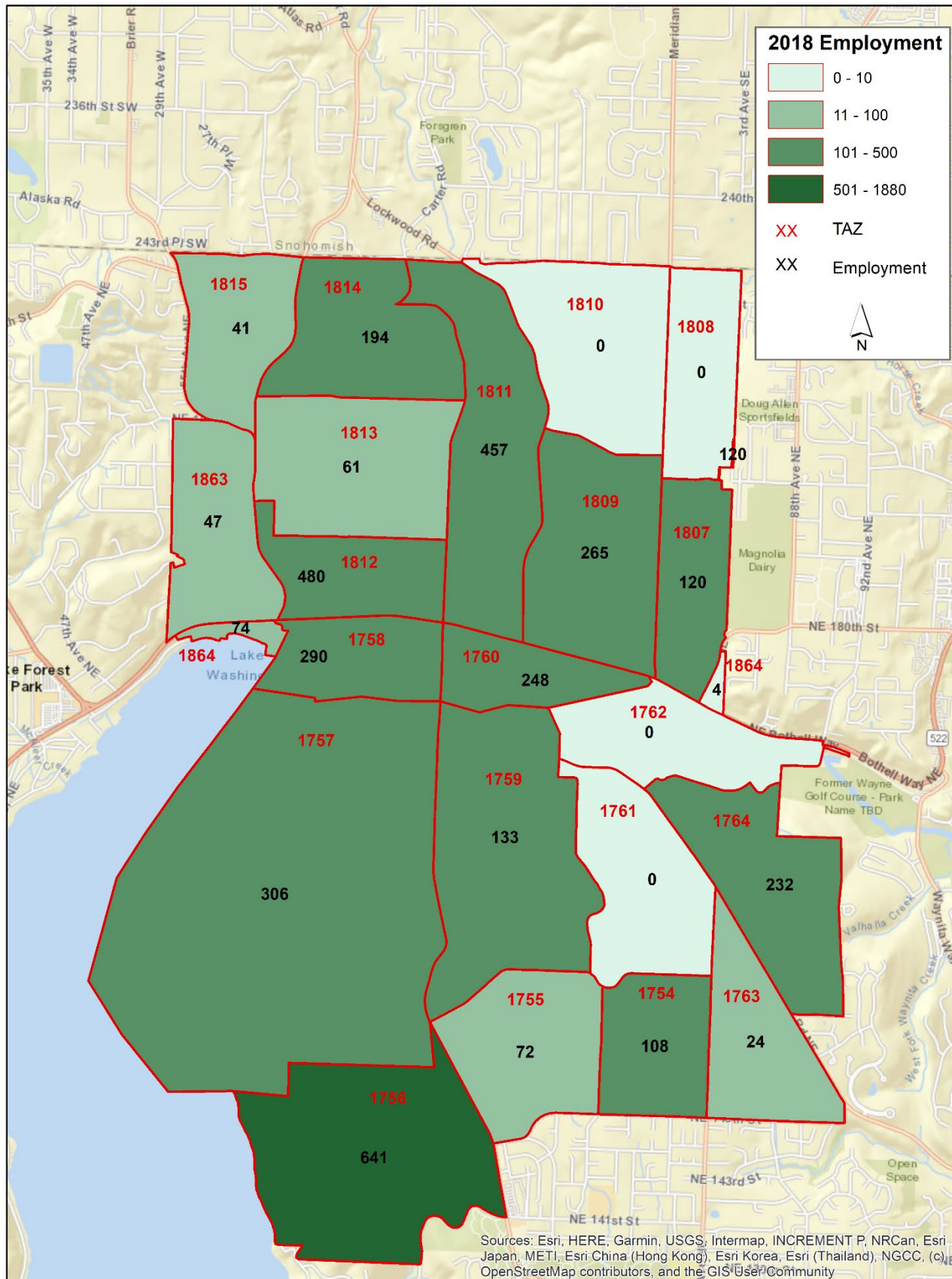
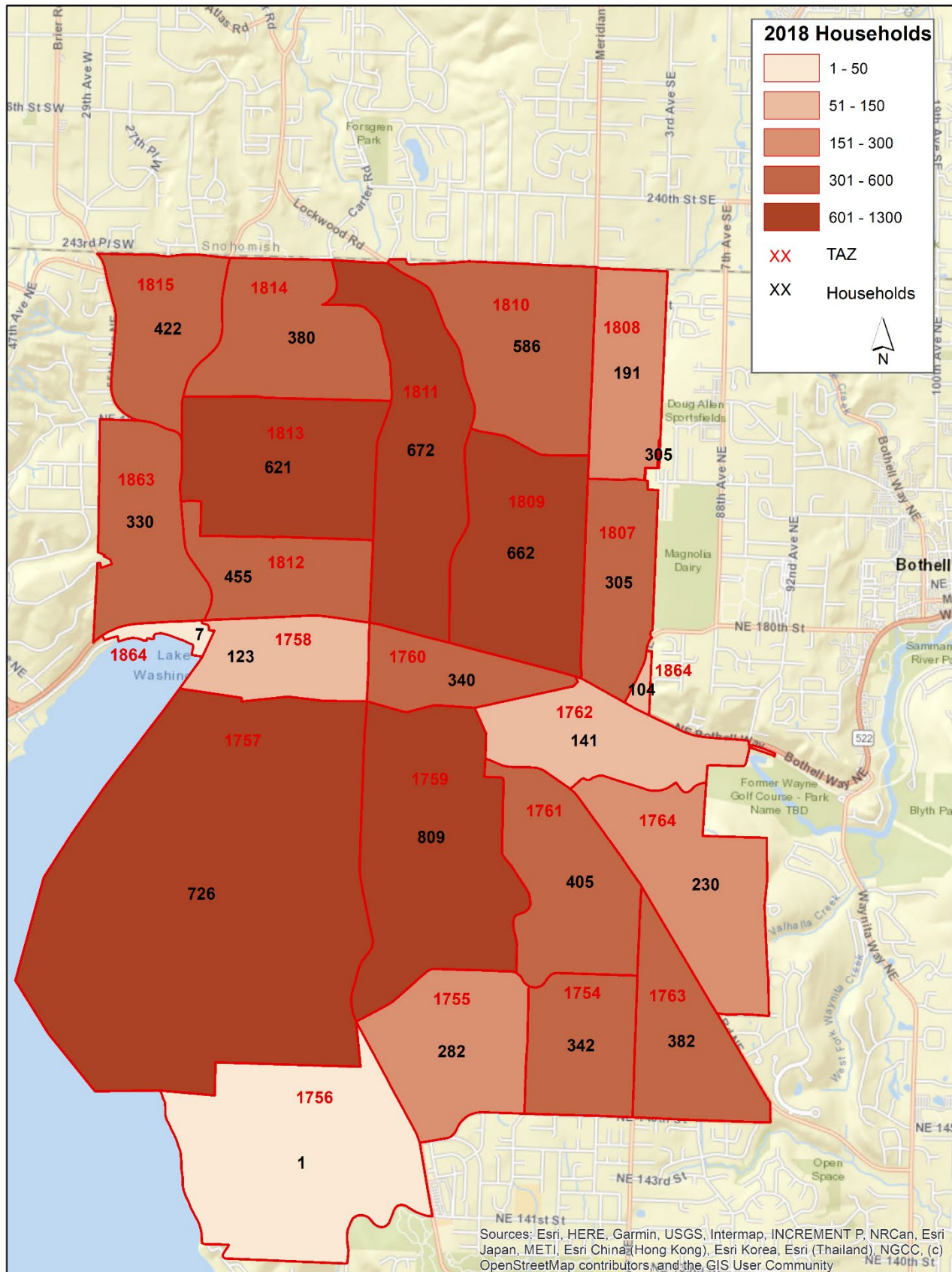


Figure 1. 2018 Employment in Kenmore by TAZ



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

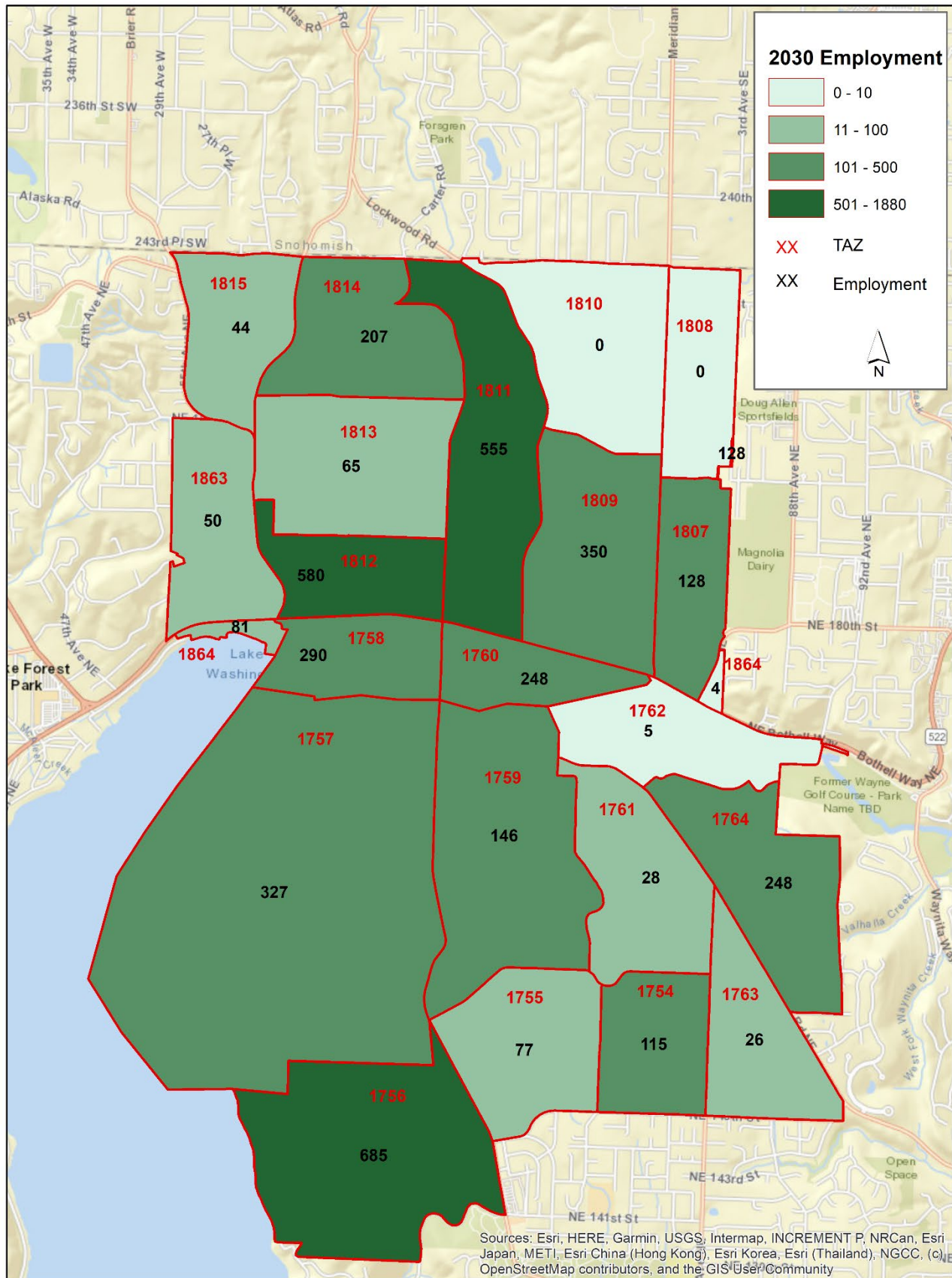
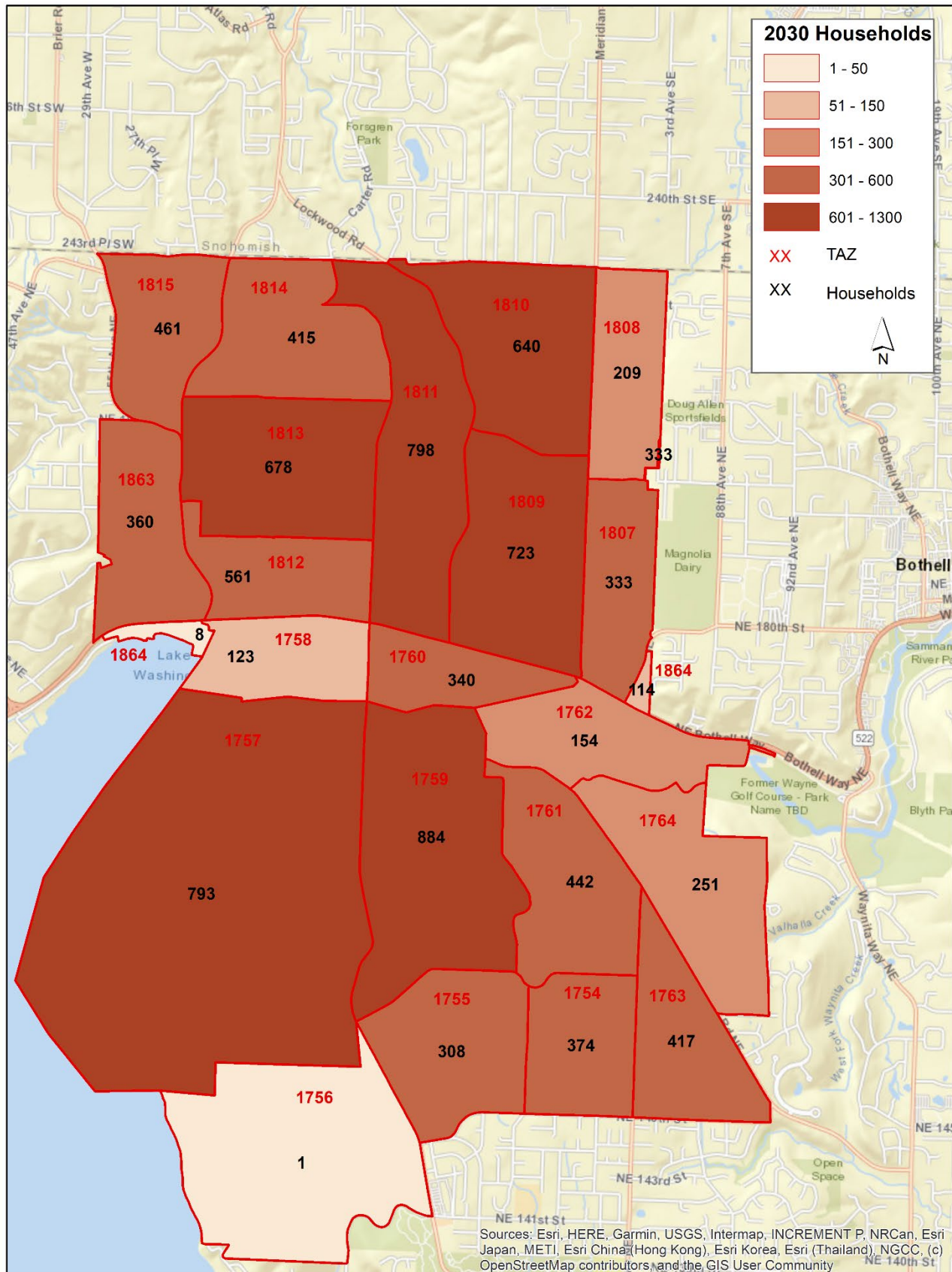


Figure 3. 2030 Employment in Kenmore by TAZ



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

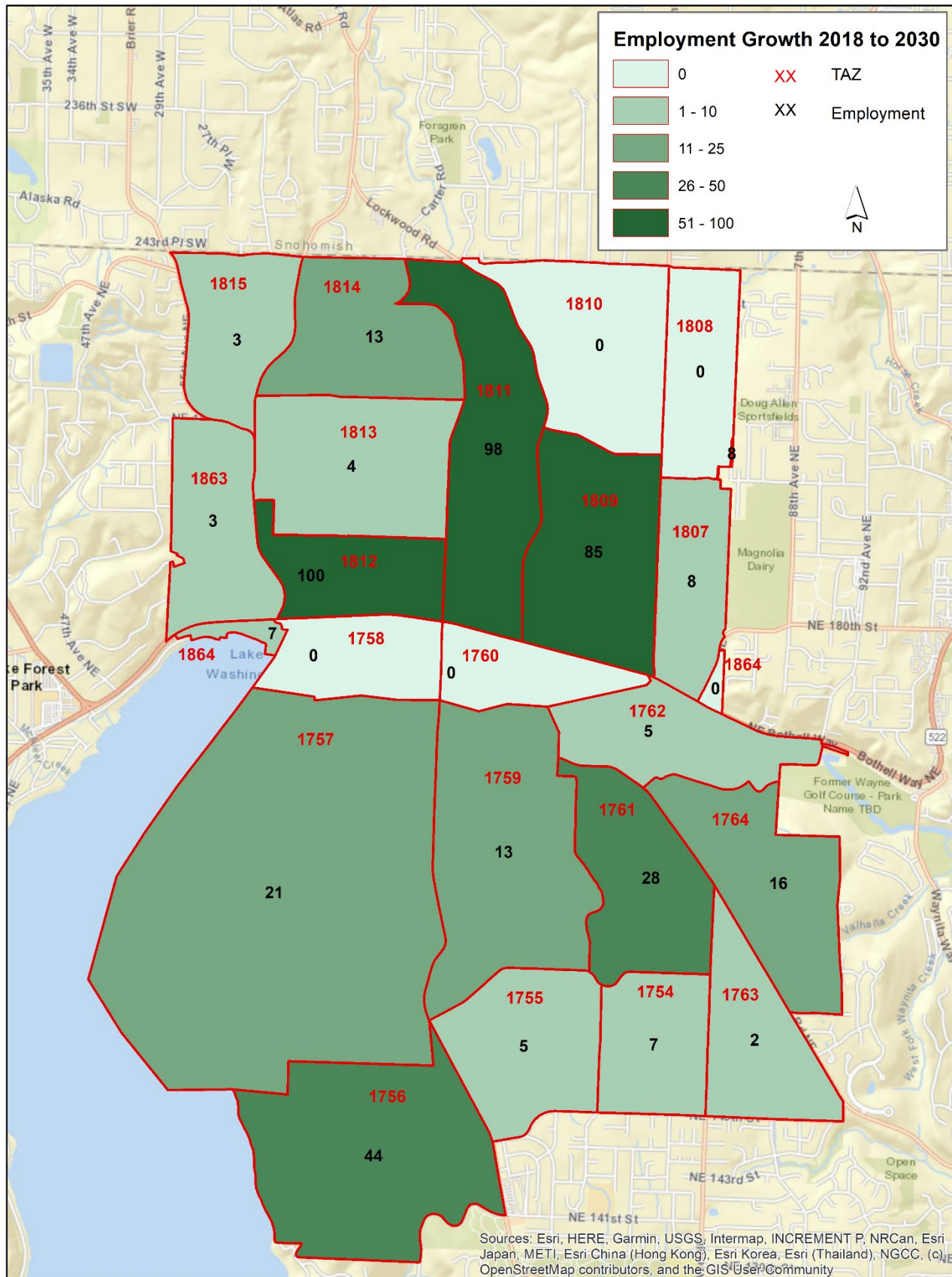


Figure 5. 2018-2030 Employment Change in Kenmore by TAZ

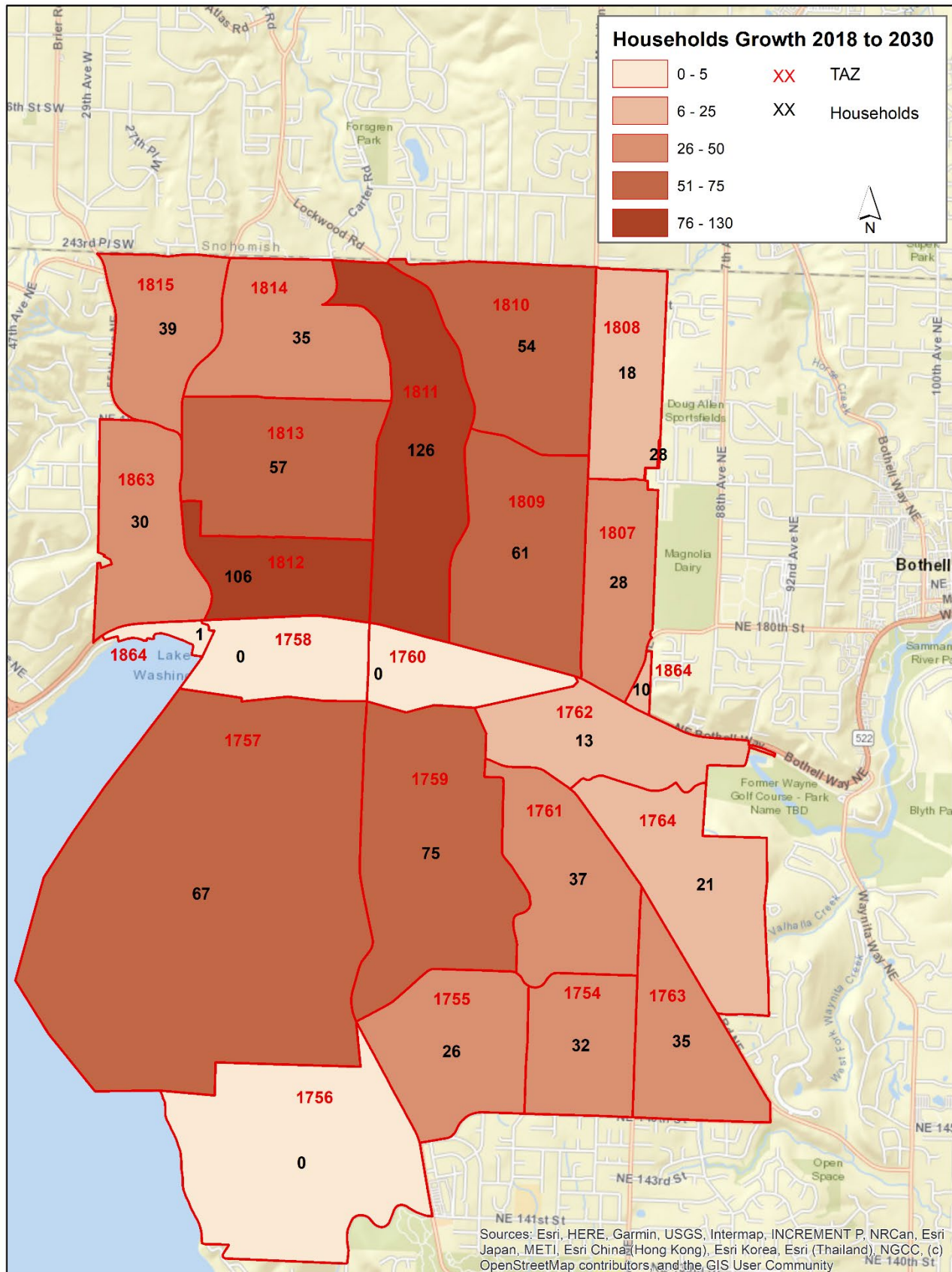


Figure 6. 2018-2030 Households Change in Kenmore by TAZ

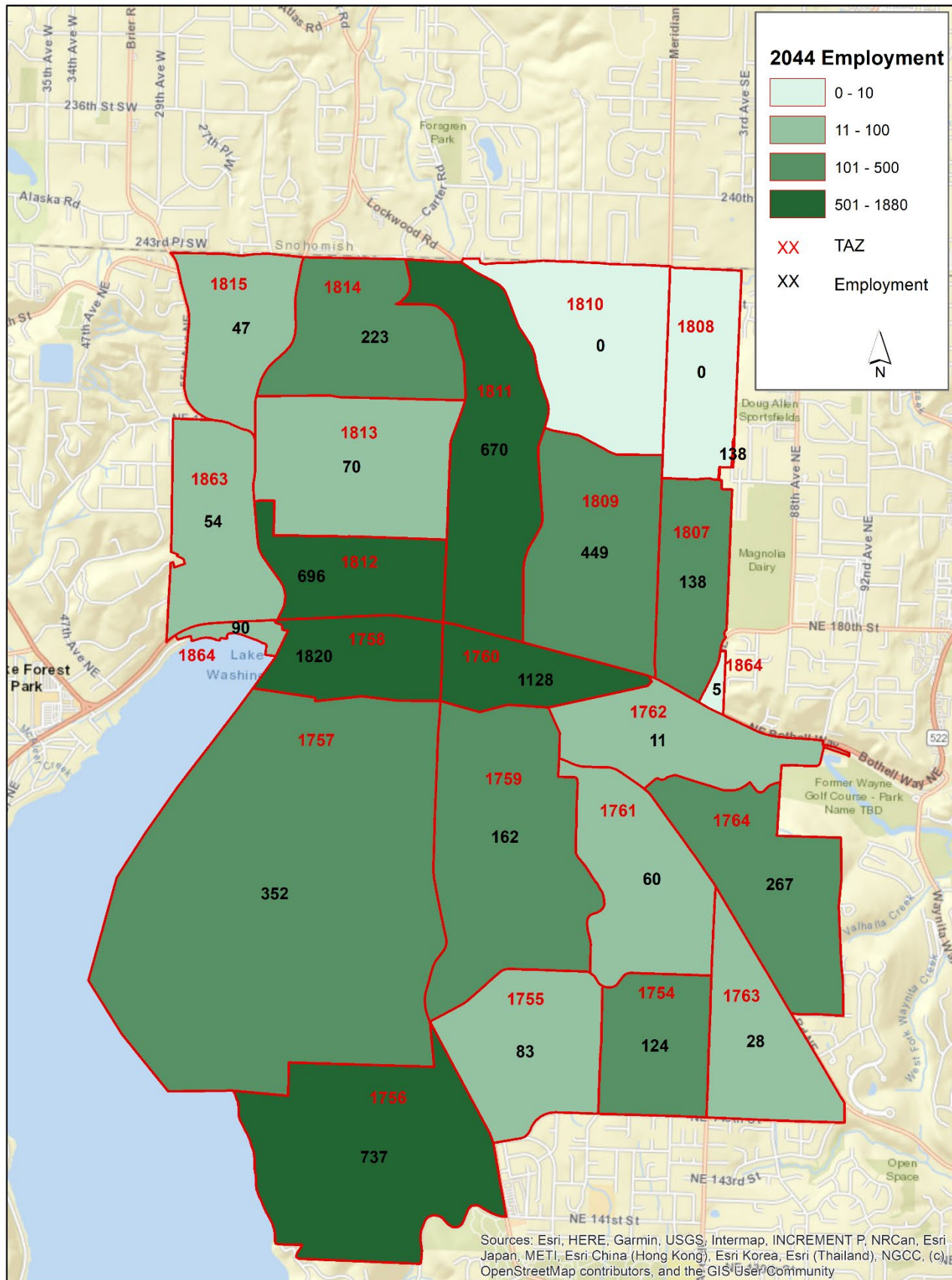
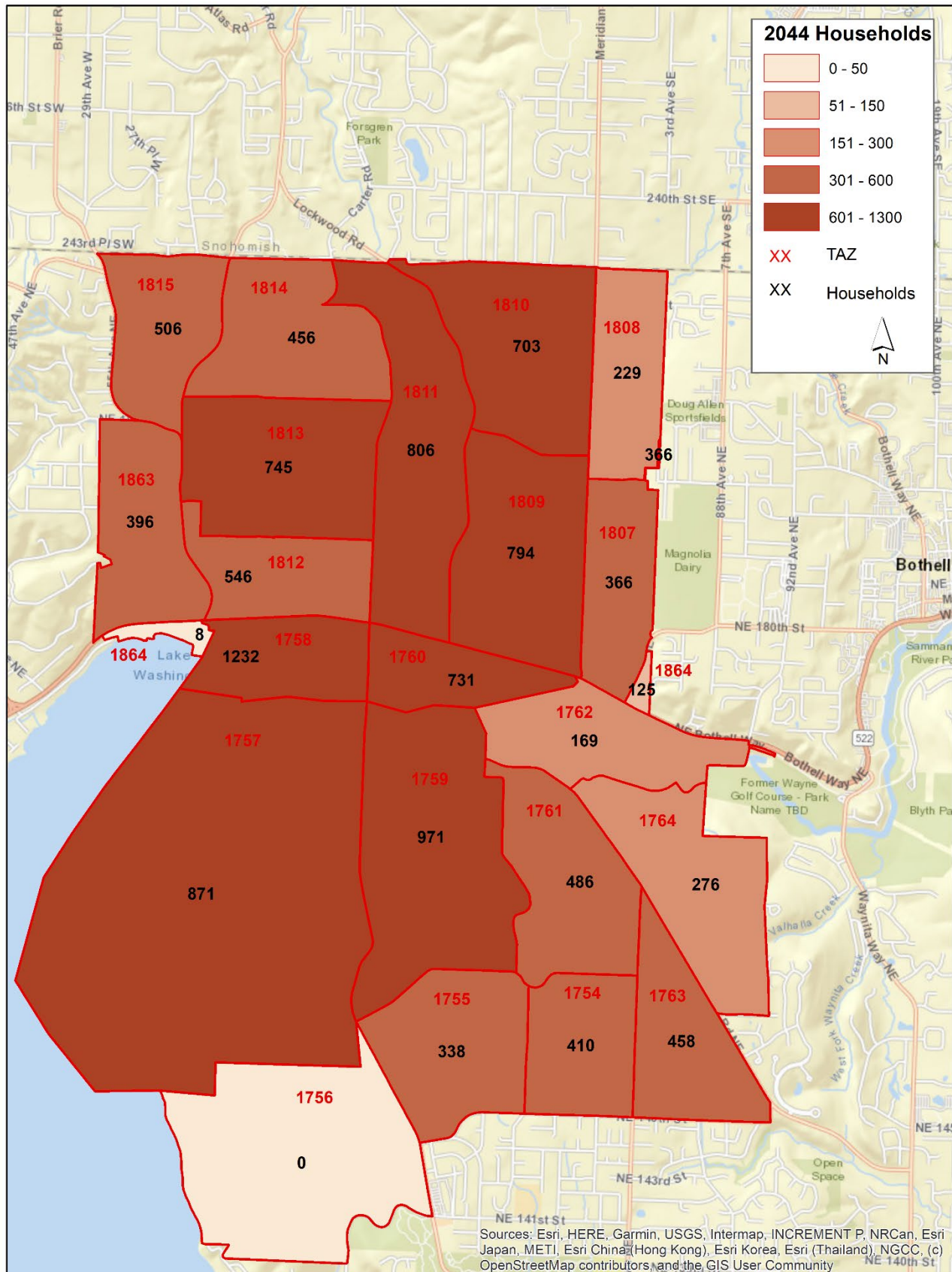


Figure 7. 2044 Employment in Kenmore by TAZ



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

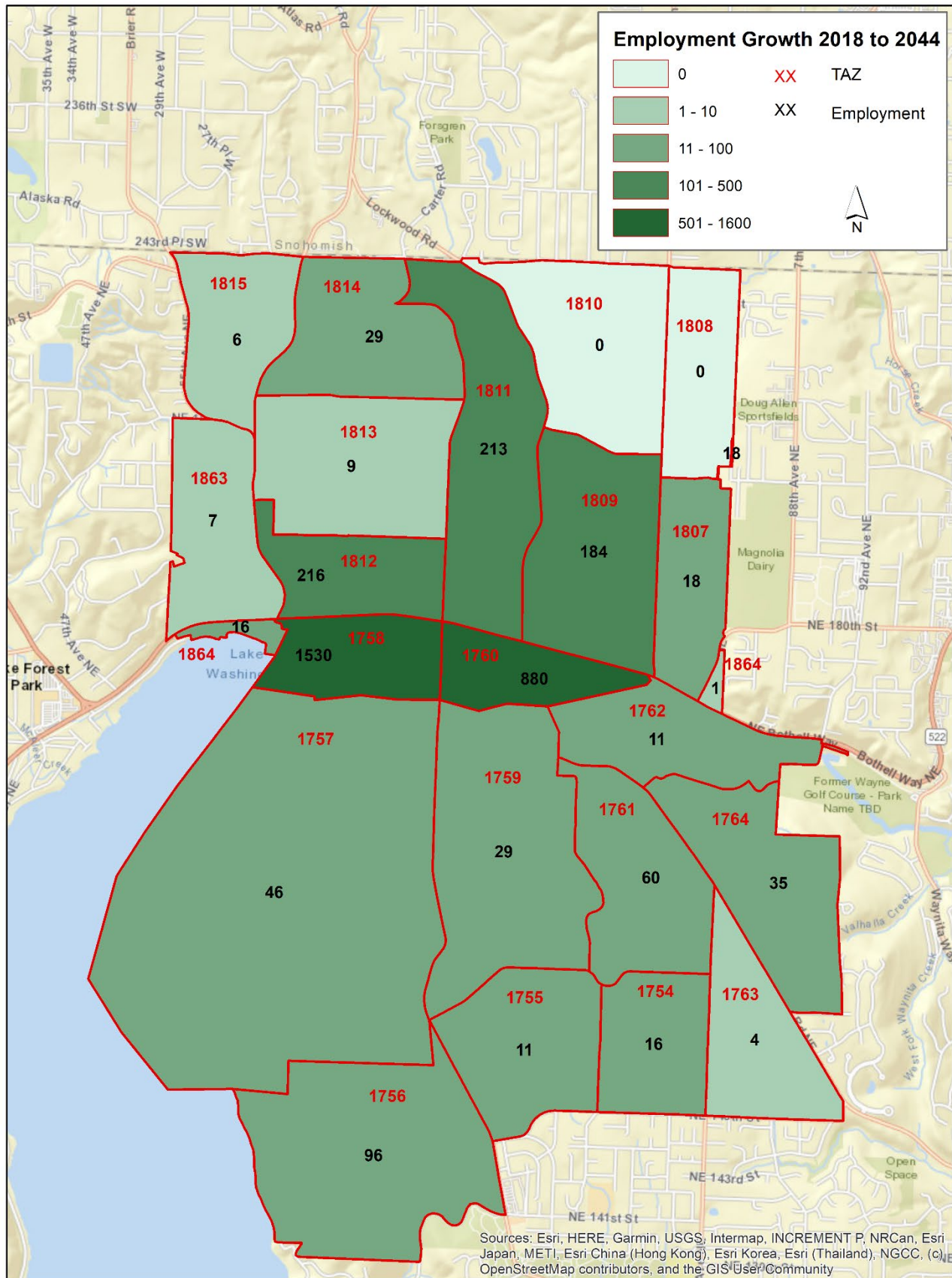


Figure 9. 2018-2044 Employment Change in Kenmore by TAZ

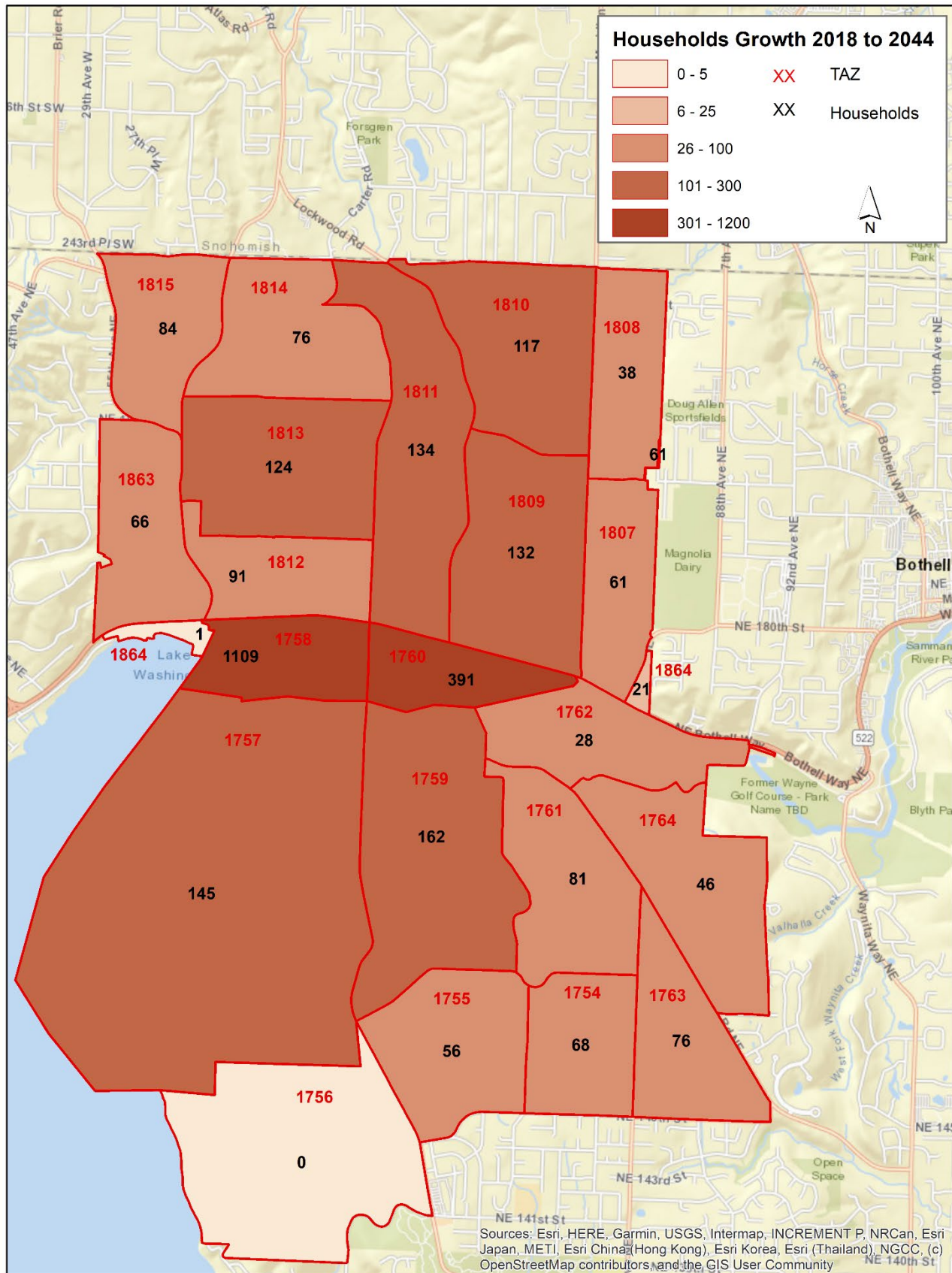


Figure 10. 2018-2044 Households Change in Kenmore by TAZ

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.

DRAFT

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.

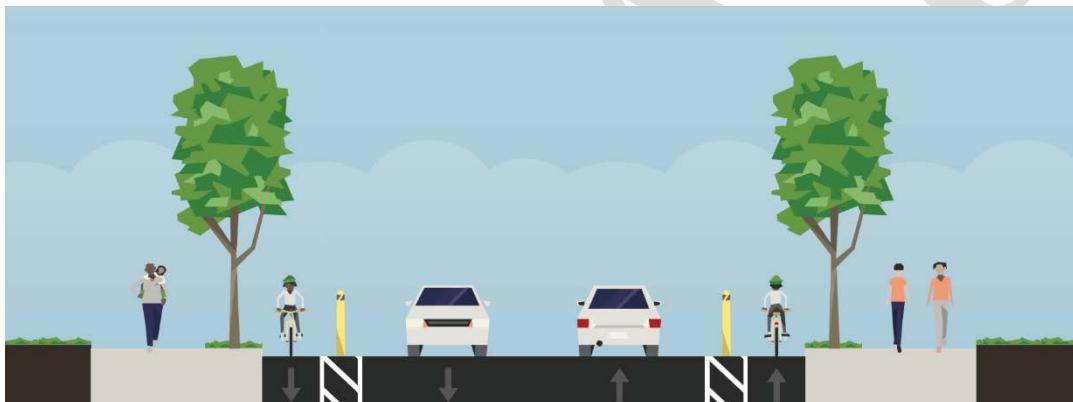
Features:

- 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.

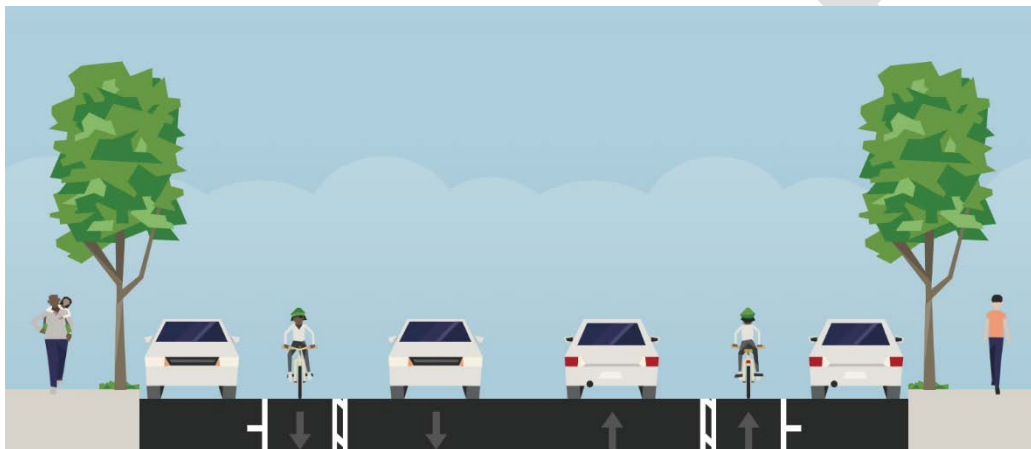
Features:

- 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:

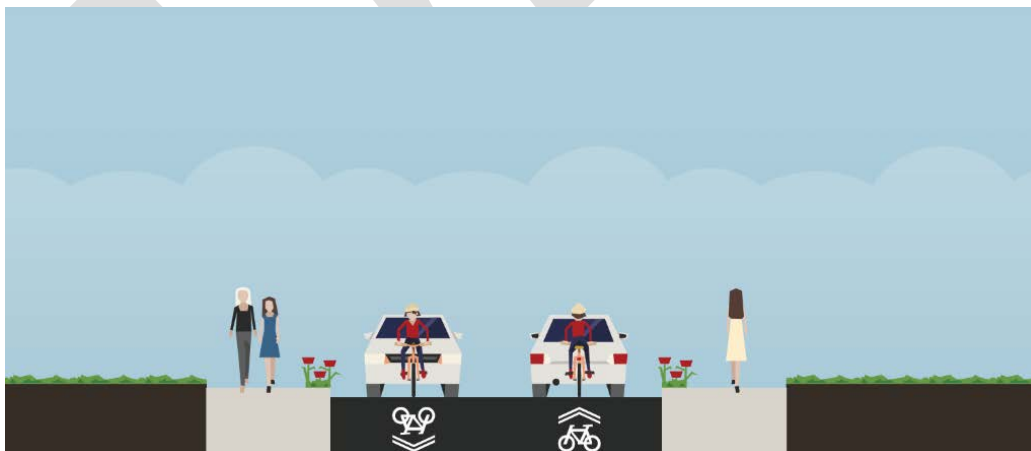
- 68th Avenue NE (north of SR 522)
- 73rd Avenue NE
- 84th Avenue NE
- NE 153rd Place/NE 155th Street
- NE 181st Street (61st Avenue NE to 65th Avenue NE)

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:

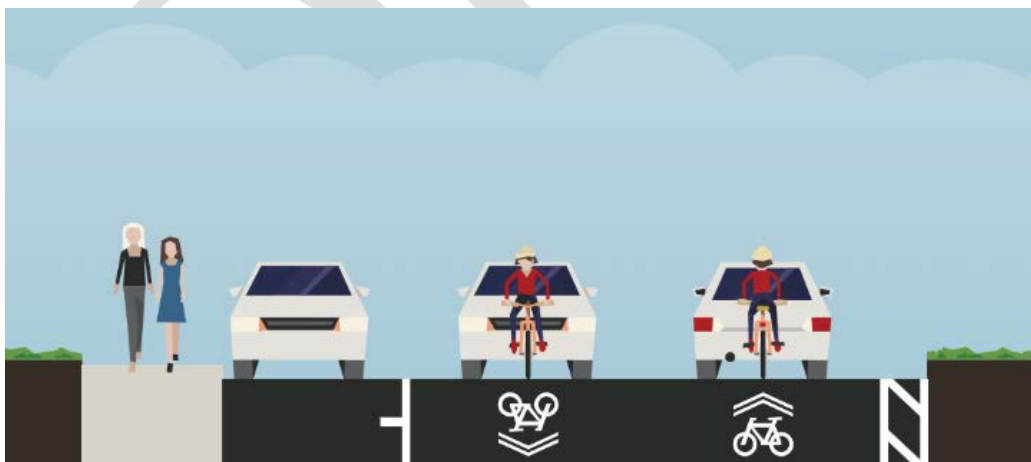
- 81st Avenue NE
- NE 154th Street
- NE 185th Street
- NE 198th Street

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 416 of 566

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 417 of 566

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 419 of 566

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				Consultant 30% \$	141,132
City Staff				20% \$	94,088
Const. Management				Consultant 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

84th Ave NE (NE 150th St-NE 155th St)
Sidewalk and Bike Lanes

Page 421 of 566

CITY OF KENMORE

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				40%	\$ 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.

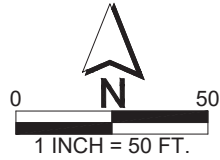
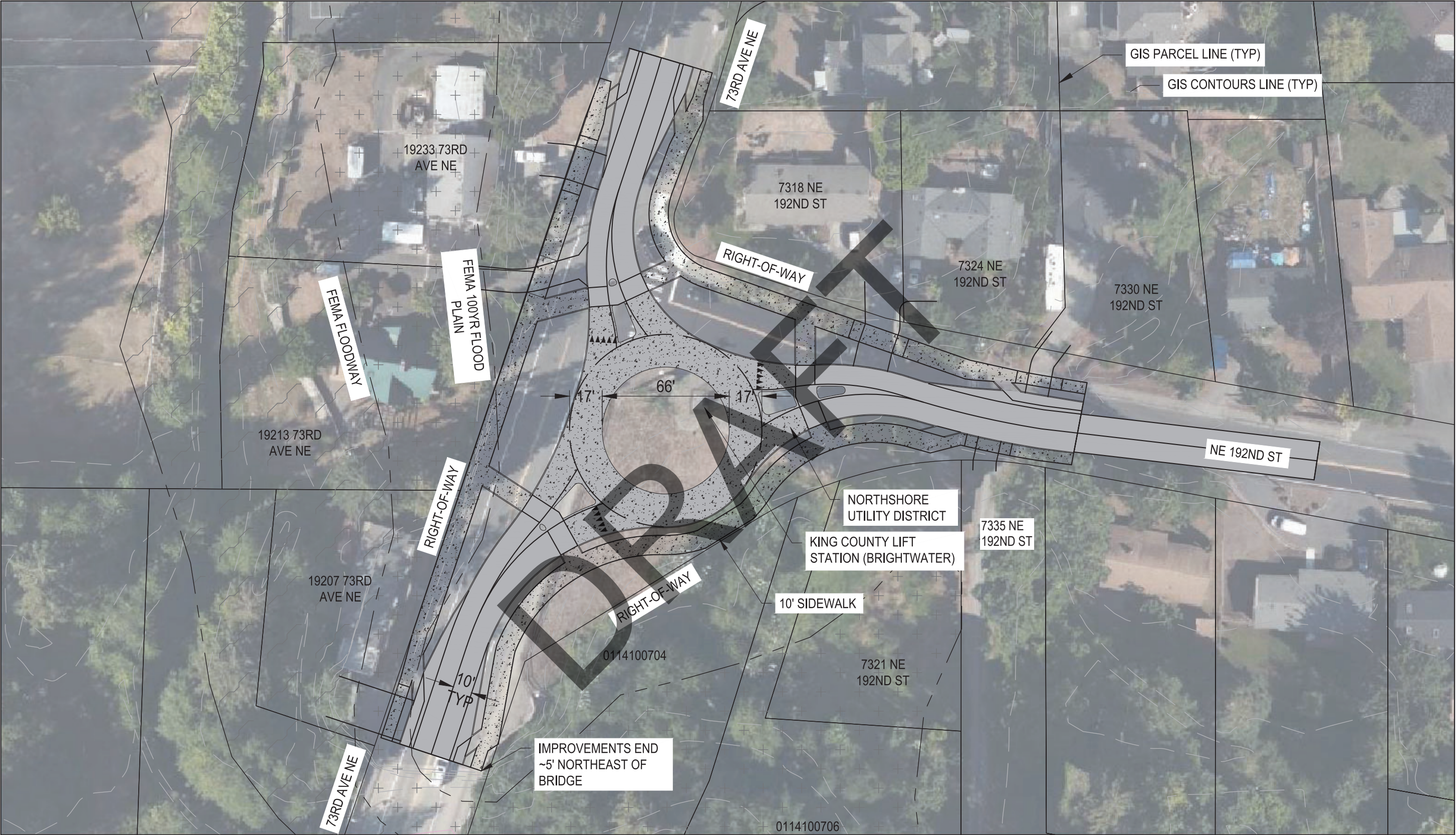
9.0 Contingency

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.

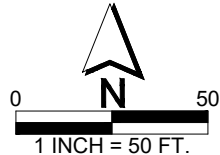
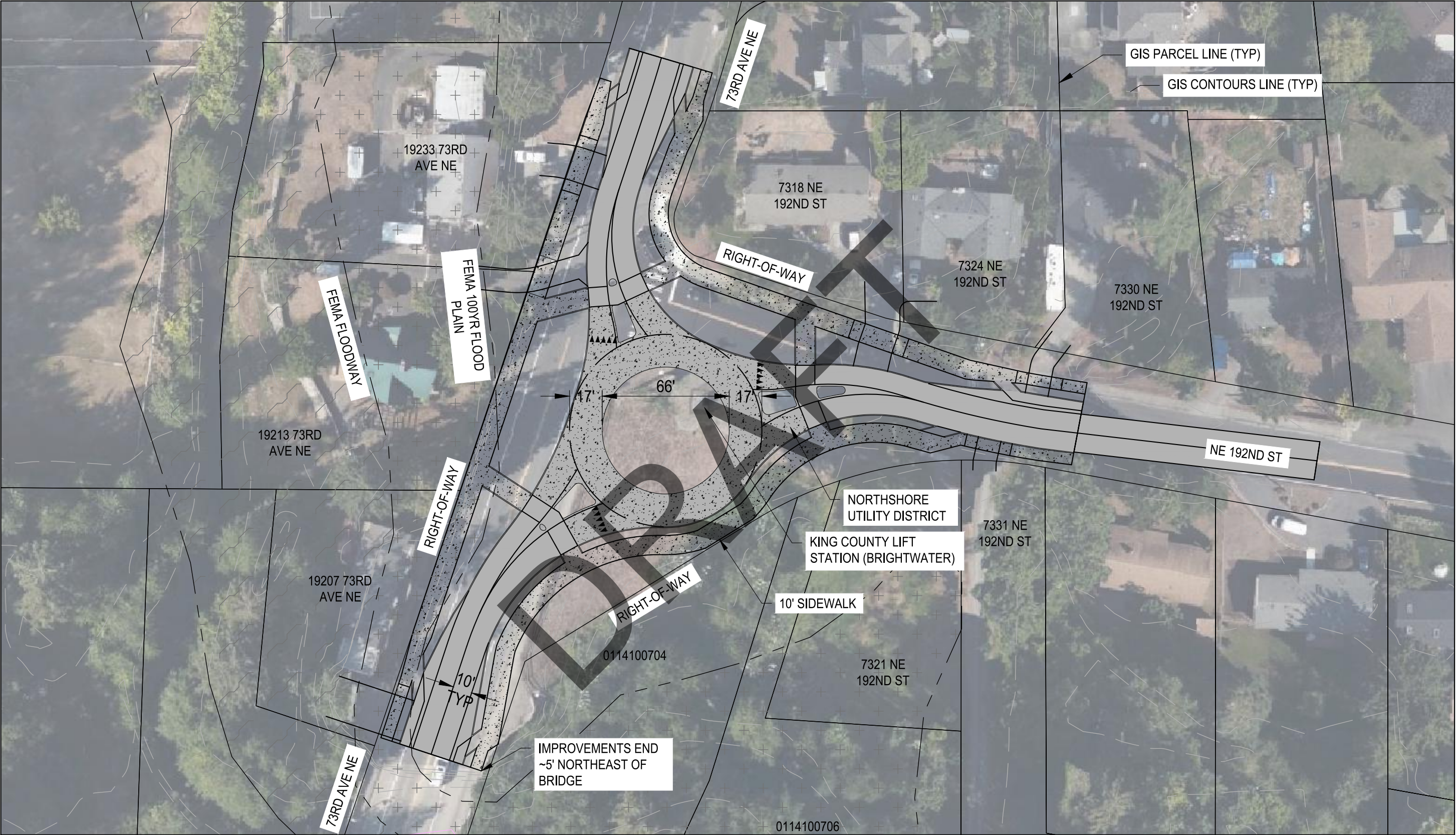
The 30% AFI was chosen in coordination with City of Kenmore staff due to the uncertainty of existing site conditions and the long-term nature of this estimate.

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.

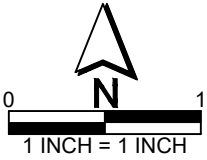
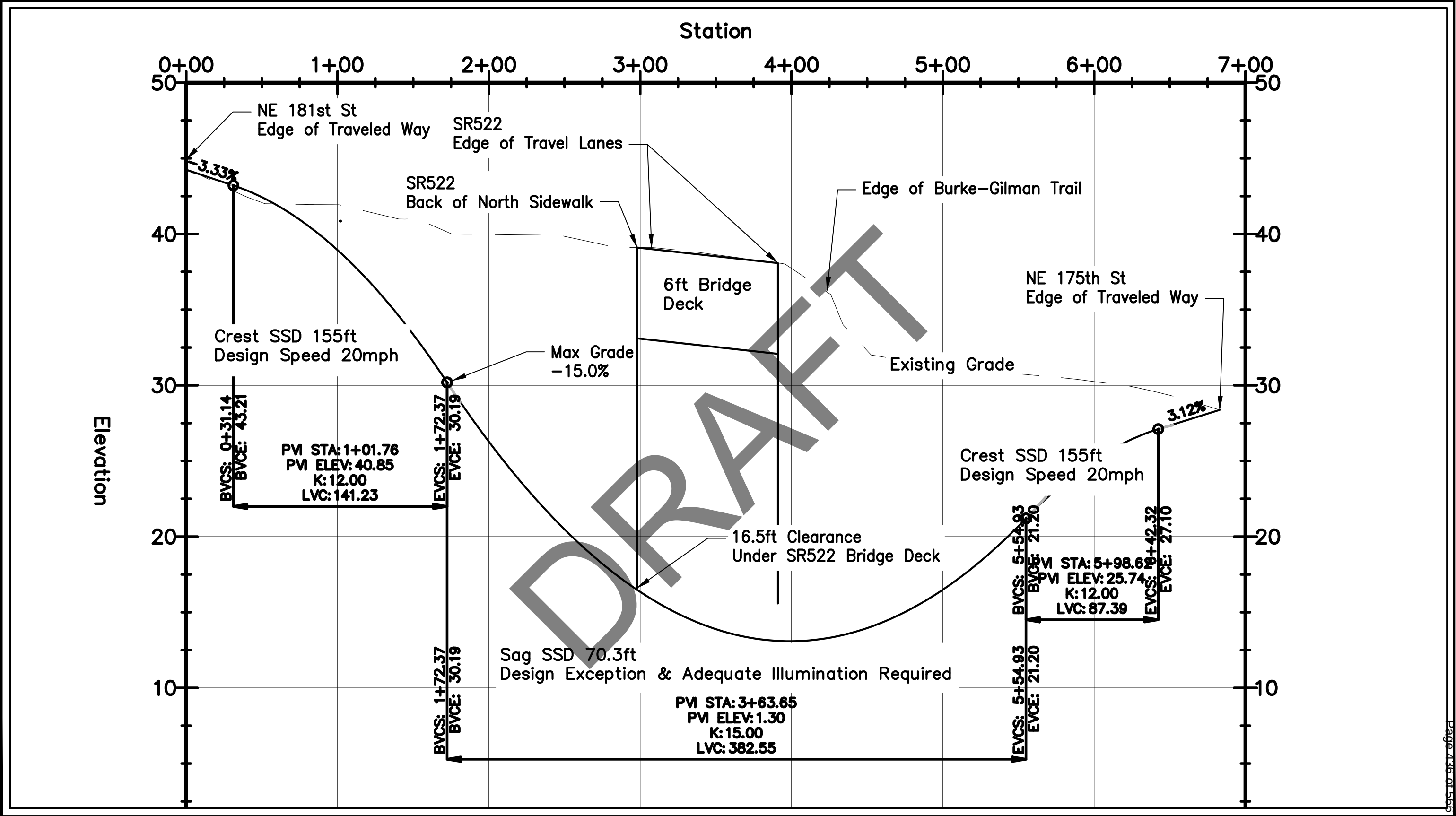
10.0 Attachments

Attachment A: SR 522 Crossing Vehicle Tunnel Plan and Profile Sheets (September 26, 2022)

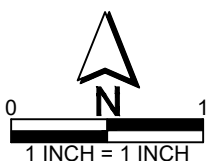
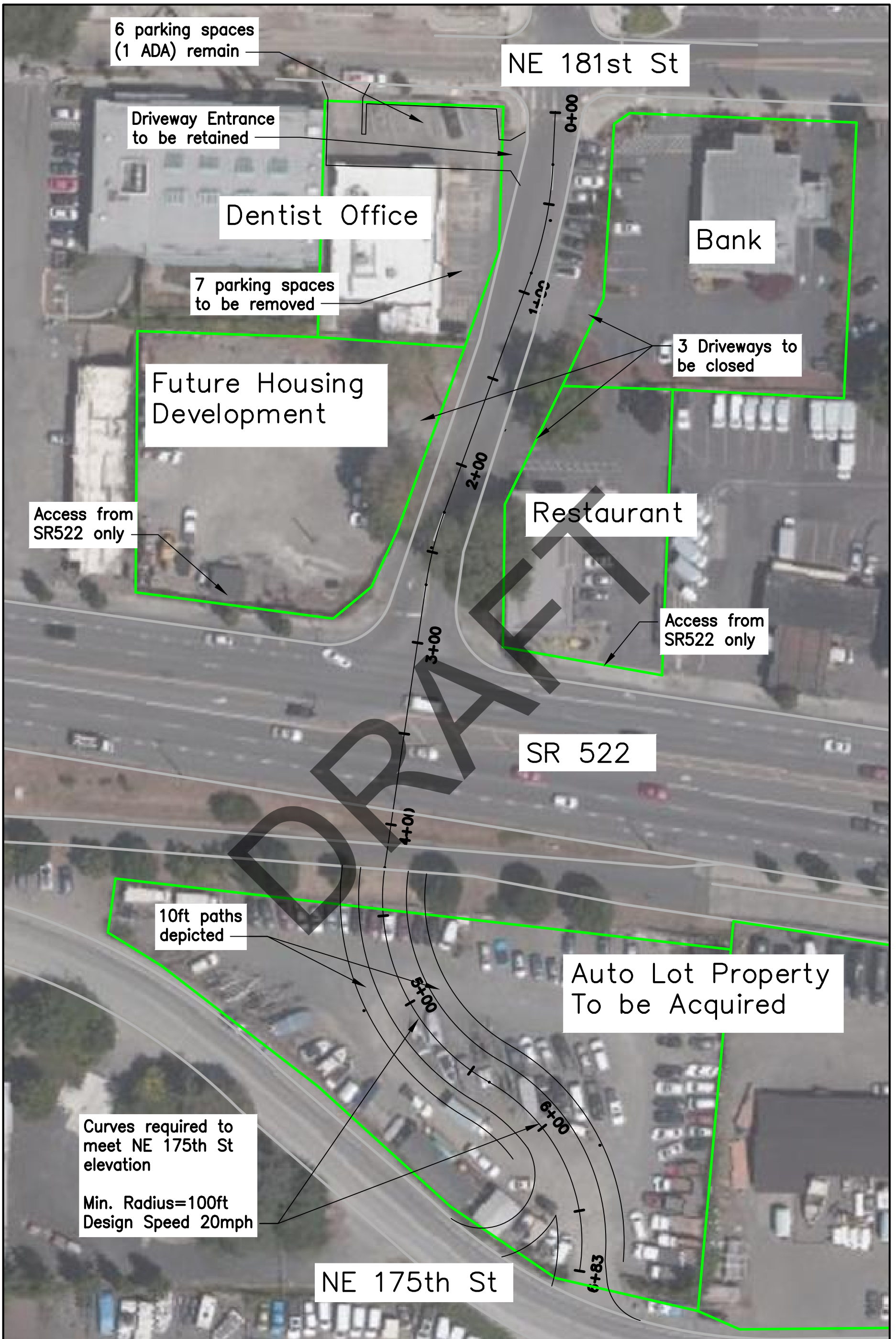
Attachment B: SR 522 Crossing Pedestrian/Bicycle Tunnel Profile Sheet (November 4, 2022)

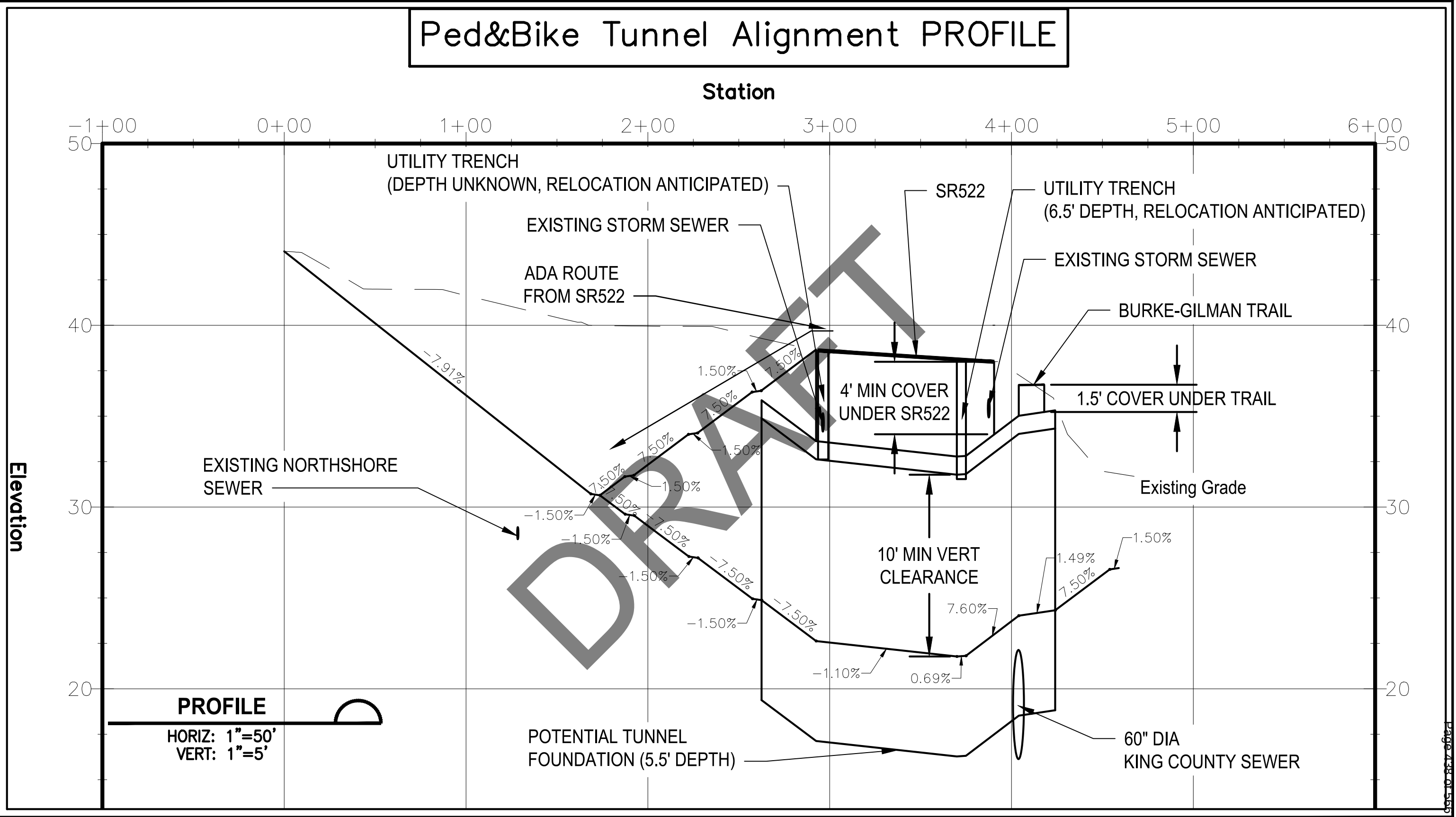
Attachment C: SR 522 Crossing Pedestrian/Bicycle Bridge Plan and Profile Sheets (December 12, 2022)

Attachment D: SR 522 Crossing At-grade Plan Sheet (September 13, 2022)

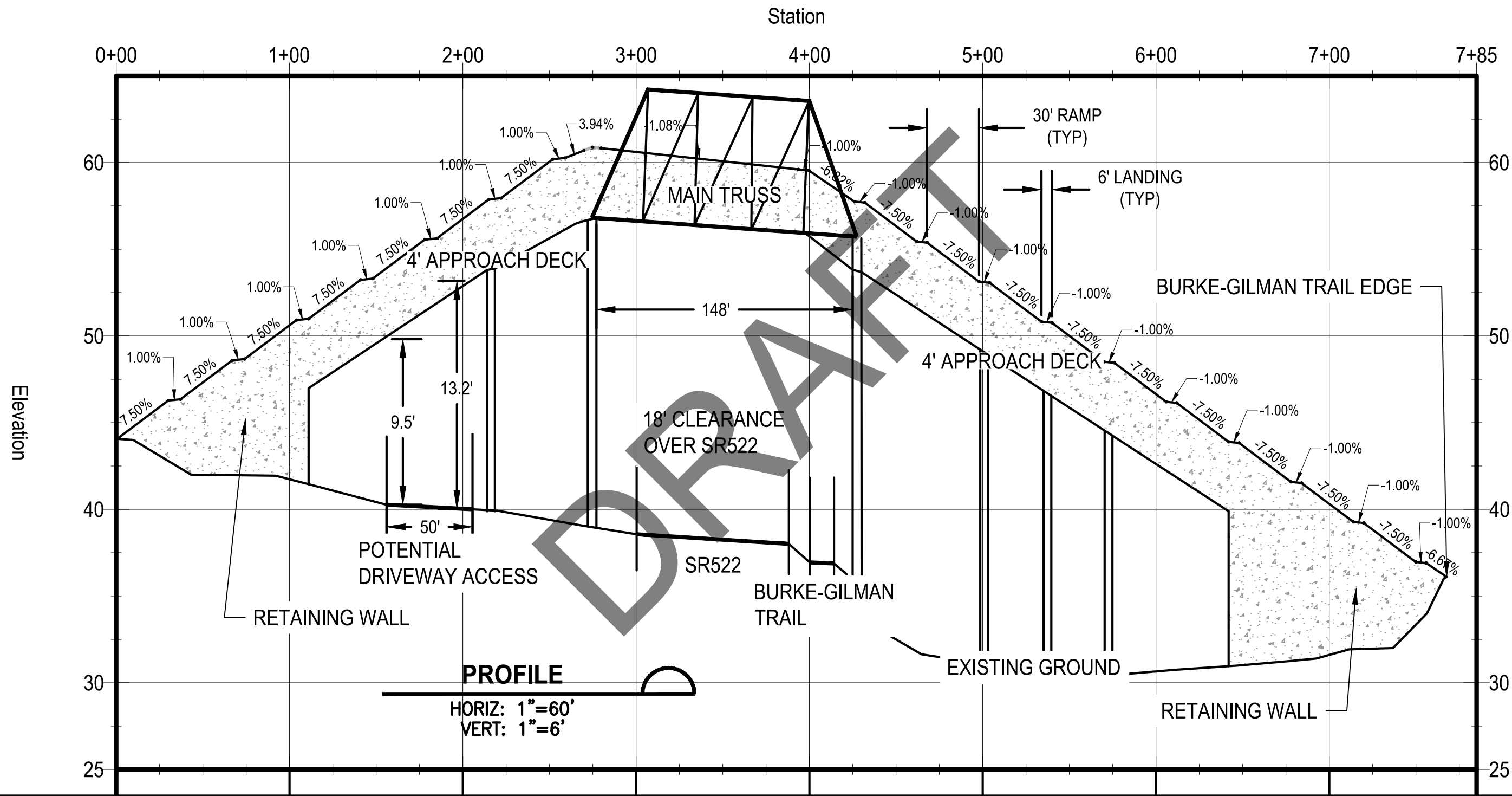


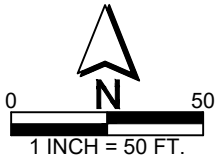
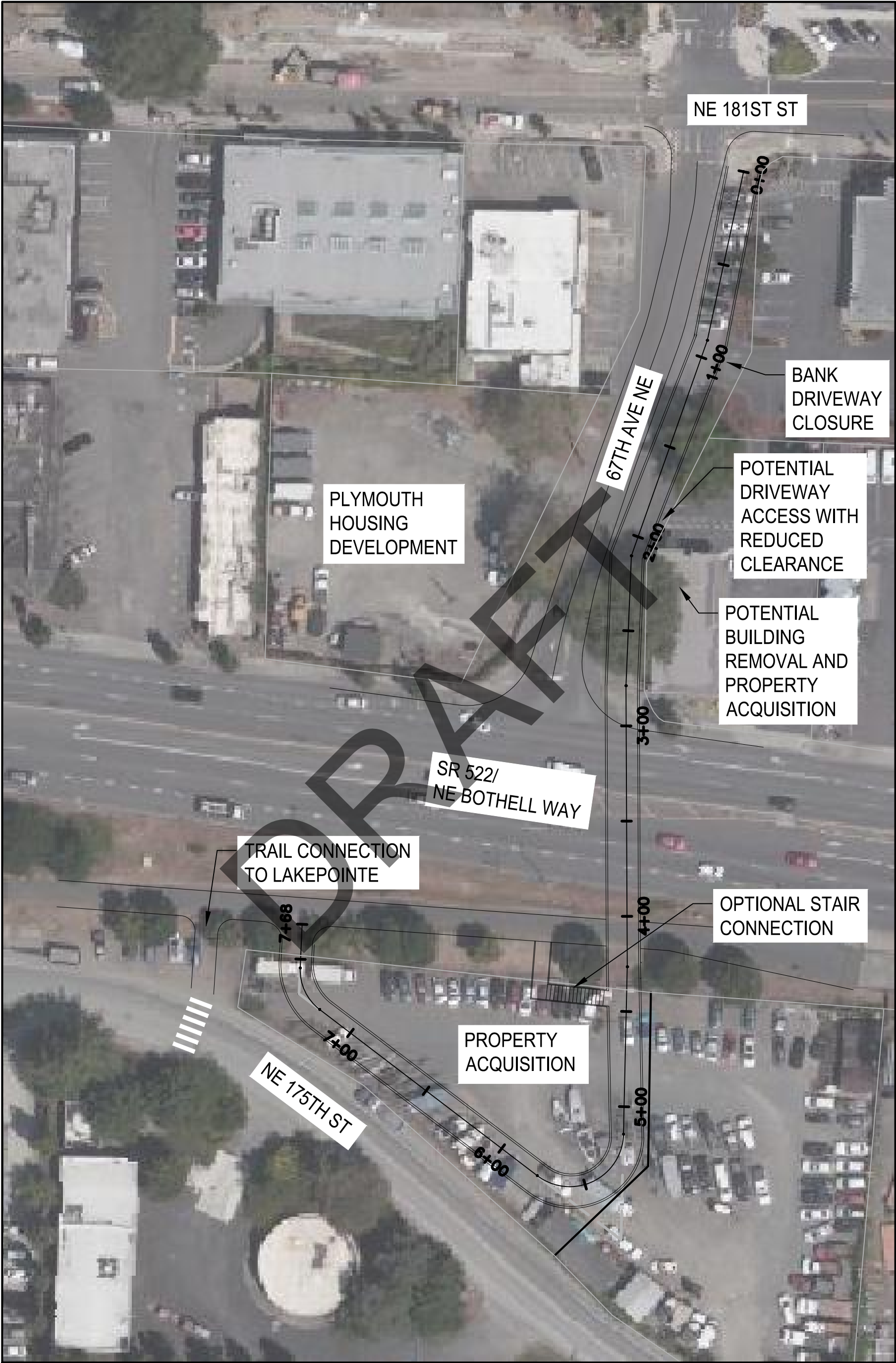
67th ave NE Vehicle Tunnel Option
DRAFT Concept



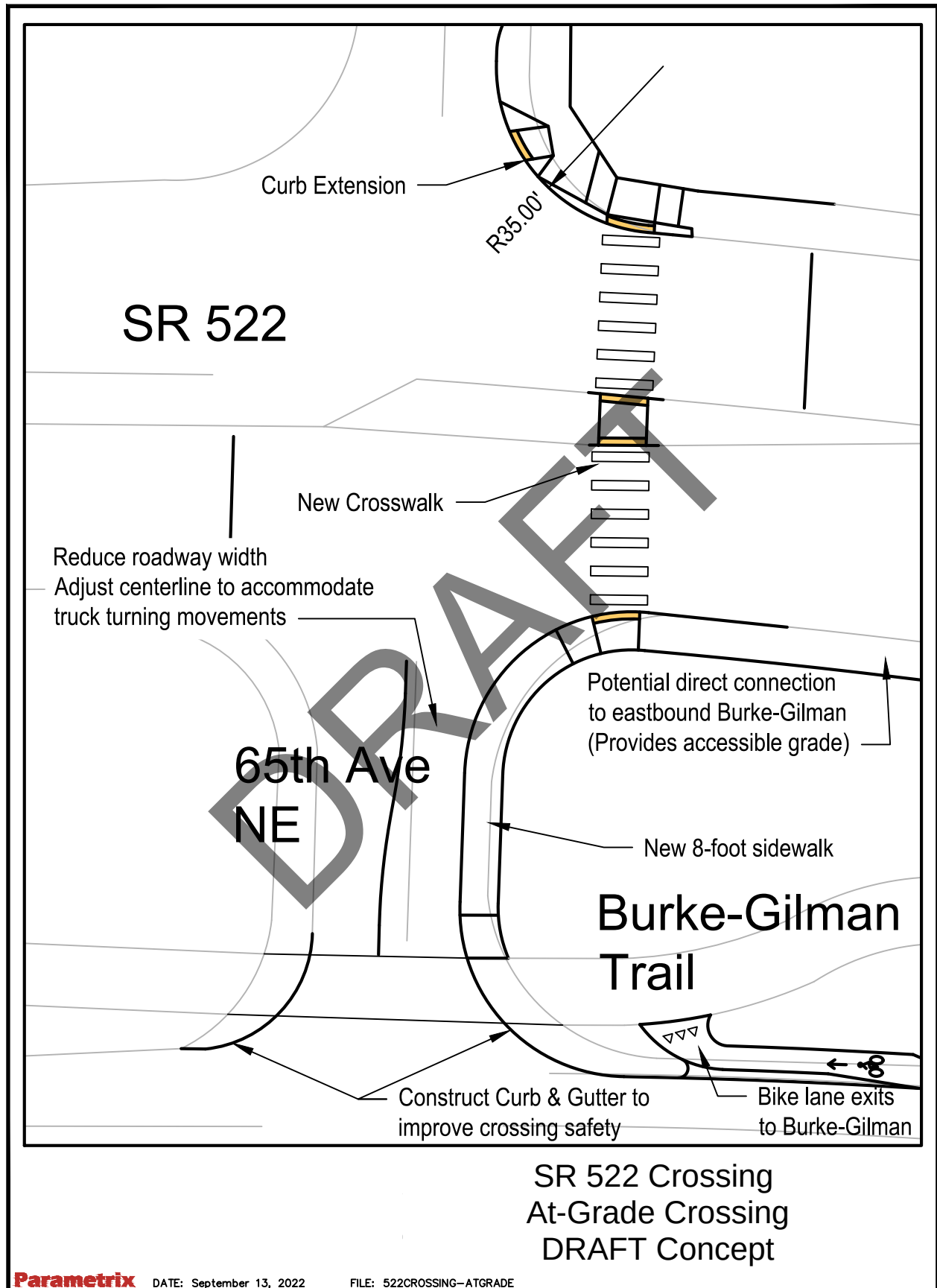


Potential Bridge Alignment PROFILE





**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

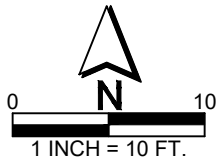
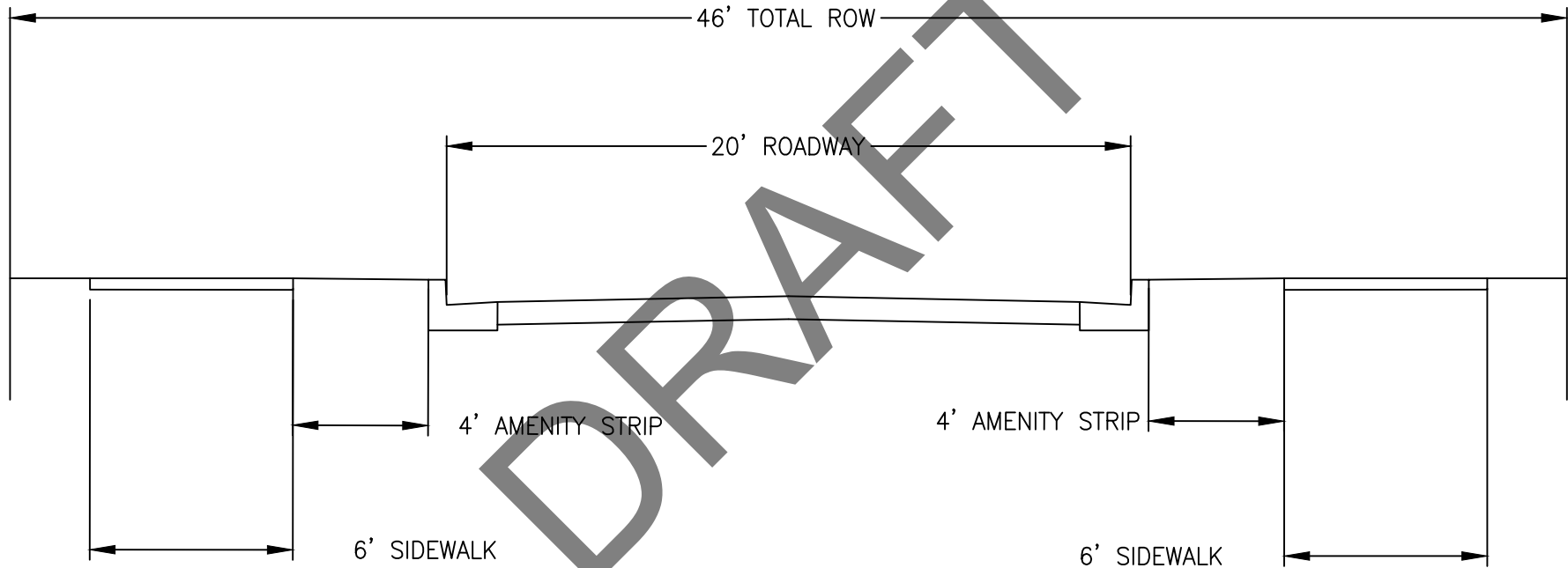
The project includes a 30% allowance for indeterminates (AFI) based on the level of design applied to the subtotal of construction costs and a 30% project contingency applied to construction and non-construction costs. The AFI and contingency are intended to cover uncertainties and unforeseeable elements 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.

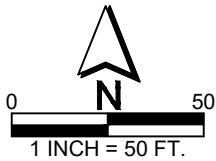
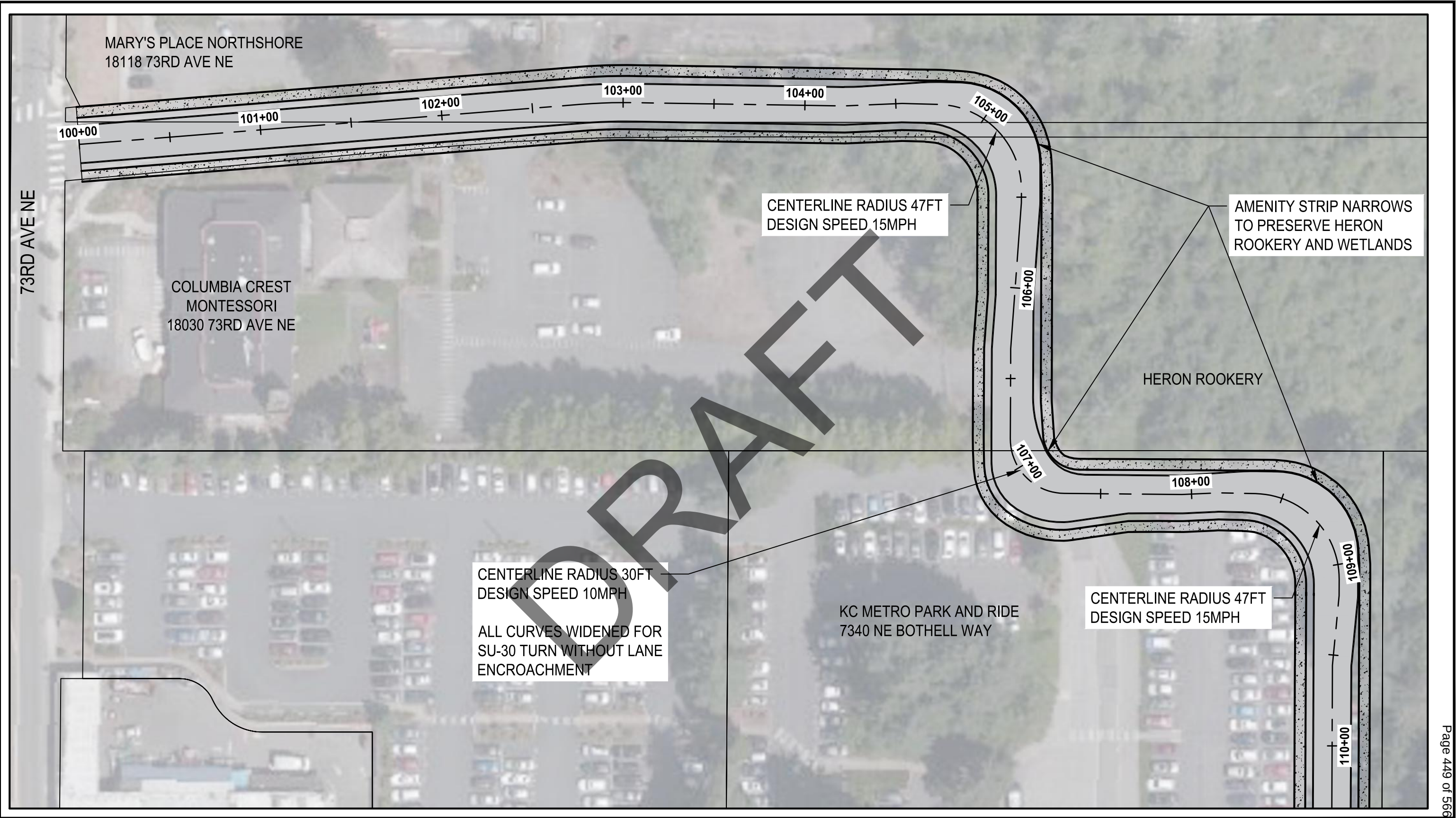
10.0 Attachments

Attachment A: Kenmore NE 181st Street/SR 522 East Connection Draft Concept Plan Sheets
(October 19, 2022)

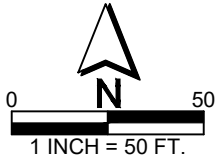
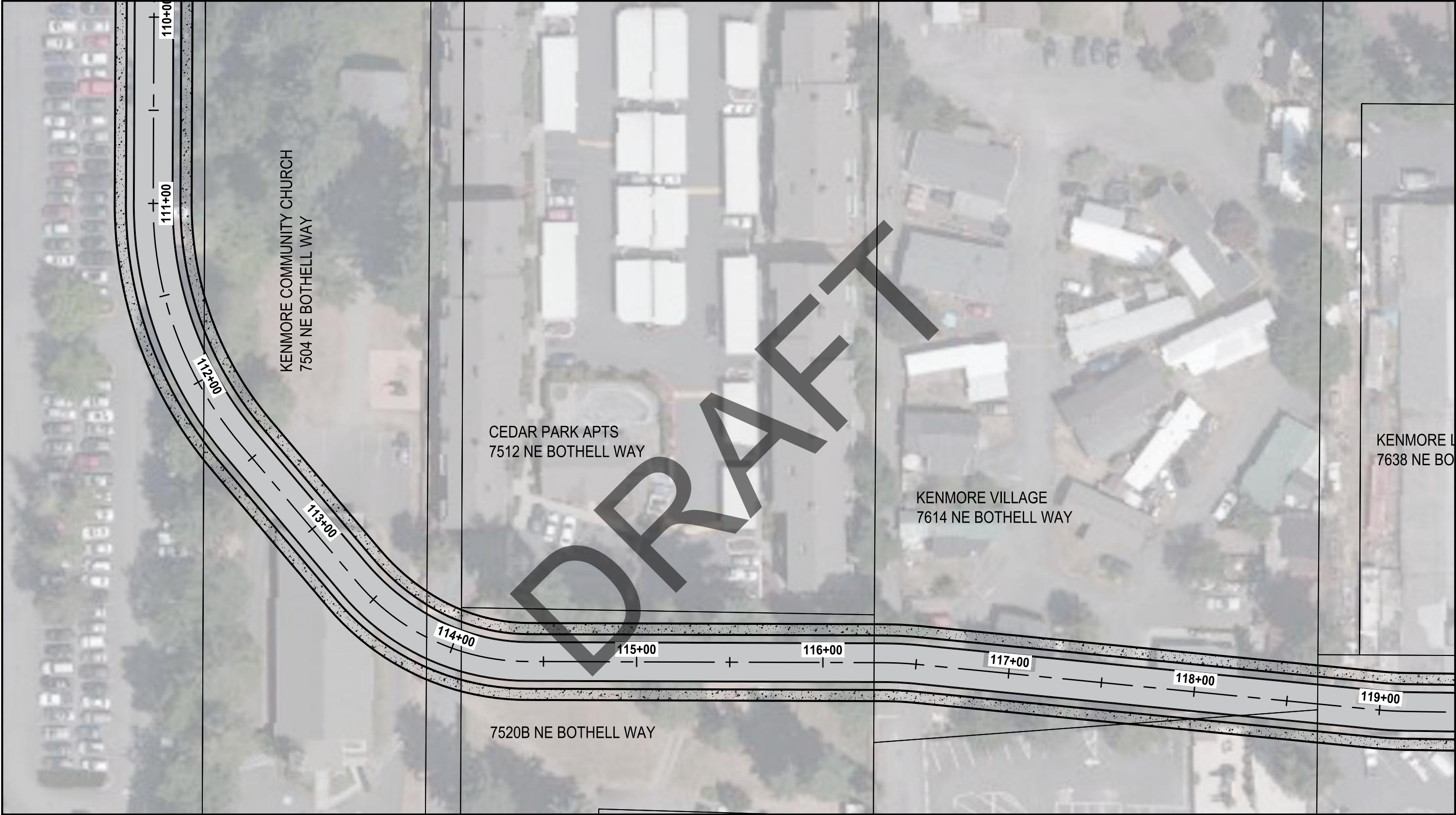
TYPICAL SECTION



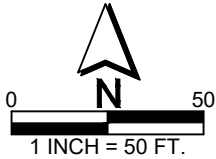
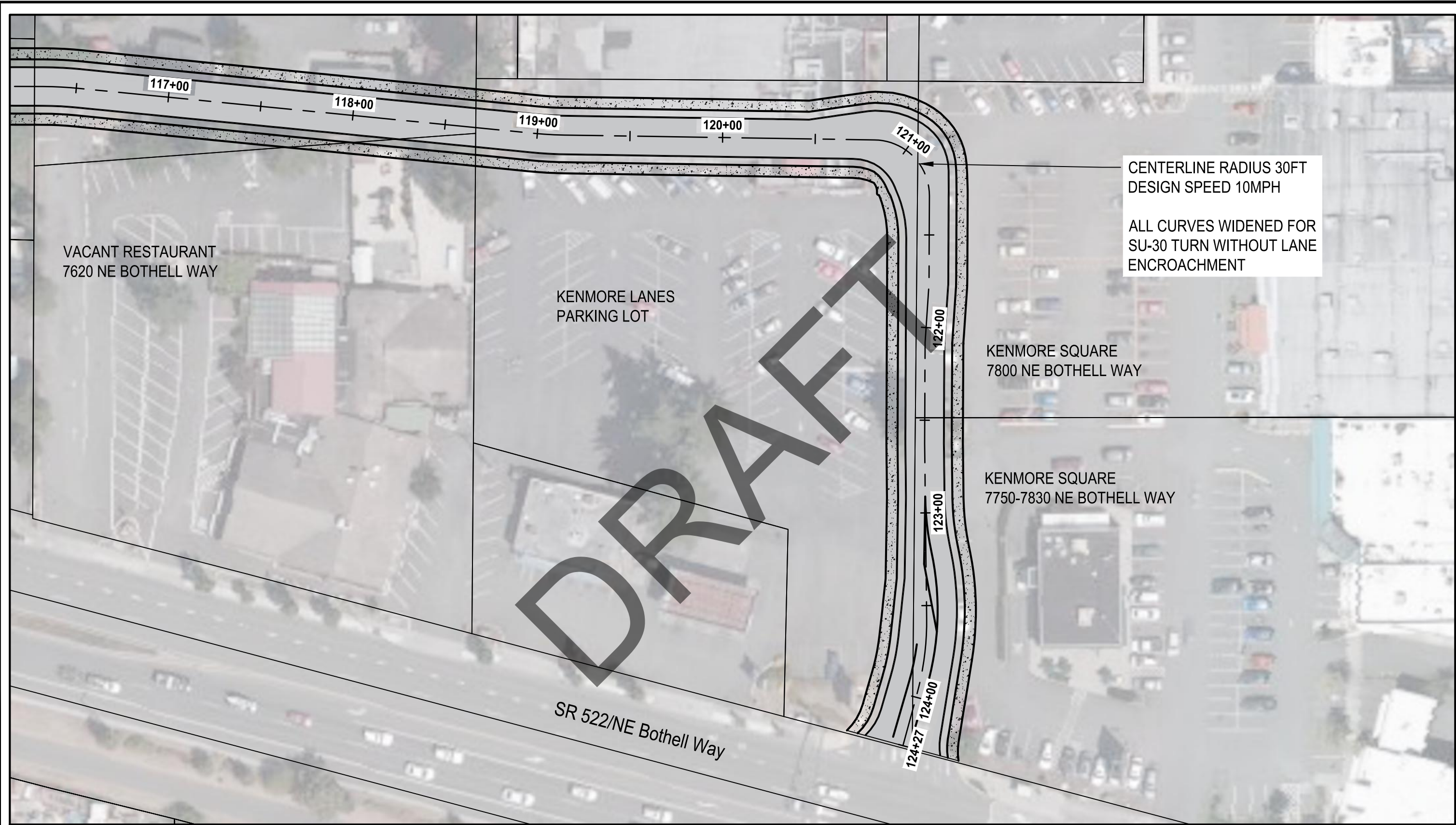
Kenmore NE 181st Street/SR 522 East Connection Draft Concept



Kenmore NE 181st Street/SR 522 East Connection
Draft Concept

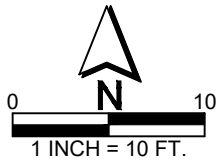
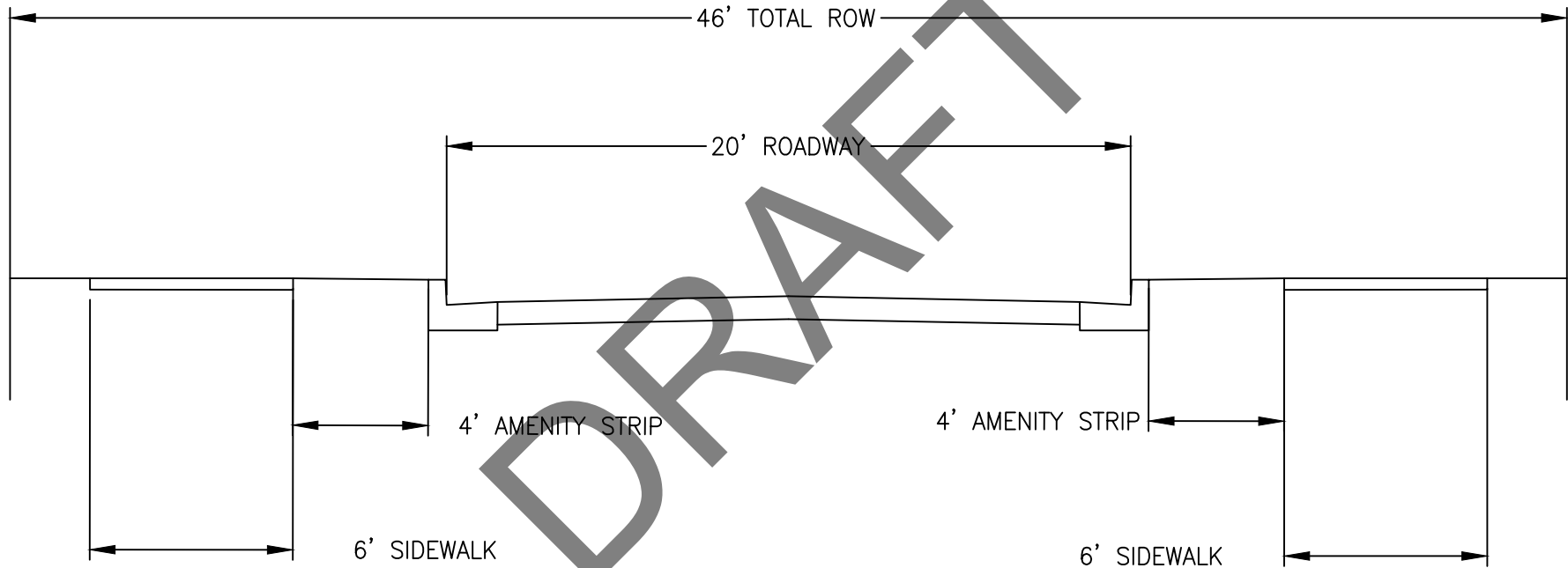


Kenmore NE 181st Street/SR 522 East Connection Draft Concept

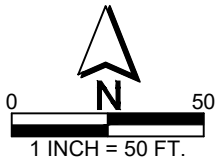
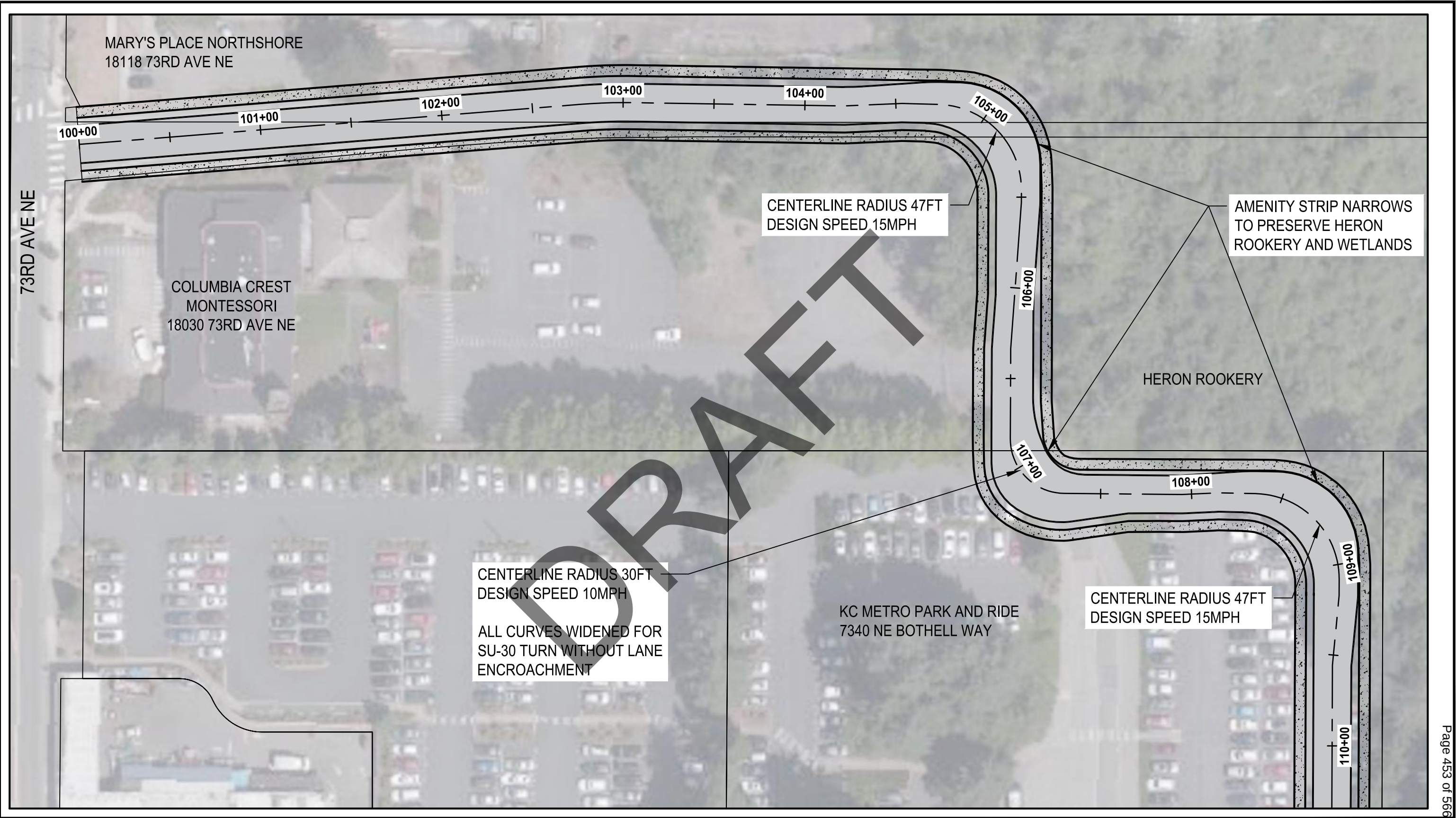


**Kenmore NE 181st Street/SR 522 East Connection
Draft Concept**

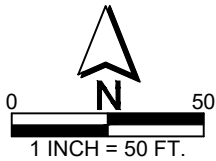
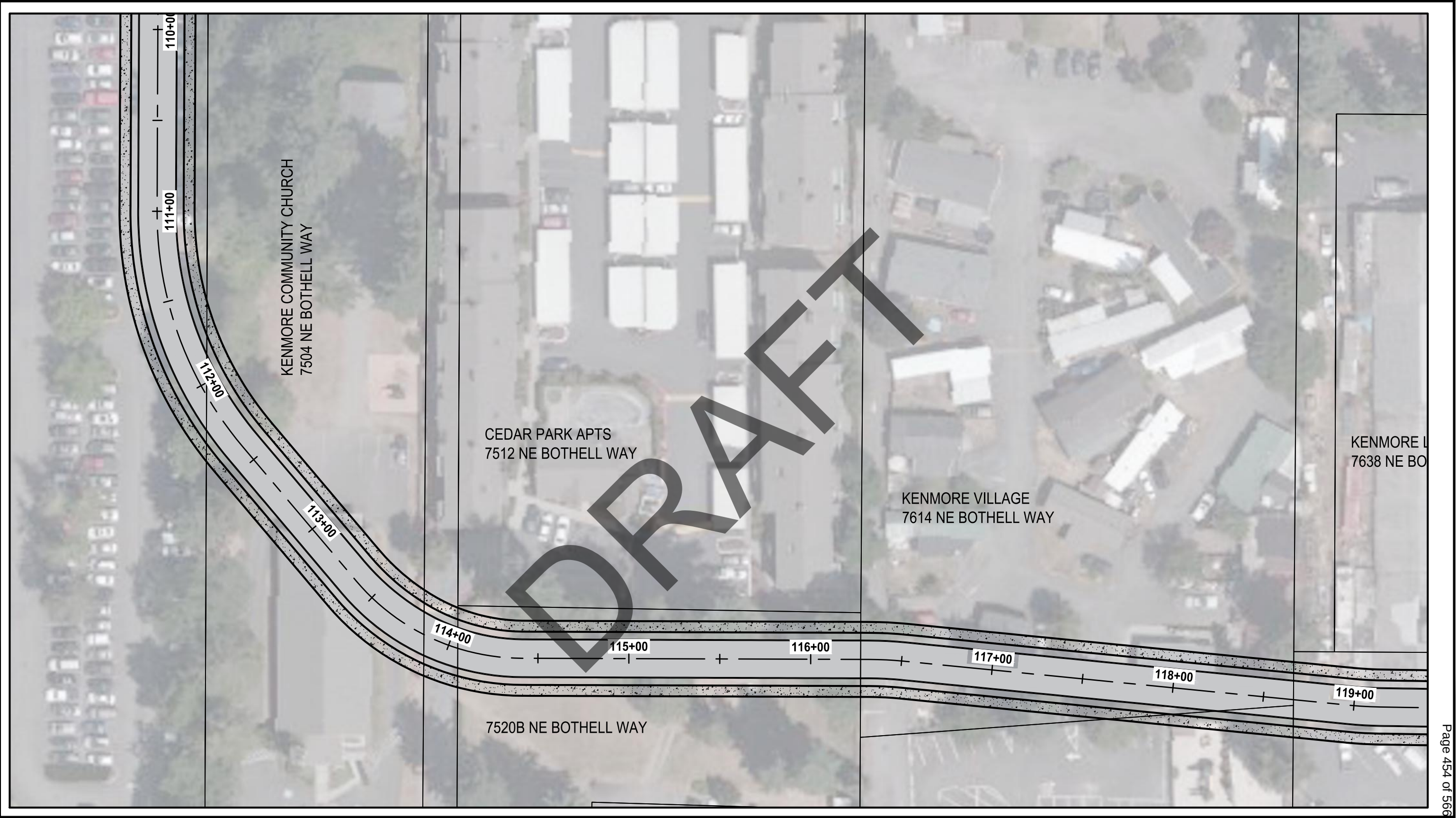
TYPICAL SECTION



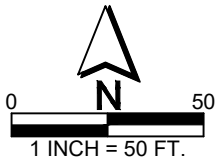
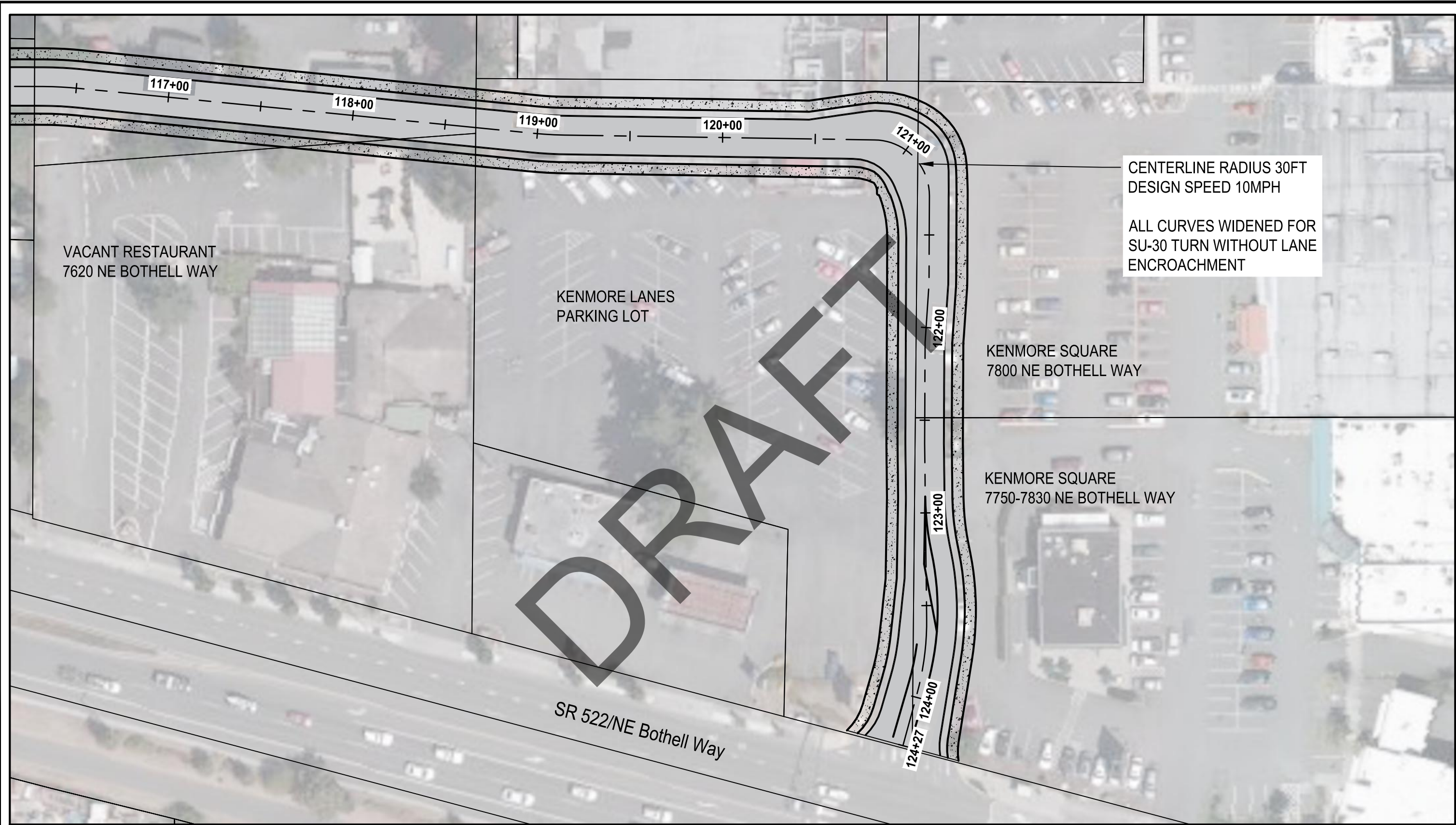
Kenmore NE 181st Street/SR 522 East Connection Draft Concept



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**

**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

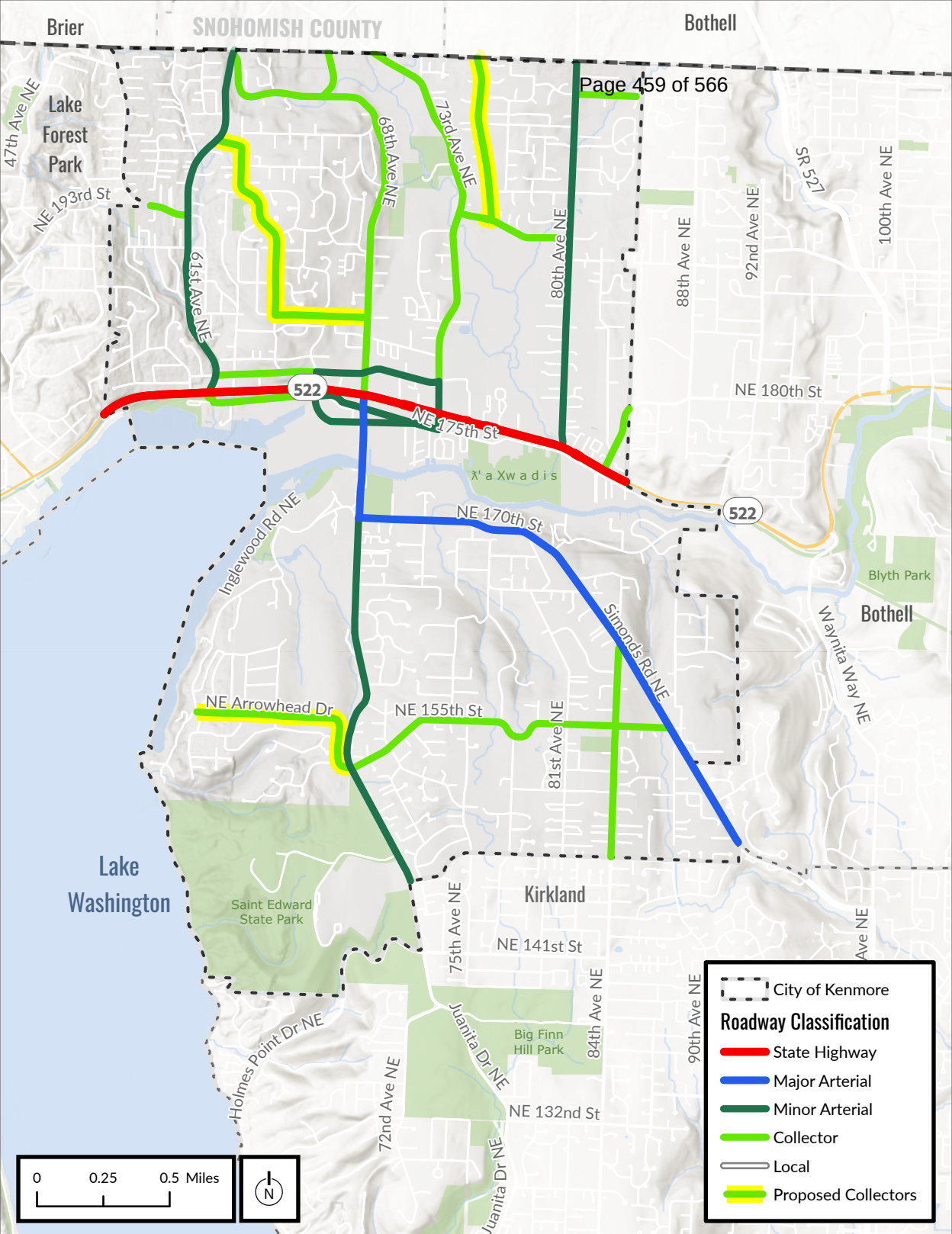
CURRENT DATE 11/1/2022

FORECAST DATE 12/31/2044

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://rcow.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	• 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.	• Comment noted. • Comment noted. • Comment noted.

2.	Bob Fish 1/21/2023 email (continued)	• 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.	• 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
----	---	---	--

	Commenter	Concern	Staff Response
			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) • 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)	• 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.	• 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)	• 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.	• 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)	• 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.	• 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	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.	No action required - this project is currently listed in the pedestrian facilities plan.

	Commenter	Concern	Staff Response
4.	Nancy Hansen 3/7/2023 email	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.	- 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)	- 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.	- 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)	• 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.	• 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)	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.)	Water and wetlands are addressed in the Natural Environment sub-element
4.	Nancy Hansen 3/7/2023 email (continued)	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.	- 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

For a listing of all priority sidewalk projects, including those on local roads, see the City's Pedestrian Facilities Plan.

0 0.25 0.5 Miles

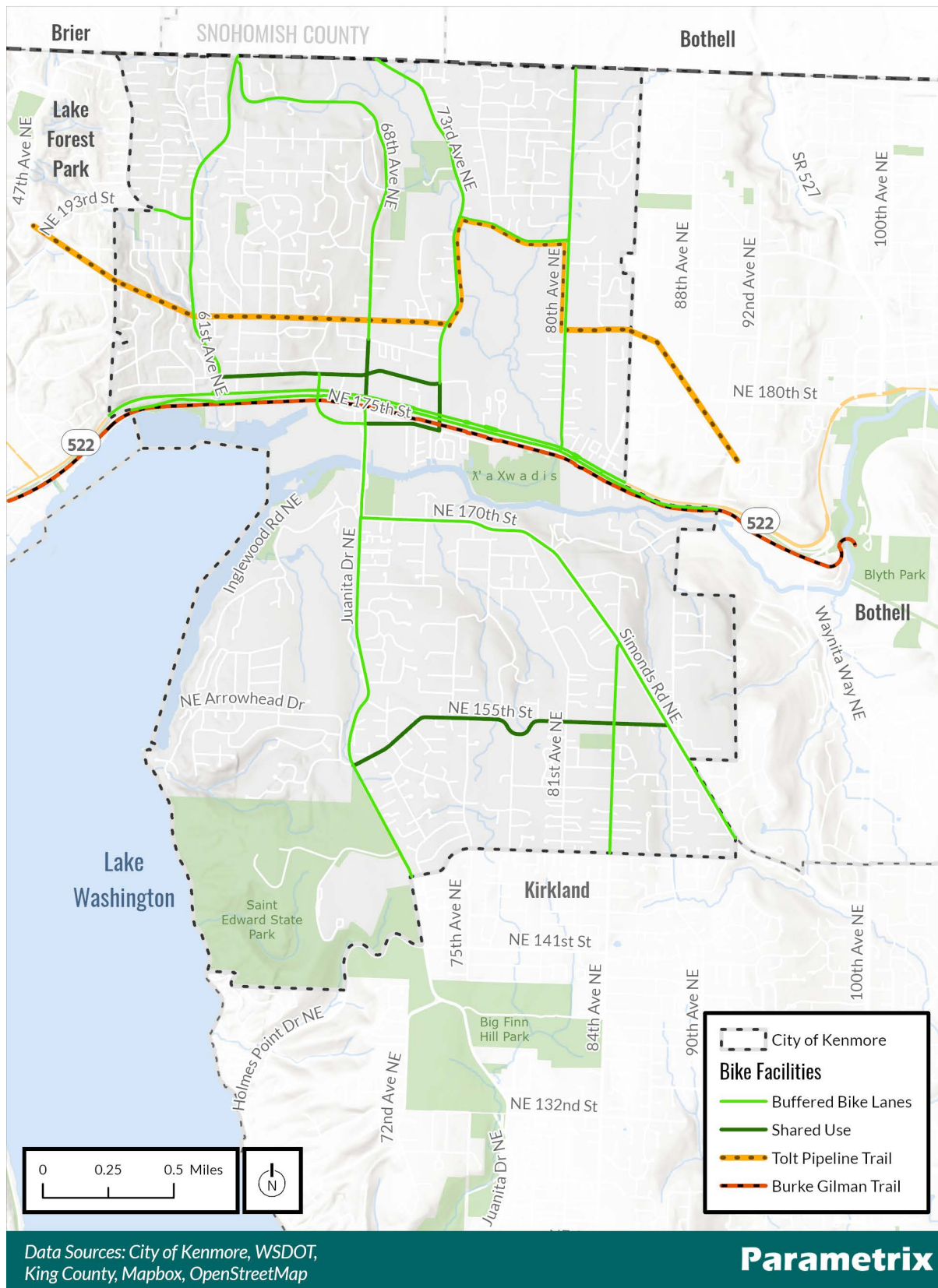
City of Kenmore

Pedestrian Priority Network

- Green Standard (2-sided facilities)
- Yellow Standard (1-sided facilities)
- Burke Gilman Trail
- Tolt Pipeline Trail

Data Sources: City of Kenmore, WSDOT, King County, Mapbox, OpenStreetMap

Parametrix

Figure T-19: Bicycle Priority Network – Future Vision



KENMORE 2044

TRANSPORTATION ELEMENT AND CAPITAL FACILITIES PLAN UPDATE

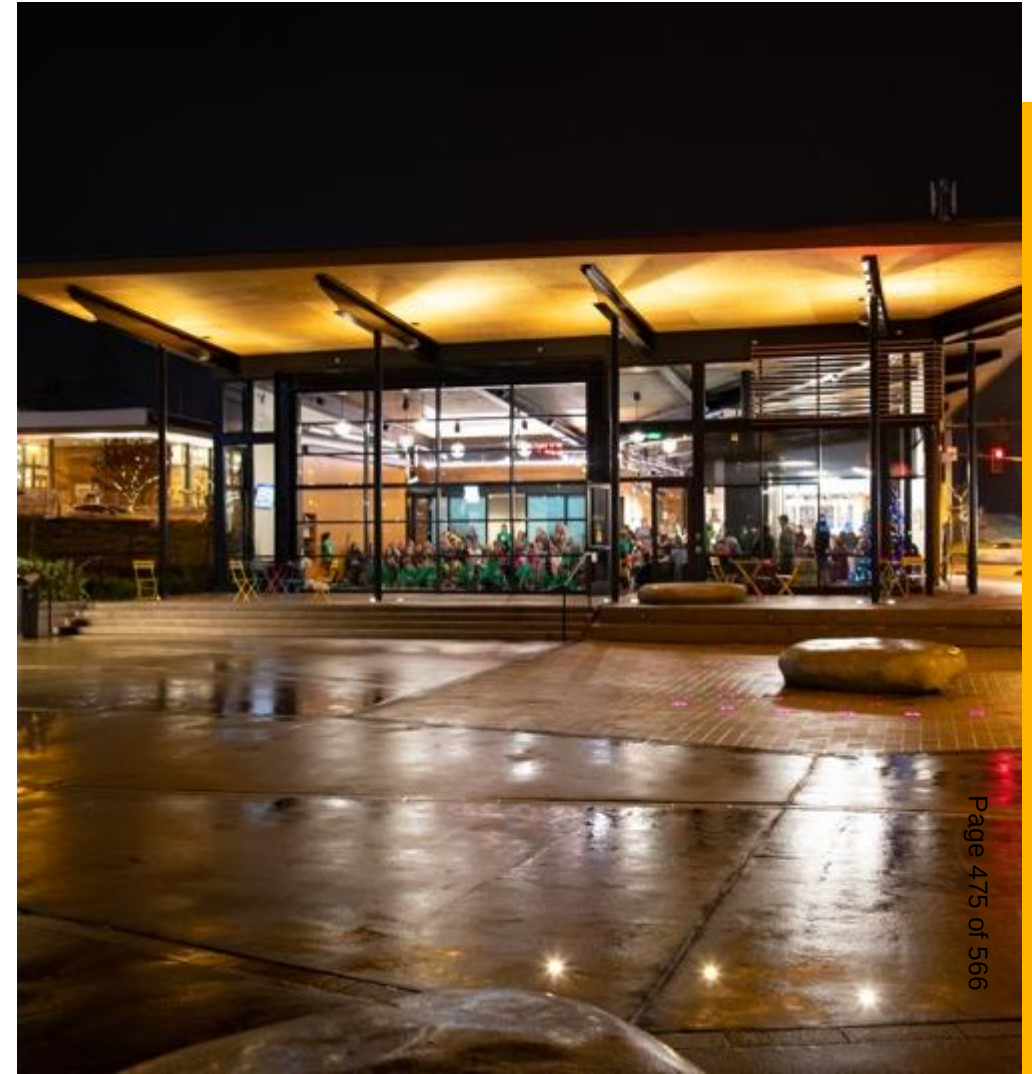
October 9, 2023

Agenda

- **Review edits in response to September 19 Council comments**
- **Transportation Impact Fee discussion**

Purpose of the Transportation Element Update

- Transportation Element update reflects and supports recently adopted land use element
- Revised Transportation and Capital Facilities Elements updated by end of 2023



Question #1 - King County Metro Park and Ride lease for community club discontinued.

Answer #1 – Two references removed from the text and Figure T-7.





- Question #2 - Table T-2 shows King County Metro routes that are no longer in service.
 - Answer #2 – The table identifies routes that were in operation in 2019. Following footnote added: “Routes 234, 243, 244, 309, and 312 were discontinued in Fall 2021.”
- Question #3 - Page 6-28 identifies University of Washington as the only water taxi stop.
 - Answer #3 – Language modified: “Kenmore is also interested in creation of a Metro-operate water taxi route that would connect the City to destinations along Lake Washington and Lake Union”.



- Question #4 - Policy T-4.5.4 references only carpools as option to reduce single occupancy vehicles.
 - Answer #4 – Policy language revised: “Encourage the use of carpools and other non-motorized modes of travel as an alternative to SOVs and implement educational programs to expand awareness of available programs.”
- Question #5 – Include a policy on clean airplane fuels.
 - Answer #5 – New policy (T-5.2.3) added: “Support the use of non-leaded aviation fuel to reduce the risk of potential health impacts in areas near the Air Harbor”.



- Question #6 – Policy T-4.3.3 removes language about sidewalk on both sides of the street for development. Is this consistent with our current practices?
 - Answer #6 – Current road standards only require developments to provide sidewalk on the side of the street the development is occurring.
 - New public roads would require sidewalk on each side of the road where newly created lots, structures or driveways are proposed.
 - On private roads, sidewalk is only required on one side of the street.
- Question #7 – Does the draft plan identify priority for pedestrian/bicycle access to destinations?
 - Answer #7 – Objective 4.3 calls out sidewalk and trail networks linking to community destinations.
 - Policy T-4.4.2 identifies prioritization for bicycle facilities linking to key destinations.



- Question #8 – Does the plan identify providing bike parking as a policy?
- Answer #8 – Policy T-8.2.3 updated: Provide amenities that support bicycle and pedestrian users, such as bike storage, bike parking, and wayfinding signage near the downtown area.”



- Question #9 – What is the freight percentage on I-5? Is NE 175th one of the freight routes?
 - Answer #9 – NE 175th is not considered a freight route by WSDOT.
 - SR 522 has historically had a higher percentage of heavy vehicles compared to total volumes that both I-405 or I-5.
 - Post-Covid percentage lower than I-5 or I-405
 - In terms of absolute numbers, overall volumes as well as heavy vehicle volumes on SR 522 are significantly lower than I-5 or I-405

Facility	Location	MP	2012			2017			2022		
			Total Truck %	AADT	Total Truck Vol	Total Truck %	AADT	Total Truck Vol	Total Truck %	AADT	Total Truck Vol
I-5	Near Pacific Off-Ramp	193.07	6.95	173,000	12,025	5.70	184,000	10,490	5.70	177,000	10,090
I-5	Near SR 524	180.75	6.78	168,000	11,390	5.84	174,000	10,160	6.69	163,000	10,905
I-5	NE 185th St Undercrossing	176.72	5.52	182,000	10,045	4.72	190,000	8,970	4.72	181,000	8,545
-405	Near Damson Rd	28.99	3.98	116,000	4,615	4.69	129,000	6,050	4.69	120,000	5,630
-405	Near SR 522 On-Ramp	23.88	3.98	120,000	4,775	4.69	135,000	6,330	4.69	122,000	5,720
-405	Lake WA Blvd Undercrossing	9.26	6.88	145,000	9,975	5.93	152,000	9,015	5.93	143,000	8,480
SR 522	Near 195th St	13.3	9.45	47,000	4,440	6.77	53,000	3,590	8.15	52,000	4,240
SR 522	Near 145th St	4.22	3.19	40,000	1,275	3.46	45,000	1,555	3.20	37,000	1,185
SR 522	Near 70th St Undercrossing	0.08	5.60	27,000	1,510	5.60	31,000	1,735	1.99	27,000	535





- Question #10 – Do we note sidewalks and parking on both sides of the street for cul du sacs?
 - Answer #10 – Policy T-4.3.3 identifies sidewalk placement on roads, consistent with the current road standards.
 - New cul du sacs would likely be a private road and require sidewalk on one side of the street per the road standards.
 - Policy T-1.1.1 notes that the Layered Network provide for all varieties of street use including parking.
 - The road standards covers parking requirements for roadways.
 - For cul du sacs, on street parking is allowed on both sides but not required.

Questions?

Kenmorewa.gov

John Vicente, PE, PMP

jvicente@kenmorewa.gov



KENMORE 2044



The impact fee calculation is based on the capital facility projects identified in the proposed transportation element presented to council on September 18th and October 9th, 2023. The proposed Transportation Element details how to accommodate many of the travel modes noted in the element and align with the City's goals, objectives, and policies through near-term and long-term transportation projects based on the community values expressed in the transportation goals and layered network.

Next steps include Council approval of the 2024 fee schedule in November which would include the updated impact fees.

Fiscal Consideration:

Impact Fees are one source of revenue for transportation capital projects. Actual revenue received is dependent on the type and quantity of development permits approved.

City Council Priority or Budget Objective Being Addressed:

Priority 3: Enhance Multimodal Transportation Implementation, Including Ped/Bike Safety.

KENMORE

TRANSPORTATION IMPACT FEE STUDY

AUGUST 2023

PREPARED FOR CITY OF KENMORE



PREPARED BY DKS ASSOCIATES



Reah Flisakowski, P.E.



1050 SW 6TH AVENUE, SUITE 600 • PORTLAND, OR 97204 • 503.243.3500 • DKSASSOCIATES.COM

TABLE OF CONTENTS

INTRODUCTION.....	3
METHODOLOGY.....	3
IMPACT FEE PROJECT LIST.....	4
COST ALLOCATION.....	8
TRANSPORTATION DEFICIENCIES	8
PERCENT OF GROWTH WITHIN KENMORE	8
COST ALLOCATION RESULTS	8
TRAVEL GROWTH	9
IMPACT FEE SCHEDULE.....	11
TRIP GENERATION	11
PASS-BY TRIP ADJUSTMENT	11
TRIP LENGTH ADJUSTMENT	12
SCHEDULE OF RATES.....	12



INTRODUCTION

This report provides an update to the Transportation Impact Fee Program for the City of Kenmore. The update was prepared for the following reasons:

- The Growth Management Act (GMA) requires regular updates to impact fee programs. The last Transportation Impact Fee program update was adopted by the city in 2015.
- New projects have been added to reflect the City's 2023 Comprehensive Plan Transportation Element update, while projects on the original impact fee project list have been completed.
- The costs of projects on the impact fee project list have increased due to inflation and changing project scope since the last program update in 2015.
- The patterns of traffic growth, land use, and redevelopment have changed.

The remaining sections of the report describe the impact fee program methodology, the analyses performed, and the resulting recommendations.

METHODOLOGY

The impact fee structure for the City of Kenmore was designed to determine the fair share of improvement costs that may be charged to new development. The GMA allows impact fees for system improvements that reasonably relate to the impacts of new development and specifies that fees are not to exceed a proportionate share of the costs of improvements.

The following points summarize the impact fee structure (Figure 1):

- A 20-year project improvement list was developed as a part of the Transportation Element.
- These projects were evaluated for impact fee eligibility (non-capacity investments were eliminated)
- Of the remaining eligible projects, the portion of those projects addressing existing deficiencies or carrying non-city growth were subtracted from eligible costs.
- The remaining list of eligible program costs were divided by Kenmore's expected growth in person trips over the next 20 years (through 2044).
- A land use-based fee schedule was developed using the cost per person trip calculated above.

Figure 1. Impact Fee Structure



IMPACT FEE PROJECT LIST

Washington State law (RCW 82.02.050) specifies that Transportation Impact Fees are to be spent on “system improvements.” System improvements can include physical or operational changes to existing roadways, as well as new roadway connections that are built in one location to benefit projected needs at another location. These are generally projects that add capacity (new streets, additional lanes, widening, signalization, etc.).

The City’s vision is to have a future transportation network that accommodates all modes of travel and its definition of LOS includes bicycle, pedestrian, and transit facilities. Its Impact Fee Program is structured to support the vision by funding bicycle, pedestrian, and transit-supportive projects that provide capacity for future growth and are within the right of way of ‘streets and roads’ as defined by the GMA.

The impact fee project list was based on the Transportation Element, which identifies transportation projects needed in the next 20 years and beyond to meet the adopted Level of Service (LOS) standards and ensure that adequate facilities are provided for all travel modes. Projects relating to non-capacity improvements, existing deficiencies, or projects beyond 20 years are not eligible. These capital projects form the basis for the City’s impact fee and the 20-year concurrency project list.

The resulting project list is shown in Table 1. These projects add person capacity to the city’s transportation network. The project list includes several projects that add pedestrian and bicycle capacity, including the Sidewalk Program that relate to the multi-modal LOS policy adopted in the Transportation Element. These projects are shown in Figures 2 and 3.

TABLE 1: TRANSPORTATION IMPACT FEE PROJECTS

Projects	Benefit to Kenmore	Total Cost
Near Term (0-6 year) Projects		
SR 522 West B (West boundary to 61st Ave NE)	Improve pedestrian and bicycle accessibility, improve safety	\$2,200,000
NE 181st St South Side (61st Ave NE- 63rd Ave NE) Sidewalk	Improve pedestrian safety and encourage walking	\$1,300,000
61st Ave NE Sidewalk Replacement (NE 181st St-62nd Ave NE)	Improve pedestrian safety, add accommodation for bicycles, enhance stream environment	\$5,110,000
80th Ave NE Sidewalks (SR 522-NE 185th St)	Improve pedestrian and bicycle accessibility, improve safety	\$2,470,000
NE 192nd St Sidewalks (73rd Ave NE - 75th Ave NE)	Improve pedestrian accessibility, improve safety	\$800,000
Arrowhead Drive Sidewalks (NE 151st St - 64th Ave NE)	Improve pedestrian accessibility, improve safety	\$2,220,000
84th Ave NE Sidewalks (NE 150th St - NE 155th St)	Improve pedestrian and bicycle accessibility, improve safety	\$2,370,000
Lower Swamp Creek Bridge Replacement	Safely accommodate all uses by replacing aging bridge, maintain public access to residents.	\$4,100,000
Pedestrian Facilities Plan Program (Sidewalk Program)	Improve pedestrian circulation, accessibility, safety, and encourage walking.	\$2,000,000
Long Term (7-20 year) Projects		
Pedestrian Facilities Plan Program (Sidewalk Program)	Improve pedestrian circulation, accessibility, safety, and encourage walking.	\$31,000,000
61st Ave NE/NE 193rd St Intersection	Intersection treatment to improve safety and vehicle operations	\$2,200,000
73rd Ave NE/NE 192nd St Intersection	Intersection treatment to improve safety and vehicle operations	\$3,700,000
Nonmotorized crossing of SR 522	Improved nonmotorized access across SR 522 in the vicinity of 67 th Avenue NE	\$17,160,000
NE 181st Street/SR 522 East Connection	Improved local access between future developments near the Kenmore Park & Ride, SR 522, and downtown Kenmore	\$14,000,000
Total		\$90,630,000

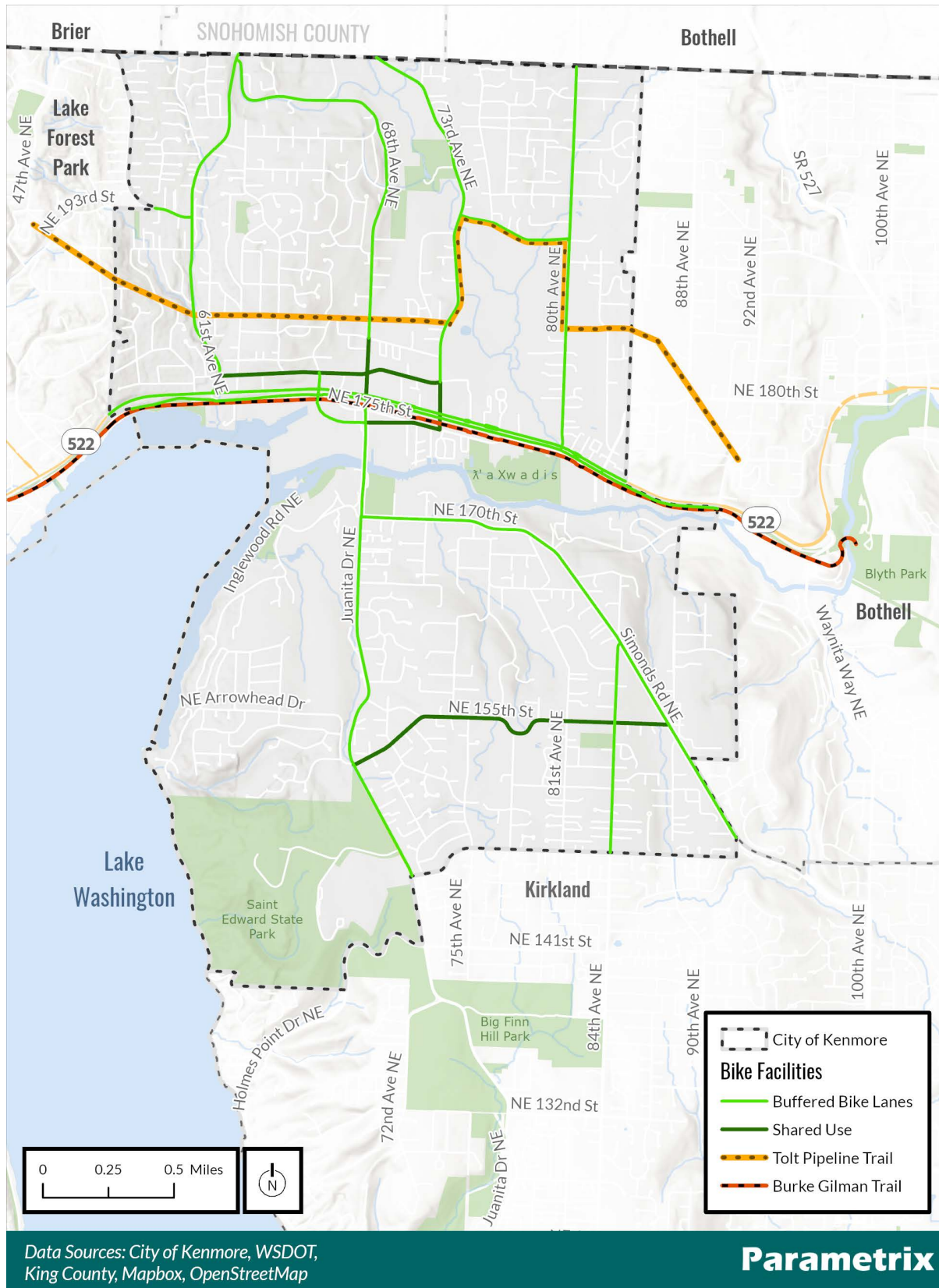
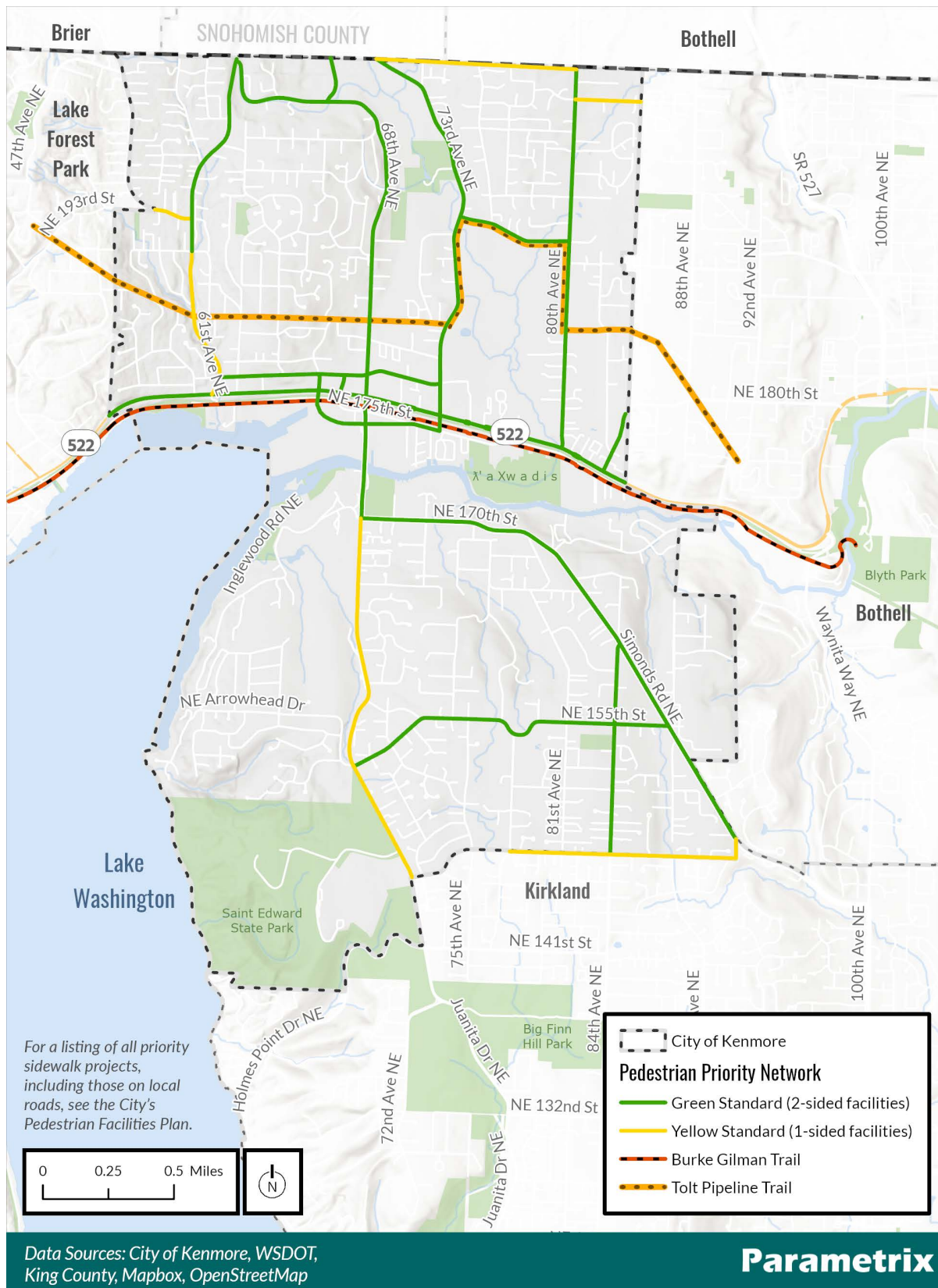
FIGURE 2: BICYCLE PRIORITY NETWORK

FIGURE 3: PEDESTRIAN PRIORITY NETWORK



COST ALLOCATION

To meet GMA requirements, the city uses an impact fee methodology that distinguishes between facility improvements that address existing deficiencies and those that are needed to serve new growth. The resulting growth-related improvements are then separated into the Kenmore and non-Kenmore portions.

TRANSPORTATION DEFICIENCIES

Impact fees cannot be used to pay the costs to address existing safety, maintenance, or level of service deficiencies. Based on Kenmore's adopted auto LOS policy, there are no existing auto deficiencies at intersections. Therefore, no existing deficiencies were removed for motorized projects.

The process for calculating the existing deficiencies for non-motorized projects was based on the need for the project. An assumption was made that both existing and future travelers create the need for non-motorized facilities in proportion to their magnitude of trips. Non-motorized projects have an existing deficiency based on the proportion of the forecasted 20-year growth compared to the total trips generated citywide in 2044. Calculations showed that growth (with Lakepoint development included) represents approximately 24 percent of the total 2044 trips. Therefore, 76 percent of the need for non-motorized projects is due to existing trips, representing an existing deficiency.

PERCENT OF GROWTH WITHIN KENMORE

Once existing deficiencies were removed, the remaining costs are attributable to growth. However, not all of the growth comes from Kenmore development – there is a portion of growth that comes from surrounding jurisdictions. Adjustments were made for trips that pass-through Kenmore or only have one end of the trip starting or ending in Kenmore.

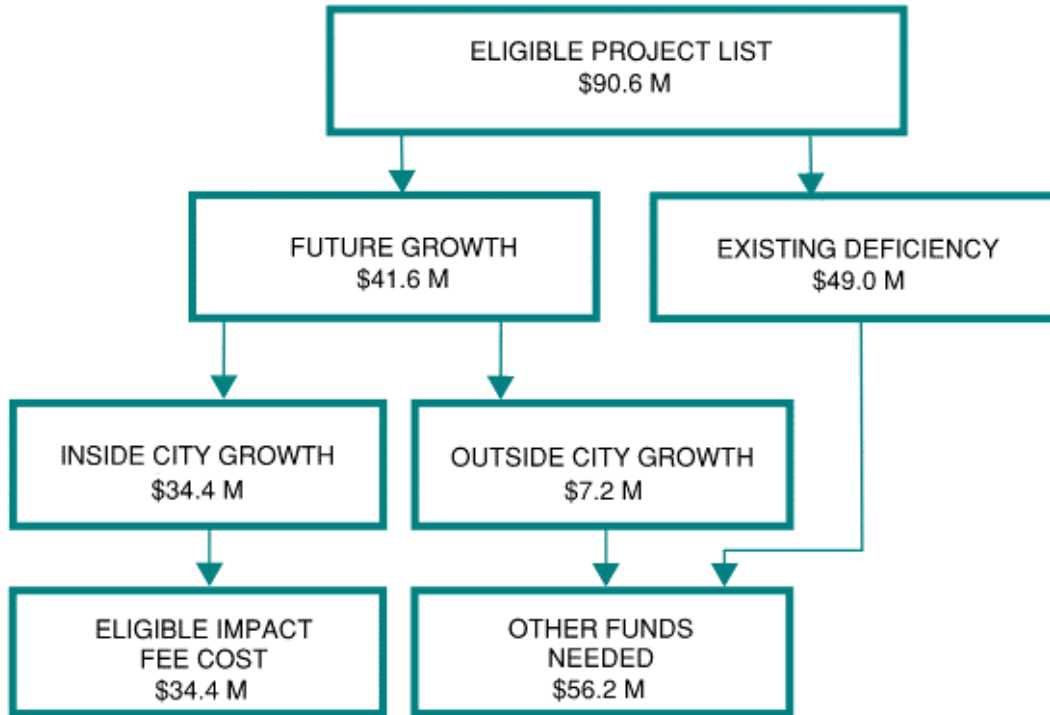
Impact fees cannot be used to fund the portion of projects required by growth outside the City. The analysis estimated the portion of trips relating to local growth that would benefit from a project. It was estimated that approximately 90 percent of trips for active transportation projects are related to growth in Kenmore. It was estimated that approximately 50 percent of the trips benefiting from the remaining safety and motor vehicle projects are related to growth in Kenmore. Appendix A shows the resulting percentages of growth within Kenmore for each project.

COST ALLOCATION RESULTS

The total cost of TIF eligible projects is \$90.6 million as shown in Table 1 and Figure 4. Of this amount, \$49 million would go toward addressing existing deficiencies, leaving costs of \$41.6 million attributable to anticipated growth in Kenmore. The details of the calculations are shown in Appendix A.

The resulting city growth responsibility equals \$34.4 million of the total growth costs. This is the amount that can be charged as impact fees to future development in Kenmore. The remaining \$56.2 million would be expected to be obtained from other sources of funding.

FIGURE 4: IMPACT FEE COST ALLOCATION



In summary, the impact fees could contribute about 38 percent of the total \$90.6 million cost of the eligible projects. City matching funds, new grants, developer mitigations and other sources would provide the funding deficiency.

TRAVEL GROWTH

The analysis applied a method to calculate growth in PM peak hour person trips ends¹, also known as “mobility units” within the city. The growth in trip ends is based on the expected 20-year growth in households and employment in the city. The land uses in the City of Kenmore’s travel model served as the basis for calculating growth in mobility units. To approximate growth over the next 20 years, the model’s 2018 and 2044 land use data were used.

The calculation of mobility units required several steps, as follows:

¹ A trip travels between an origin and a destination. Each trip has two trip ends, one each at the origin and destination. Trip ends represent the persons coming to and from a given land use.

1. Translating the land uses in the travel model into a format used for impact fees and concurrency. This included:

- Converting total households into single family and multi-family units
- Converting employees into square footage using standard estimates of square feet per employee for office, retail and service categories

2. Estimating the vehicle trip ends associated with the land use growth using Institute of Transportation Engineers (ITE) Trip Generation manual. This included:

- Calculating PM peak hour vehicle trip ends using available ITE trip generation average rates (ITE, Trip Generation, 11th Edition) for various land use categories (single family residential, multi-family residential, office, retail and service)
- Converting vehicle trip ends into person trip ends using a conversion factor obtained from the 2015 Kenmore TIF Study that used travel surveys and other regional travel model data.

3. Total mobility units within the city were ultimately calculated by multiplying the PM peak person trip rate by either dwelling units or employment square footage, depending on the land use. The results were adjusted to represent a 20-year planning horizon (a linear growth reduction was applied to the 2018 to 2044 travel model land use projections).

The following is a summary of the PM peak hour mobility unit calculations:

- Growth Mobility Units = 8,724

The final step in the cost allocation process dealt with calculating the "cost per mobility unit" within Kenmore, derived by dividing the total eligible impact fee costs by the total number of new PM peak hour mobility units generated in Kenmore. A total of 8,724 new mobility units are estimated to occur within the city over the next 20 years (2024 to 2044).

The analysis produced the following results.

Impact fee costs:	\$34,430,040
New PM peak hour person trip ends:	8,724
Cost per new PM peak hour person trip end:	\$3,947

These mobility units will be used in the calculation of transportation impact fees and monitoring concurrency. In the next step of the analysis, individual mobility unit rates were calculated for specific land use types within the city.

IMPACT FEE SCHEDULE

The impact fee schedule was developed by adjusting the "cost per trip end" information to reflect differences in trip-making characteristics for a variety of land use types within the City of Kenmore. The fee schedule is a table where fees are represented as dollars per unit for each land use category. Table 2 shows the various components of the fee schedule (vehicle trip generation rates, person trip rates, new trip percentages, and trip length adjustment for each land use). The proposed impact fee schedule is structured to be similar to the current schedule for comparison purposes. The main differences are the following:

- Use of person trip ends ('mobility units') rather than vehicle trip ends
- Updates to trip rates and percent new trips for some uses based on newer ITE data
- Update to certain land use categories to match newer ITE data

TRIP GENERATION

Trip generation rates for each land use type are derived from a variety of sources. Vehicle trip rates were obtained from the ITE Trip Generation report (11th Edition). These rates are expressed as vehicle trip ends during the PM peak hour.

The vehicle trip ends were converted to person trip ends using conversion factors for various land use categories obtained from the 2015 TIF study. The prior data was from the Bellevue/Kirkland/Redmond travel model (BKR model), which incorporates recent household travel survey data from eastside communities and the PSRC.

PASS-BY TRIP ADJUSTMENT

The trip generation rates represent total persons entering and leaving a property. For certain land uses (e.g., retail), a substantial amount of the motorized travel is already passing by the property and merely turns into and out of the driveway. These pass-by trips do not significantly impact the surrounding street system and therefore are subtracted out prior to calculating the impact fee. The resulting trips are considered "new" trips and are therefore subject to the impact fee calculation. The "new" trip percentages are derived partially from the ITE Trip Generation Handbook (3rd Edition) and from available surveys conducted around the country².

² 'New' trip percentages are based on vehicle trips surveyed at land use sites.

TRIP LENGTH ADJUSTMENT

Another variable that affects traffic impacts is the length of the trip generated by a particular land use. The "cost per trip" calculated in the impact fee program represents an average for all new trips generated within Kenmore. Being an average, there will be certain land uses that generate trips of different lengths. If a given trip length is shorter than the average, then its relative traffic impacts on the street system will be lower than average. Conversely, longer trips will impact a larger proportion of the transportation network. In order to reflect these differences, the method includes an adjustment factor, which is calculated as the ratio between the trip length for a particular land use type and the "average" trip length for the city. Trip length data applied was obtained from the 2015 Kenmore TIF Study.

SCHEDULE OF RATES

The proposed impact fee rates are shown along with the impact fee rates in Table 2. In the fee schedule, fees are shown as dollars per unit of development for various land use categories, as defined in Appendix B. The impact fee program is flexible in that if a use does not fit into one of the categories, an impact fee can be calculated based on the development's projected trip generation.

TABLE 2: TRANSPORTATION IMPACT FEE SCHEDULE

ITE Land Use Category	PM Peak Vehicle Trip Rate	PM Peak Person Trip Rate	% New Trips	Net New Person Trips per Unit of Measure	Trip Length Factor	Impact Fee Per Unit @ \$3,947 per Person Trip	
RESIDENTIAL							
Single family detached housing	0.94	1.363	100%	1.363	dwelling unit	1.09	\$5,863.94 dwelling unit
Single family attached housing	0.57	0.938	100%	0.938	dwelling unit	1.15	\$4,256.46 dwelling unit
Multifamily low rise	0.51	0.834	100%	0.834	dwelling unit	1.15	\$3,784.00 dwelling unit
Multifamily medium rise	0.39	0.638	100%	0.638	dwelling unit	1.15	\$2,893.64 dwelling unit
Affordable housing	0.46	0.756	100%	0.756	dwelling unit	1.09	\$3,253.65 dwelling unit
Low rise residential with ground floor commercial	0.6	0.870	100%	0.870	dwelling unit	1.15	\$3,948.97 dwelling unit
Mobile home park	0.58	0.839	100%	0.839	dwelling unit	1.09	\$3,610.21 dwelling unit
Senior adult housing - multifamily	0.25	0.362	100%	0.362	dwelling unit	1.15	\$1,641.78 dwelling unit
COMMERCIAL							
Hotel	0.59	0.854	100%	0.854	room	1.25	\$4,211.53 room
Marina	0.21	0.254	100%	0.254	berth	0.97	\$973.27 berth
Golf Course	0.28	0.345	100%	0.345	acre	1	\$1,363.03 acre
Movie Theater	0.08	0.103	100%	0.103	seat	0.72	\$292.30 seat
Multipurpose Recreational Facility	3.58	4.361	100%	4.361	KSF	0.97	\$16.70 KSF
General Office	1.44	1.691	100%	1.691	KSF	1.59	\$10.61 KSF
Medical Office	3.93	4.624	100%	4.624	KSF	1.5	\$27.37 KSF
Shopping Plaza (40-150 KSF, no supermarket)	5.19	4.173	66%	4.173	KSF	0.4	\$6.59 KSF
Supermarket	8.95	6.973	64%	6.973	KSF	0.65	\$17.89 KSF
Convenience Store 24 Hour	49.11	29.298	49%	29.298	KSF	0.4	\$46.26 KSF

ITE Land Use Category	PM Peak Vehicle Trip Rate	PM Peak Person Trip Rate	% New Trips	Net New Person Trips per Unit of Measure	Trip Length Factor	Impact Fee Per Unit @ \$3,947 per Person Trip	
Pharmacy with drive-through	10.25	12.505	100%	12.505	KSF	0.47	\$23.20 KSF
Drive-In Bank	21.01	16.629	65%	16.629	KSF	0.47	\$30.85 KSF
Fast Casual Restaurant	12.55	7.638	50%	7.638	KSF	0.47	\$18.69 KSF
Fast Food with Drive Through	33.03	20.103	50%	20.103	KSF	0.62	\$49.19 KSF
Fast Food with No Drive Through	33.21	20.213	50%	20.213	KSF	0.62	\$49.46 KSF
Gas Station	13.91	8.466	50%	8.466	KSF	0.62	\$17,710.18 KSF
Gas Station with Convenience Store	18.42	11.211	50%	11.211	pump	0.53	\$23,452.31 pump
INSTITUTIONAL							
Elementary School	0.16	0.195	100%	0.195	student	0.62	\$476.95 student
Middle School	0.14	0.171	100%	0.171	student	0.62	\$417.33 student
High School	0.15	0.182	100%	0.182	student	0.62	\$446.54 student
Church	0.49	0.597	100%	0.597	KSF	1.15	\$2.71 KSF
Library	8.16	9.940	100%	9.940	KSF	0.62	\$24.33 KSF
Hospital	0.86	1.045	100%	1.045	KSF	1.56	\$6.43 KSF
Nursing Home	0.59	0.724	100%	0.724	KSF	0.87	\$2.49 KSF
INDUSTRIAL							
General Light Industrial	0.56	0.612	100%	0.612	KSF	1.59	\$3.84 KSF
Manufacturing	0.74	0.801	100%	0.801	KSF	1.59	\$5.03 KSF
Mini-warehouse	0.15	0.162	100%	0.162	KSF	1.59	\$1.01 KSF

KSF – 1,000 square-feet

Trip rates from ITE Trip Generation Manual, 11th Edition, PM peak hour trip ends

APPENDIX



CONTENTS

APPENDIX A

APPENDIX B

COST ALLOCATION RESULTS

LAND USE CATEGORIES



APPENDIX A - COST ALLOCATION

The table below illustrates how the impact fee project costs were divided into growth-related costs attributable to the city. The first adjustment was for existing deficiencies, as described in the report text. The next adjustment was to calculate the growth within Kenmore, which contains the results of the analysis to separate Kenmore and non-Kenmore growth. The final column of the table shows the growth cost for each project that can be allocated to impact fees.

Kenmore Transportation Element April 2023									
Projects	Benefit to Kenmore	Total Cost	Existing Deficiency	Existingt Deficiency Cost	Growth Deficiency Cost	% In Kenmore	Inside Kenmore	Outside Kenmore	Cost Eligible
<i>Near Term (0-6 year) Projects</i>									
SR 522 West B (West boundary to 61st Ave NE)	Improve pedestrian and bicycle accessibility, improve	\$2,200,000	0%	\$0	\$2,200,000	20%	\$440,000	\$1,760,000	\$440,000
NE 181st St South Side (61st Ave NE-63rd Ave NE) Sidewalk	Improve pedestrian safety and encourage walking	\$1,300,000	76%	\$988,000	\$312,000	95%	\$296,400	\$15,600	\$296,400
61st Ave NE Sidewalk Replacement (NE 181st St-62nd Ave NE)	Improve pedestrian safety, add accommodation for bicycles, enhance stream environment	\$5,110,000	76%	\$3,883,600	\$1,226,400	95%	\$1,165,080	\$61,320	\$1,165,080
80th Ave NE Sidewalks (SR 522-NE 185th St)	Improve pedestrian and bicycle accessibility, improve	\$2,470,000	76%	\$1,877,200	\$592,800	95%	\$563,160	\$29,640	\$563,160
NE 192nd St Sidewalks (73rd Ave NE - 75th Ave NE)	Improve pedestrian accessibility, improve safety	\$800,000	76%	\$608,000	\$192,000	95%	\$182,400	\$9,600	\$182,400
Arrowhead Drive Sidewalks (NE 151st St - 64th Ave NE)	Improve pedestrian accessibility, improve safety	\$2,220,000	76%	\$1,687,200	\$532,800	95%	\$506,160	\$26,640	\$506,160
84th Ave NE Sidewalks (NE 150th St - NE 155th St)	Improve pedestrian and bicycle accessibility, improve	\$2,370,000	76%	\$1,801,200	\$568,800	95%	\$540,360	\$28,440	\$540,360
Lower Swamp Creek Bridge Replacement	Safely accommodate all uses by replacing aging bridge, maintain public access to	\$4,100,000	0%	\$0	\$4,100,000	60%	\$2,460,000	\$1,640,000	\$2,460,000
Pedestrian Facilities Plan Program (Sidewalk Program)	Improve pedestrian circulation, accessibility, safety, and encourage walking.	\$2,000,000	76%	\$1,520,000	\$480,000	95%	\$456,000	\$24,000	\$456,000
<i>Long Term (7-20 year) Projects</i>									
Pedestrian Facilities Plan Program (Sidewalk Program)	Improve pedestrian circulation, accessibility, safety, and encourage walking.	\$31,000,000	76%	\$23,560,000	\$7,440,000	95%	\$7,068,000	\$372,000	\$7,068,000
61st Ave NE/NE 193rd St Intersection	Intersection treatment to improve safety and vehicle operations	\$2,200,000	0%	\$0	\$2,200,000	60%	\$1,320,000	\$880,000	\$1,320,000
73rd Ave NE/NE 192nd St Intersection	Intersection treatment to improve safety and vehicle operations	\$3,700,000	0%	\$0	\$3,700,000	60%	\$2,220,000	\$1,480,000	\$2,220,000
Nonmotorized crossing of SR 522	Improved nonmotorized access across SR 522 in the vicinity of 67 th Avenue NE	\$17,160,000	76%	\$13,041,600	\$4,118,400	95%	\$3,912,480	\$205,920	\$3,912,480
NE 181st Street/SR 522 East Connection	Improved local access between future developments near the Kenmore Park & Ride, SR 522, and downtown Kenmore	\$14,000,000	0%	\$0	\$14,000,000	95%	\$13,300,000	\$700,000	\$13,300,000
	Total	\$90,630,000		\$48,966,800	\$41,663,200		\$34,430,040	\$7,233,160	\$34,430,040

APPENDIX B – LAND USE CATEGORIES

The following land use definitions are derived from the ITE Trip Generation (11th Edition). They represent the land use categories listed in Table 2 – Transportation Impact Fee Schedule.

RESIDENTIAL

Single family detached housing - A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision. (ITE #210)

Single family attached housing - Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space. (ITE #215)

Multifamily low rise - Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse. (ITE #220)

Multifamily medium rise - Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways. (ITE #221)

Low rise residential with ground floor commercial - Low-rise residential with ground-floor commercial is a mixed-use multifamily housing building with two or three floors of residential living space and commercial space open to the public on the ground level. These facilities are typically found in dense multi-use urban and center city core settings. (ITE #230)

Affordable housing - Affordable housing includes all multifamily housing that is rented at below market rate to households that include at least one employed member. Eligibility to live in affordable housing can be a function of limited household income and resident age. (ITE #223)

Mobile home park - A mobile home park generally consists of manufactured homes that are sited and installed on permanent foundations. The mobile home park typically includes community facilities such as a recreation room, swimming pool, and laundry facilities. (ITE #240)

Senior adult housing – multifamily - Senior adult housing-multifamily sites are independent living developments that are called various names including retirement communities, age-restricted housing, and active adult communities. The development has a specific age restriction for its residents, typically a minimum of 55 years of age for at least one resident of the household. Residents in these communities are typically considered active and requiring little to no medical supervision. The percentage of retired residents varies by development. The development may

include amenities such as a golf course, swimming pool, 24-hour security, transportation, and common recreational facilities. They generally lack centralized dining and on-site health facilities. (ITE #252)

INSTITUTIONAL

Elementary School - An elementary school is a public school that typically serves students attending kindergarten through the fifth or sixth grade. An elementary school is usually centrally located in a residential community to facilitate student access. Bus service is commonly provided to students living beyond a specified distance from the school. (ITE #520)

Middle School - A middle or junior high school is a public school that serves students who have completed elementary school and have not yet entered high school. (ITE #522)

High School - A high school is a public school that serves students who have completed middle or junior high school. (ITE #525)

Church - A church is a building in which public worship services are held. A church houses an assembly hall or sanctuary. It may also house meeting rooms, classrooms, and, occasionally, dining, catering, or event facilities. (ITE #560)

Library - A library is a facility that houses shelved books and reading rooms or areas. A library may also provide meeting rooms. A library can be either a traffipublic or private entity. (ITE #590)

Hospital - A hospital is any institution where medical or surgical care and overnight accommodations are provided to non-ambulatory and ambulatory patients. In this context, the term "hospital" does not refer to a medical clinic (a facility that provides diagnoses and outpatient care only) or a nursing home (a facility devoted to the care of persons unable to care for themselves). (ITE #610)

Nursing Home - A nursing home is a facility whose primary function is to provide care for persons who are unable to care for themselves. Examples include rest homes, chronic care, and convalescent homes. Skilled nurses and nursing aides are present 24 hours a day at these sites. Residents often require treatment from a registered healthcare professional for ongoing medical issues. A nursing home resident is not capable of operating a vehicle. Traffic is entirely generated by employees, visitors, and deliveries. (ITE #620)

INDUSTRIAL

General Light Industrial - A light industrial facility is a free-standing facility devoted to a single use. The facility has an emphasis on activities other than manufacturing and typically has minimal office space. Typical light industrial activities include printing, material testing, and assembly of data processing equipment. (ITE #110)

Manufacturing - A manufacturing facility is an area where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, a manufacturing facility typically has an office and may provide space for warehouse, research, and associated functions. (ITE #140)

Mini-warehouse - A mini-warehouse is a building in which a number of storage units or vaults are rented for the storage of goods. They are typically referred to as "self-storage" facilities. Each unit is physically separated from other units, and access is usually provided through an overhead door or other common access point. (ITE #151)

KENMORE CITY COUNCIL PRESENTATION

TRANSPORTATION IMPACT FEE UPDATE

REAH FLISAKOWSKI
TRANSPORTATION ENGINEER
rlf@dksassociates.com
503.243.3500

SHAPING A SMARTER
TRANSPORTATION EXPERIENCE™
DKSASSOCIATES.COM

AN EMPLOYEE-OWNED COMPANY



WHAT ARE TRAFFIC IMPACT FEES?

TIFs are collected by local agencies to:

- obtain revenue towards new public facilities
- guarantee development pays their portion of impacts to the system
- ensure adequate public facilities are available to serve growth

TIFs are paid by new development to reimburse the City for the development's equitable share of capital transportation project costs. Fees cannot exceed a proportionate share of the costs of improvements.

TIF rates are based on the proposed land use and number of new person trips added to the transportation system.

TIF revenue can not be used for transportation operating or maintenance expenses.

WHY UPDATE THE TIF?

- The Growth Management Act (GMA) requires regular updates to impact fee programs. The last Transportation Impact Fee program update was adopted by the city in 2015.
- The 2023 Comprehensive Plan Transportation Element update removed completed projects and added new ones.
- The costs of projects have increased due to inflation and project descriptions have changed since 2015.
- The patterns of traffic growth, land use, and expected growth have changed

TIF STRUCTURE

Update applied same 2015 methodology, new inputs for:

- 20-year transportation projects and costs eligible for TIF
- Kenmore v. non-Kenmore growth using project
- Estimate growth in PM peak hour person trips

Figure 1. Impact Fee Structure



PROPOSED TIF UPDATE

	Current 2023	Proposed 2024
Impact Fee Costs	N/A – based on 2015 TIF study	\$34,430,040
New PM peak hour person trip ends	N/A – based on 2015 TIF study	8,724
Cost per PM peak hour person trip end	\$7,233.55	\$3,947.00
Cost per single-family dwelling unit	\$11,773.39	\$5,863.94

Proposed cost per PM peak hour person trip end is a 45% reduction due to increase in forecasted future person trips next 20 years.

Fees for each land use updated to ITE 11th edition – revised categories and rates

THANK YOU

DKS CORE VALUES

MEANINGFUL DIFFERENCE

OPPORTUNITY

EXPERTISE

TRUSTWORTHY

CLIENT SATISFACTION

TEAMWORK

Page 513 of 566

REAH FLISAKOWSKI
TRANSPORTATION ENGINEER
rlf@dksassociates.com
503.243.3500

SHAPING A SMARTER
TRANSPORTATION EXPERIENCE™
DKSASSOCIATES.COM

AN EMPLOYEE-OWNED COMPANY





City Council Agenda Bill City of Kenmore, WA

Subject/Topic: Charter for Financial Sustainability Plan Task Force (FSPTF) Proposed Council Action/Motion: Approve Charter for Financial Sustainability Plan Task Force (FSPTF)	For Council Meeting Agenda of: October 9, 2023 Department: Finance & Administration Prepared by: Melinda Merrell, Finance Director <table border="0" style="width: 100%;"> <tr> <td style="width: 80%;">Approved by Department Head:</td> <td style="width: 20%; text-align: right;"><u>Initial & Date</u></td> </tr> <tr> <td>Approved by City Attorney:</td> <td style="text-align: right;">MM</td> </tr> <tr> <td>Approved by Finance Director:</td> <td style="text-align: right;">N/A</td> </tr> <tr> <td>Approved by City Manager:</td> <td style="text-align: right;">MM 9/29/23</td> </tr> <tr> <td></td> <td style="text-align: right;">RK 9/28/23</td> </tr> </table> Exhibits/Attachments: Exhibit A: Proposed Charter for Financial Sustainability Plan Task Force (FSPTF)	Approved by Department Head:	<u>Initial & Date</u>	Approved by City Attorney:	MM	Approved by Finance Director:	N/A	Approved by City Manager:	MM 9/29/23		RK 9/28/23
Approved by Department Head:	<u>Initial & Date</u>										
Approved by City Attorney:	MM										
Approved by Finance Director:	N/A										
Approved by City Manager:	MM 9/29/23										
	RK 9/28/23										
Summary: Due to state-imposed 1% limit on property tax growth, high inflation, relatively flat growth in other revenues, unfunded state and federal mandates, and other factors, the City's operating revenues are not keeping pace with the cost of doing business. As a result, the City of Kenmore faces an upcoming structural deficit in its operating budget (General Fund and Street Fund) and will need to revise the Financial Sustainability Plan (FSP) that was adopted in 2020.											
Information/Background: In 2019, the City began the process of creating a Financial Sustainability Plan which was formalized and adopted in October 2020. Although the City has been implementing the recommendations from that plan, the financial picture has changed for the following reasons: • High inflation starting in 2021, • Significant increase, 14% from 2022 to 2023, in Police Services which is our largest general fund budget, • New positions added in 2023 to better align staff resources with workload demands, and • Ongoing resources needed for the Regional Crisis Response (RCR) program, Farmer's Market, and Asphalt Plan legal services which had been funded with one-time monies. Financial sustainability concerns were anticipated and discussed in the 2023-2024 Biennium Budget message. The Kenmore City Council discussed financial sustainability at their City Council Retreat on June 30 and July 1, 2023 and adopted it as one of their top five goals for 2024. To facilitate updating the Financial Sustainability Plan, staff has prepared an updated charter (Exhibit A), to define the work											

of the Financial Sustainability Task Force. The goal of this charter is to create a role for the task force members that adds value to the process of creating the Financial Sustainability Plan. The role must be interesting and substantial to attract attention and the time commitment of community members who want to serve, but it must also be complementary to both:

1. The City Council's decision-making authority on these matters, and
2. The City staff's professional responsibility to be experts on City finances, to perform research, to analyze options, and to advise the task force and City Council on these matters.

City Council is requested to review and approve the Financial Sustainability Task Force Charter.

Fiscal Consideration:

There are no outside costs to this work at this time.

City Council Priority or Budget Objective Being Addressed:

2024 City Council Priority 4. Update the Financial Sustainability Plan



**Charter for
Financial Sustainability Plan Task Force (FSPTF)**
October 2023 - March 2024

Mission

Due to the State-imposed 1% limit on property tax growth, high inflation, relatively flat growth in other revenues, unfunded state and federal mandates, and other factors, the City's operating revenues are not keeping pace with the cost of doing business. As a result, the City of Kenmore faces an upcoming structural deficit in its operating budget (General Fund and Street Fund) and will need to revise the Financial Sustainability Plan (FSP) that was adopted in 2020.

The City will convene a new Financial Sustainability Plan Task Force (FSPTF) of residents and business representatives similar to what was done in 2019-2020. The Task Force will work from November 2023 through March 2024 to study the City's operating budget, determine the nature of the problem to be solved, assess solutions, and advise the City Manager on the matter.

As a group, task force members will learn about the City's services, budget, finances, Service-Level Budgeting, and long-range financial forecasts. The task force will review and synthesize all financial data and public input on the City's operating budgets, then as a task force provide an advisory report to the City Manager with a range of options on ways the City could resolve the upcoming structural deficit. If any options are preferred by the task force, the advisory report can note that. The advisory report to the City Manager will be delivered by March 29, 2024.

This task force's work will be brief, focused, and advisory in nature. As members of the City Council are the directly elected representatives of the people, they retain decision-making authority and responsibility on matters related to the City's finances. To evaluate the Financial Sustainability Plan process and expected results, the City will utilize the attached "Criteria for Success" which was created in 2019.

History

In 2019, the City began the process of creating a Financial Sustainability Plan which was formalized and adopted in October 2020. Although the City has been implementing the recommendations from that plan, the financial picture has changed for the following reasons:

- High inflation starting in 2021,
- Significant increase, 14% from 2022 to 2023, in Police Services which is our largest general fund budget,
- New positions added in 2023 to better align staff resources with workload demands,
- Ongoing resources needed for the Regional Crisis Response (RCR) program, Farmer's Market, and Asphalt Plan legal services which had been funded with one-time monies.

Financial sustainability concerns were anticipated and discussed in the 2023-2024 Biennium Budget message. The Kenmore City Council discussed financial sustainability at their City Council Retreat on June 30 and July 1, 2023 and adopted it as one of their top five goals for 2024.

Authority and Responsibilities

The following tasks will be the responsibilities of the task force to complete by March 29, 2024.

Study and Understand City Budget, Finances, and Long-Term Financial Forecasts: The task force will get dedicated access to City staff and guests who will present information on the City services, budget, finances, and long-term financial projections to the task force, answer questions on the City's budget and finances, and conduct research to facilitate understanding and assess options suggested by the task force.

Advise on and Assist with Public Engagement Process: The task force will review a public engagement plan and advise on an appropriate process for this work. The task force's recommendations will consider available resources. Task force members may assist with and attend public engagement events, though at these events the task force members are encouraged to listen and observe to allow others to be heard.

The task force will review all public input and assist in synthesizing the information into useful formats for the City Council's and community's review and consideration.

Create Task Force Advisory Report to City Manager: The task force will provide their thoughts and range of solutions to the City Manager in the form of an advisory report. The report will be submitted by March 29, 2024. When approved by vote of the task force, the advisory report will be transmitted in full to the City Manager. A copy will be

provided to the City Council and published on the City website for the public to read. Based on the task force's work and the work of City staff, the City Manager will then provide his recommendations to the City Council by the end of May 2024 for their consideration.

Provide Feedback on the Process: Task force members are welcome to provide input on the process while underway by email, phone, or in-person.

Organization

The following outlines how the task force will be organized and how it will complete this work.

Membership: Members will be residents of the City of Kenmore or own/work at a business physically located within the City. Members will be 16 years of age or older. Two positions are preferred for members with previous financial, business ownership, or managerial, experience. The remaining positions should be filled in ways to ensure the task force represents the Kenmore community's diversity in factors such as such as geography/neighborhood, age, education, length of Kenmore residency, and other demographics and life experiences.

With the expectation of two members filling reserved positions for professionals, there is no requirement of experience to serve on the task force. As with members of Congress or members of a City Council, the task force members' life experiences and connections to Kenmore are all the qualifications necessary to serve well on this task force and provide valuable, thoughtful insights on an important community issue.

There will be seven members on the task force.

Meetings: The task force will meet twice per month, most likely on weekday evenings, to complete this workplan.

Facilitator: The City Manager and Finance Director will plan and moderate meetings to ensure all voices are heard, that the task force functions smoothly, that there can be productive discussion between staff and task force members on these topics, and to give the task force enough technical support to provide feedback to the City Council on the issue in the timeframe requested.

Agenda, Minutes, and Reports: City staff will produce meeting agendas and take minutes of the meetings. When the task force member approves these, they will be posted on the City website.

Guests at Meetings: Guests are welcome at the task force meetings to observe. To ensure efficient use of time, there will not be a period for public comment at task force meetings. Instead, individual residents are asked to provide comments to the task force

by email, which will be compiled weekly and given to the task force. The public can also provide comments directly to the City Council via email or at public comment periods at regular City Council meetings at any time through this process.

Expectations

Task force members are expected to do the following:

- Come prepared to task force meetings.
- Treat one another, City staff members, and the public with respect, courtesy, and civility.
- Listen with an open mind.
- Ask questions to facilitate improved understanding of the issues and options.
- Think independently and speak on their own behalf as informed citizens, not as a designated representative of an organized group in the community.
- Share their viewpoint. Silence will be interpreted to indicate agreement.
- Work together with other task force members to develop an advisory report of recommendations to the City Manager in the time available.
- Maintain focus on *public benefit to all in the Kenmore community* in this work.

The task force will only look into those topic areas and strategies specified by the City's direction.

There will be no alternates appointed for this task force, so if a member cannot attend a meeting, they should either ask another member to represent their view for that meeting or submit written comments in advance.

Selection Process

The City will accept letters of interest from qualified community members from October 13, 2023 through October 30, 2023. Qualified community members may also be nominated for consideration by others. By early November 2023, the City Manager will select members based on the criteria listed here.

Financial Sustainability Plan--Criteria for Success:

Through this process, staff will evaluate the process and results against the following criteria to determine whether we are successful:

1. The Financial Sustainability Plan closes the gap in a way that the City Council feels reflects the values of the community. For this reason, it is approved by the City Council and can be implemented.
2. The approved Financial Sustainability Plan will close the gap for six years or three budget cycles (2025-2026, 2027-2028, and 2029-2030) through multiple actions over that timeframe.
3. The community conversation about the Financial Sustainability Plan is honest and open and reflects the feelings and needs of the entire Kenmore community.
4. The council, the task force members, and the public are given clear, comprehensive information on the current state of finances and feel well served. As much as possible, all questions are answered in plain language.
5. Experts are used to check the city's assumptions and improve forecast models.
6. Revenue and expenditure options from city staff, city leadership, task force members, and the public are considered fairly and openly.
7. The process is well documented and clearly communicated in the city newsletter, in the newspaper, and on social media.
8. The city website serves as a single, excellent source of information. It has all documents given to the task force, explains the current financial sustainability challenges, shows the task force meeting schedule, and invites input into the process.



City Council Agenda Bill City of Kenmore, WA

Subject/Topic: Walkways and Waterways Bond Measure Final Report	For Council Meeting Agenda of: October 9, 2023 Department: City Manager's Office Prepared by: Lauren Chomiak, Communications Specialist <table><tr><td>Approved by Department Head:</td><td><u>Initial & Date</u></td></tr><tr><td>Approved by City Attorney:</td><td><u>RK 9/26</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 9/26</u></td></tr></table> Exhibits/Attachments: Walkways and Waterways Bond Measure Final Report	Approved by Department Head:	<u>Initial & Date</u>	Approved by City Attorney:	<u>RK 9/26</u>	Approved by Finance Director:	<u> </u>	Approved by City Manager:	<u>RK 9/26</u>
Approved by Department Head:	<u>Initial & Date</u>								
Approved by City Attorney:	<u>RK 9/26</u>								
Approved by Finance Director:	<u> </u>								
Approved by City Manager:	<u>RK 9/26</u>								
Summary: All five projects included in the November 2016 voter-approved Walkways and Waterways bond measure are now complete. The City recently compiled a final report on the five projects and the bond which includes final costs and funding sources for each project, bond measure information, new amenities and improvements gained, environmental impacts and enhancements, and new maintenance work items. A special edition newsletter titled the Walkways and Waterways Bond Measure Final Report was mailed to all Kenmore residences and businesses on October 2, 2023.									
Information/Background: In November of 2016, 64% of Kenmore voters approved a ballot measure to increase their property taxes to pay for what's known as the "Walkways & Waterways Bond Measure." This Walkways and Waterways Final Report back to the community on the five capital projects that were approved in that bond measure. 2015 the City initiated the "Imagine Kenmore" community engagement process. Imagine Kenmore was an extensive community engagement effort from the spring of 2015 to the summer 2016. The community input we received from the Imagine Kenmore process clearly confirmed that safe routes for pedestrians and cyclists and connecting residents with the city's public open spaces and waterfront were the top priorities.									

After hearing what the community wanted from the Imagine Kenmore process, “Walkways and Waterways” was born - a pedestrian and bicycle safety and waterfront park improvement bond measure that proposed five new capital projects to be constructed: Two pedestrian & bicycle safety projects on Juanita Drive and 68th Avenue and three waterfront park projects at Rhododendron Park, Log Boom Park, and ŁaŁwadis Park.

Voters authorized the City to issue up to \$19.75 million in bonds (i.e. debt), to be repaid over the next 20 years, to pay for the five new projects.

Fast forward to 2023 and the five projects included in the Walkways and Waterways bond measure are all complete. The five projects were all selected and designed to create safe routes for pedestrians and cyclists and connect the community with the city’s public open space and waterfront areas. The projects include:

1. 68th Avenue Pedestrian and Bicycle Safety Improvements Project
2. Juanita Drive Pedestrian and Bicycle Safety Improvements Project
3. Log Boom Park Waterfront Access & Viewing Project
4. ŁaŁwadis Park Waterfront and Natural Open Space Access Project
5. Rhododendron Park Boardwalk Project

The deliverables that were most important to the community included:

- New sidewalks and bike lanes on 68th Avenue and Juanita Drive
- New sandy beach, habitat restoration, kayak concession building, and other amenities at Log Boom Park
- Wildlife habitat restoration, bridges, trails, boardwalks, and docks at ŁaŁwadis Park
- New boardwalk connecting the playfield to the waterfront at Rhododendron Park

Did the City complete the projects as scheduled? Yes. Back in 2016, City staff predicted that the five projects would be completed between 2019 and 2023. The Rhododendron boardwalk was completed in 2018, and the final project, Juanita Drive, was completed this year.

Did the City complete the five projects within the cost estimates provided back in 2016? No. Back in 2016, only conceptual design work had been completed, and the cost estimates were based on the limited information available in those conceptual plans. The costs of the Walkways & Waterways projects went from \$25 million predicted in 2016 to final total costs of \$45 million by the end of 2023. The good news is that the City did not have to 1) go back to the voters for more funding, 2) significantly reduce the project scopes, or 3) compromise on the promises of Walkways & Waterways.

So how, then, did the City pay for the increased costs? Kenmore city staff were very resourceful and aggressively went after County, State, and Federal grants to help pay for the projects. Other “capital restricted” existing City funds also helped supplement the projects, including Real Estate Excise Tax (“REET”) revenue and Impact Fees on new construction. By state law, REET and Impact Fee revenue can only be spent on one-time capital projects, such as the five Walkways & Waterways projects.

Final Project Costs (to date, for all five projects):

Administration/Project Management:	\$1,250,895
Design/Engineering:	\$4,745,395
Right of Way Acquisition:	\$682,318

Construction:	\$38,866,006
Total:	\$45,544,614
Funding Sources:	
Walkways and Waterways Bond	\$19,750,000
Grants	\$9,550,371
Utility Company Contributions	\$4,813,070
Other City Funds*	\$13,926,180
Total:	\$48,039,621
*Other City funding sources include 1% For Art, Real Estate Excise Tax, Impact Fees from new development, and the Strategic Operations Fund.	
Fiscal Consideration:	
N/A	
City Council Priority or Budget Objective Being Addressed:	
5. Complete Walkways and Waterways projects.	

KENMORE QUARTERLY

Special Edition!



Thank you, voters!

OFFICIAL NEWSLETTER OF THE CITY OF KENMORE, WA | Special Edition Fall 2023



Five Completed Projects Brought “Imagine Kenmore” to a Kenmore Newly Imagined

In November of 2016, 64% of Kenmore voters approved a ballot measure to increase their property taxes to pay for what’s known as the “Walkways & Waterways Bond Measure.” This special edition of the Kenmore Quarterly Newsletter provides a final report back to the community on the five capital projects that were approved in that bond measure. *How did we do? Did the City deliver on the promise of Walkways & Waterways?*

To answer this question, let’s go back to 2015 when the City initiated the “Imagine Kenmore” community engagement process. Imagine Kenmore was an extensive community engagement effort from the spring of 2015 to the summer 2016. This engagement effort included public meetings, online interactive tools, statistically valid phone surveys, and many articles in our newsletters and online communications. Hundreds of Kenmore residents participated and provided their comments and ideas. The community input we received from the Imagine Kenmore process clearly confirmed that safe routes for pedestrians and cyclists and connecting residents with the city’s public open spaces and waterfront were the top priorities.

After hearing what the community wanted from the Imagine Kenmore process, “Walkways and Waterways” was born - a pedestrian and bicycle safety and waterfront park improvement bond measure that proposed five new capital projects to be constructed: Two pedestrian & bicycle safety projects on Juanita Drive and 68th Avenue and three waterfront park

projects at Rhododendron Park, Log Boom Park, and ŁaŁwŁadis Park.

Kenmore voters approved this bond measure on the November 8, 2016 ballot with 64% voter approval.

Voters authorized the City to issue up to \$19.75 million in bonds (i.e. debt), to be repaid over the next 20 years, to pay for the five new projects. Proposition 1 Walkways & Waterways Improvements was the first city bond measure ever on the ballot in the City of Kenmore, which was incorporated in 1998.

Fast forward to 2023 and the five projects included in the Walkways and Waterways bond measure are all complete and the improvements and amenities that were once imagined have now become a reality.

The five projects were all selected and designed to create safe routes for pedestrians and cyclists and connect the community with the city’s public open space and waterfront areas. The projects include:

1. 68th Avenue Pedestrian and Bicycle Safety Improvements Project
2. Juanita Drive Pedestrian and Bicycle Safety Improvements Project
3. Log Boom Park Waterfront Access & Viewing Project
4. ŁaŁwŁadis Park Waterfront and Natural Open Space Access Project
5. Rhododendron Park Boardwalk Project

Were the five projects built as envisioned in 2016? For the most part, yes. Design for the projects was conceptual back in 2016, and some modifications were made for practical and budget purposes. But the City did produce the deliverables that were most important to the community, which included:

- New sidewalks and bike lanes on 68th Avenue and Juanita Drive
- New sandy beach, habitat restoration, kayak concession building, and other amenities at Log Boom Park
- Wildlife habitat restoration, bridges, trails, boardwalks, and docks at ŁaŁwŁadis Park
- New boardwalk connecting the playfield to the waterfront at Rhododendron Park

Did the City complete the projects as scheduled? Yes. Back in 2016, City staff predicted that the five projects would be completed between 2019 and 2023. The Rhododendron boardwalk was completed in 2018, and the final project, Juanita Drive, was completed this year.

INSIDE THIS ISSUE

Overall Summary	p. 2
Project Map + Timeline	p. 3
68th Avenue	p. 4+5
ŁaŁwŁadis Park	p. 6 + 7
Juanita Drive	p. 8 + 9
Log Boom Park	p. 10 + 11
Rhododendron Boardwalk	p. 12

Did the City complete the five projects within the cost estimates provided back in 2016? No. Back in 2016, only conceptual design work had been completed, and the cost estimates were based on the limited information available in those conceptual plans. The costs of the Walkways & Waterways projects went from \$25 million predicted in 2016 to final total costs of \$45 million by the end of 2023. The good news is that the City did not have to 1) go back to the voters for more funding, 2) significantly reduce the project scopes, or 3) compromise on the promises of Walkways & Waterways.

So how, then, did the City pay for the increased costs? Kenmore city staff were very resourceful and aggressively went after County, State, and Federal grants to help pay for the projects. Other “capital restricted” existing City funds also helped supplement the projects, including Real Estate Excise Tax (“REET”) revenue and Impact Fees on new construction. By state law, REET and Impact Fee revenue can only be spent on one-time capital projects, such as the five Walkways & Waterways projects.

So how did we do? Did the City deliver on the promise of Walkways & Waterways? As you read the contents of this special report and as you visit the three parks and walk or bike on Juanita Drive and 68th Avenue, we’ll let you be the judge.

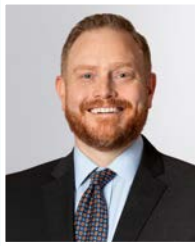
But one thing is clear: The City could not have done this without you, the residents and taxpayers of Kenmore. Without the yes vote back in 2016 and without the ideas, input, and financial support you provided through your property taxes, Walkways & Waterways would never have happened. So thank you! We hope you enjoy the completed Walkways & Waterways improvements.

PRSRT STD
U.S. Postage
PAID
Seattle, WA
Kenmore, WA 98028
Permit No. 1

CITY OF KENMORE
18120 68th Ave NE
Kenmore, WA 98028

ECRWSS
Postal Customer

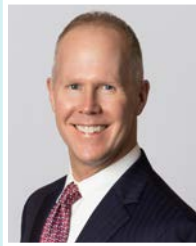
Meet Your City Council



Mayor
Nigel Herbig



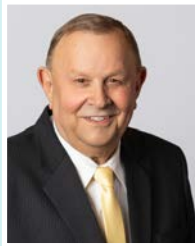
Deputy Mayor
Melanie O'Cain



Councilmember
Joe Marshall



Councilmember
Angela Kugler



Councilmember
David Baker



Councilmember
Debra Srebnik



Councilmember
Corina Pfeil

A Message from Mayor Herbig

Thanks to the Walkways & Waterways bond measure, Kenmore is a noticeably different city than it was seven years ago when Kenmore voters approved the five projects on the November 2016 ballot. I was on the City Council back then, and I remember the “Imagine Kenmore” community engagement effort that led up to and resulted in Walkways & Waterways. Our residents decisively asked for better public access to our waterfront and better comfort and safety for cyclists and pedestrians. We heard you loud and clear, and we made the decision to place the Walkways & Waterways bond measure on the ballot for your approval.

Because it was a bond measure, Washington State law required that it receive at least 60% approval. When 64% of Kenmore voters approved Walkways & Waterways, we knew we were on the right track and that we had the responsibility to deliver on what our residents wanted.

These projects were complex, and pandemic related setbacks and delays caused additional challenges. We know construction was hard on our residents and caused a lot of inconvenience, and we are so grateful for your patience! We can finally reap the rewards and I'm so excited to see the community enjoying the many new improvements and amenities we have gained.

Now that all five projects are complete, let's think back to 2016 and compare what we had then to what we have now:

- 1. At Rhododendron Park, there was no connection between the river and the park. We now have a beautiful boardwalk that connects the two.
- 2. Log Boom Park beach access went from a narrow opening between some bushes to a full-fledged sandy beach—a beach where you can actually make sandcastles!
- 3. Łaxwadis Park was infested with invasive blackberries. There was one small dock and no access around the lagoon. Fast forward to now: acres of blackberries have been replaced with newly created wetlands and thousands of native trees and shrubs. We have gorgeous new boardwalks and bridges that take you over the water to see and explore nature. Two new docks provide even more access for paddlers.
- 4. Both Juanita Drive and 68th Avenue went from pedestrian and cyclists being relegated to the shoulder of the road to much more safe and comfortable sidewalks and bike lanes. These streets are also now beautified with new landscaped strips along the sidewalks and in the medians.

Protecting and enhancing the natural environment has been a major focus in all five of these projects. Thousands of new

trees have been planted, and many acres and feet of shoreline have been restored for wildlife habitat. Less visible are what's newly underground on Juanita Drive and 68th Avenue. We have new surface water filtration systems under both streets. These systems clean and treat the road runoff before it enters our streams. These systems were not cheap, but they were worth the extra effort to protect our natural environment.

Another key element of Walkways & Waterways that doesn't get spotlighted nearly enough is the Americans with Disabilities Act (ADA) improvements that were significant in each of the projects. We want Kenmore to be a place where all people can get around, and all five of the Walkways & Waterways projects meet or exceed ADA requirements. We're proud of that accomplishment, and we know it will make a positive difference in the lives of our residents with limited mobility.

Now that Walkways and Waterways is complete, what's next? Is our work to improve pedestrian and bicycle safety finished? Are we done restoring wildlife habitat and providing opportunities to see and enjoy the great outdoors? The answer is a resounding and decisive No! We have much more to do, and much more is planned. For example, we have funding for a number

of new sidewalk projects on both the north and south sides of the city. More habitat restoration projects are being funded as well. Stay tuned and watch for more information in future newsletters. Make sure to sign up for email and social media alerts by visiting www.kenmorewa.gov/stayinformed

Finally, I want to thank you, the voters, for putting your faith in us. You made the leap of faith to vote yes on the 2016 ballot. I hope you are pleased with the outcome—I know I am! We literally could not have done this without you. I also want to thank my colleagues on the City Council who had the vision and political courage to move this amazing effort forward. I am also grateful for the talented designers and contractors who translated what our community wanted from plans into reality. Lastly, we are truly grateful for our dedicated and passionate city staff who managed Walkways & Waterways from beginning to end - they have been creative, resourceful, and extremely hard working.

Now take a walk or a ride on Juanita Drive and 68th Avenue. Spend a morning or an afternoon strolling the boardwalks at Łaxwadis and Rhododendron Parks. Sink your toes in the soft warm sand at Log Boom Park. Enjoy—you did it!

--Mayor Herbig

What Was Said Back in 2016



What Actually Happened

Projected	Total Cost:	\$25 million
Projected	Amount of the Bond Issue (Voted Debt):	\$19.75 million
Projected	Timeline for Completion:	December 2023
Projected	Annual \$ Impact to a Median Kenmore Household (in 2016):	\$11.68/month

Actual	Total Cost:	\$45.54 million
Actual	Amount of the Bond Issue (Voted Debt):	\$19.75 million
Actual	Timeline for Completion:	May 2023
Actual	Annual \$ Impact to a Median Kenmore Household (in 2016):	\$10.94/month

Total Cost For All Five Projects:		Funding Sources:	
Administration/Project Management	\$1,250,895	Walkways & Waterways Bond	\$19,750,000
Design/Engineering	\$4,745,395	Grants	\$9,550,371
Right of Way Acquisition	\$682,318	Utility Company Contributions	\$4,813,070
Construction	\$38,866,006	Other City Funds*	\$13,926,180
Total	\$45,544,614	Total	\$48,039,621



*Other City funding sources include:

- 1% For Art
 - Real Estate Excise Tax
 - Impact Fees from new development
 - Strategic Operations Fund
- (which can only be spent on one-time capital projects)

THANK YOU, VOTERS!

The Original Walkways and Waterways Map



Timeline



Bond Measure Information:

Interest Rate	2.44%
Term of Bonds	20 years
Years Remaining	13 years/17 years*
Annual Payments (in 2023)	\$1,059,500
Bond Rating	AAA

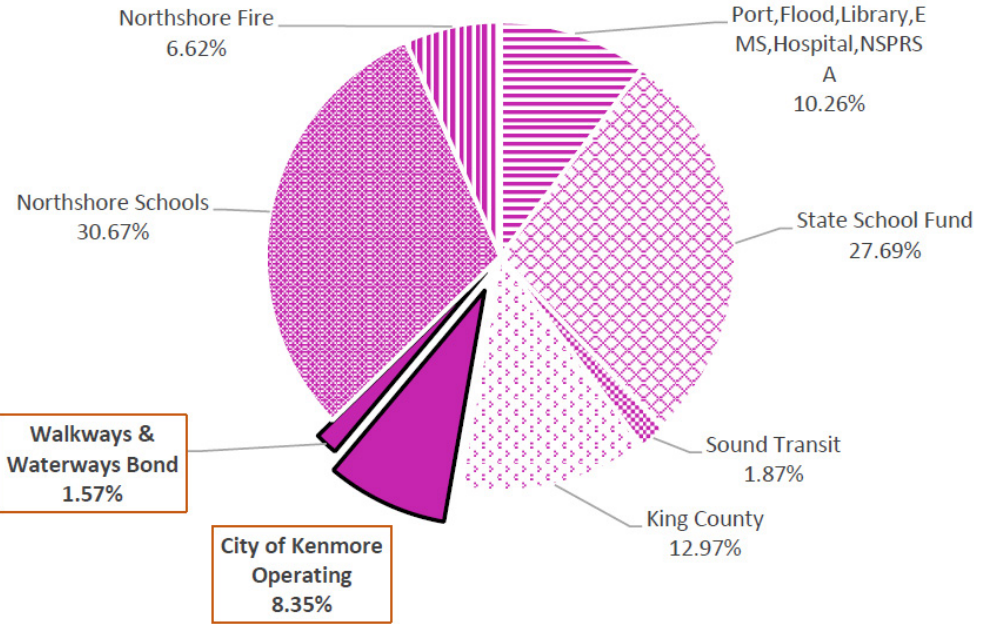
*13 years on bonds issued in 2016 and 17 years on bonds issued in 2021.

Land Acknowledgement

We acknowledge that the City of Kenmore, and these five projects, are 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.

Your Property Taxes: Where Do They Go?

Here is a chart showing how your property taxes are divided and spent. Only 1.57% of collected property taxes are used to pay the Walkways and Waterways bond. When the bond measure passed in 2016, the City estimated that the cost for a median-valued home would be \$140.16 per year or \$11.68 per month. In 2023, the tax rate for the bond measure is \$0.13132 per thousand dollars of assessed value. For a home valued at \$1 million, the cost in 2023 is \$131.32 or \$10.94 per month.





Key Goals

To increase safe routes for pedestrians and cyclists and construct continuous sidewalks and bike lanes from Kenmore's downtown to the northern city limits.

68th Avenue

Pedestrian and Bicycle Safety Improvements Project

What did we Gain?

Prior to the project improvements, this main arterial lacked sidewalks and safe bike lanes for cyclists. This project provides 1.5 miles of new sidewalk, safer bicycle lanes, a new and improved stormwater system, and more, creating a safer and more accessible route for all users of the road.



+1.5 miles of new buffered sidewalks

+3 miles of new bike lanes



+7 new underground stormwater detention vaults

+7 new water quality facilities



+1,500 feet of landscaped planter beds

+45 new LED street lights

+400 feet of boardwalk over banks and streams



+1,200 feet of retaining walls

+6,000 feet of new stormwater pipe

+4 speed feedback signs

+2 flashing school zone signs

On April 19, 2023 Mayor Herbig was joined by Deputy Mayor O'Cain, Councilmember Srebnik, and city staff for the 68th Avenue Pedestrian and Bicycle Safety Improvements Project ribbon cutting ceremony (pictured above). While the project had been mostly complete for almost a year, final materials delayed by supply chain issues were installed earlier in 2023 to officially complete the project. This project was complex and far from easy, but the City's engineering team took the project across the finish line, under budget.

Construction Began:
March 2021

Project Complete:
April 2023

Project Manager:
Kent Vaughan
Senior Project Engineer

THANK YOU, VOTERS!

Project Costs to Date:

Administration:	\$226,140
Design:	\$869,839
Right of Way	\$28,418
Construction	\$11,689,567
Total	\$12,813,964

Funding Sources:

Walkways & Waterways Bond	\$5,027,000
Grants	\$1,159,240
Utility Company Contributions	\$3,190,945
Other City Funds	\$4,178,553
Total	\$13,555,738



A \$1.16 million State Department of Ecology grant funded the water quality improvements. Northshore Utility District also partnered in the project and replaced substantial sections of aging sewer and water utility pipes!

New Maintenance Checklist:

- ✓ Clean, repair, and maintain new stormwater facilities (no small task!)
- ✓ Clean and maintain 1.5 miles of sidewalk and 3 miles of bike lanes.
- ✓ Landscaping new planter beds.

“The construction of the 68th Avenue sidewalks was a daily disruption and inconvenience, and our residents, especially those that live along the construction zone, had a lot of change to endure. The project lasted a long time and wasn’t pretty, but it was worth it in the end—we have a beautiful road with continuous sidewalks and bike lanes.”

Deputy Mayor Melanie O’Cain



68th Avenue Project

Tree Count

- 104 Trees Retained
- 27 Trees Removed
- 193 Trees Planted
- +166 Total New Trees

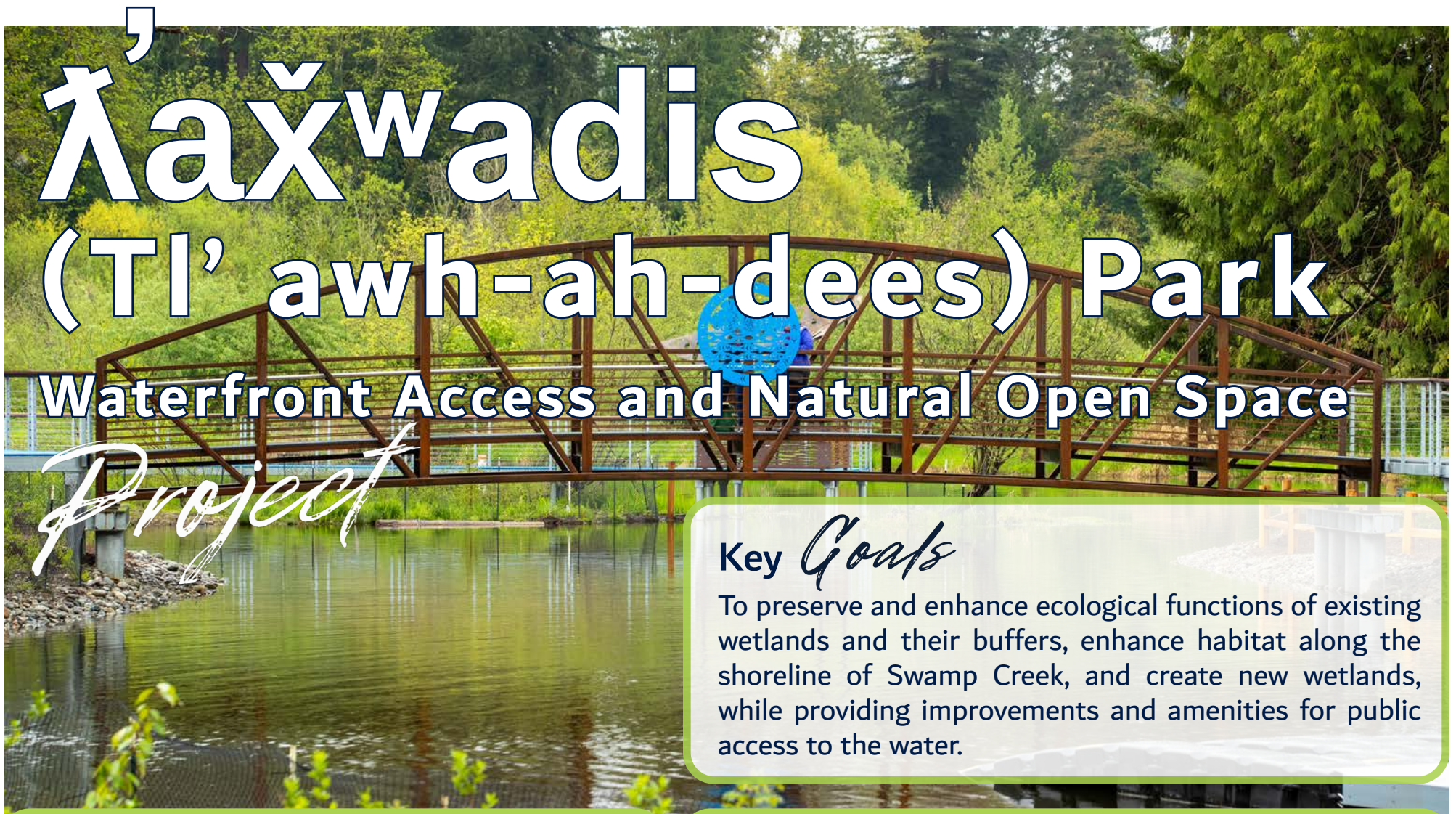


“I’m grateful to our residents for having the vision and desire to improve pedestrian and bicycle safety on 68th Avenue. This project truly propels Kenmore on the trajectory toward creating a thriving community where all people love where they live.”

Mayor Nigel Herbig



A key feature of the project included seven new stormwater detention and water quality treatment locations, together with a new stormwater conveyance pipe system, to improve water quality and flood prevention.



Key *Goals*

To preserve and enhance ecological functions of existing wetlands and their buffers, enhance habitat along the shoreline of Swamp Creek, and create new wetlands, while providing improvements and amenities for public access to the water.

Project Costs to Date:

Administration:	\$447,317
Design:	\$1,307,020
Construction	\$7,923,091

Total **\$9,677,428**

Funding Sources:

Walkways & Waterways Bond	\$5,201,572
Grants	\$2,123,006
Other City Funds	\$3,406,262

Total **\$10,730,840**



Construction Began:
December 2021

Park Opening:
April 2023

The project is substantially complete and final contract work will continue into spring of 2024. This includes final permit inspection and approval, boardwalk repair, and plant establishment.

Project Manager:
Maureen Colaizzi
Parks Project Manager

What did we *Gain?*

Prior to improvements, the park lacked infrastructure for nature viewing and water-dependent recreation on the Sammamish River. The project constructed 1.5 acres of park infrastructure improvements including water access facilities and a network of pedestrian pathways and 4.5 acres of environmental restoration improvements on the most western 11 acres of this 40+ acre park.

- +3 new hand-carry boat launches
- +1 new elevated boardwalk
- +4 nature viewing decks
- +2 pedestrian bridges
- +2,000 feet of new walking paths
- +1 new waterfront plaza and picnic plaza
- +2 bike racks
- +1 outdoor boat wash down station
- +30 car parking lot
- NEW** water/sewer and power services
- NEW** irrigation system
- NEW** stormwater system



THANK YOU, VOTERS!

ᐱᐱᐱᐱᐱᐱ (ᐱᐱᐱᐱᐱᐱᐱᐱ) Park
Project Environmental

Enhancements

- 1 acre of wetland created
- 0.5 acre of wetland renovated
- 600+ feet of restoration protection fencing
- 0.5 miles of stream restored
- 4.5 acres of enhanced wildlife habitat
- 0.65 park acres restored
- 3+ acres of invasive plant species removed
- 33 different native plant species planted

water quality is improved through the removal of aquatic weeds and stabilizing stream banks.



Tree Count

- 193 Trees retained
- 87 Trees removed
- 5,615 Native trees planted
- +5,528 Total new native trees planted
- +15,000 New native shrubs planted



The project includes 1% for Art sculptures, *The BirdBlinds* by Jennifer Dixon and several other integrated art elements.

“What an amazing opportunity this has been to create artworks for such a magnificent site,” said Dixon. “The BirdBlind roofs’ open cut pattern is inspired by the play of sunlight and shadow in the adjacent second growth cedar stand; each of the silhouettes suggest a bird in flight and provide the opportunity for visitors to engage with the site’s unique and diverse wetland habitat.”

Public Artist Jennifer Dixon

stəgʷad
Rubas spectabilis
Salmonberry

Salmonberries are a common food and an excellent source of antioxidants. The stalks can be used to treat burns, minor cuts, and as a pain reliever.



The Kenmore Heritage Society (KHS), in collaboration with the Burke Museum, assisted with new interpretive signs and native plant markers that will be placed throughout the park. Parkgoers will be able to identify plants and read the native plant names in Lushootseed, binomial nomenclature, common naming, and the ethnobotanical category of use. KHS also hired Tulalip Coast Salish Artist, Ty Juvinel, to create and install two additional artworks at the park: a painted mural titled *Alone We Thrive* and an aluminum spiral whorl (pictured above) titled *Salmon Scarcity*.

New Maintenance Checklist:

- ✓ Maintain new irrigation and stormwater systems.
- ✓ Clean and clear pedestrian pathways and bridges.
- ✓ Remove invasive species and general landscaping.
- ✓ Empty garbage cans and service restrooms.
- ✓ Care for boardwalk handrail and guardrail.
- ✓ Protection and minor repair of public art.



In April of 2021, Kenmore City Council passed a unanimous motion to change the name of Squire’s Landing Park to ᐱᐱᐱᐱᐱᐱ Park (ᐱᐱᐱᐱᐱᐱᐱ), the name of the Lushootseed village previously located in or near present-day downtown Kenmore. ᐱᐱᐱᐱᐱᐱ translates to “a place where something is grown or sprouts” and honors the Coast Salish People who originally inhabited the area, and the many Indigenous Peoples who still reside here. The name was recommended by Kenmore Heritage Society, Ray Fryberg (Tulalip Tribes) and lissaaksiichaa Ross Braine (Kenmore Resident /Apsaalooke Nation).

The City of Kenmore would like to thank the Kenmore Heritage Society, Mary Jane Topash from The Burke Museum, and the Lushootseed Research organization for providing guidance for the park signs displaying the new name.



Key *Goals*

To increase safe routes for pedestrians and cyclists and construct continuous sidewalks and bike lanes from Kenmore’s downtown to the southern city limits.

Project Costs to Date:

Administration:	\$304,255
Design:	\$1,663,636
Right of Way	\$653,900
Construction	\$15,449,684

Total **\$18,071,475**

Funding Sources:

Walkways & Waterways Bond	\$5,000,000
Grants	\$5,797,738
Utility Company Contributions	\$653,900
Other City Funds	\$6,647,697

Total **\$18,099,335**



On Tuesday, May 30, 2023, Mayor Herbig and Councilmembers Srebnik, Baker, and Pfeil, along with city and project staff, gathered for a ribbon cutting ceremony to celebrate the completion of the Juanita Drive Pedestrian and Bicycle Safety Improvements Project. The cutting of the ribbon marked the completion of the fifth and final Walkways and Waterways project, which increases pedestrian, cyclist, and driver safety on one of Kenmore’s busiest arterial roads.

New Maintenance Checklist:

- ☒ Inspect, repair and maintain new catch basins and other stormwater treatment facilities.
- ☒ Landscaping of center medians and planter beds.
- ☒ Clean and maintain 1.5 miles of sidewalk and 3 miles of new bike lanes.

**FOLLOW
AND BE IN THE KNOW!**



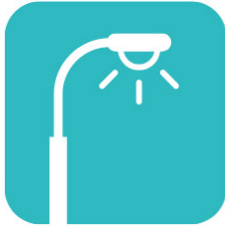
Keep in touch!

Sign up to receive email updates from the City of Kenmore!
www.kenmorewa.gov/stayinformed

THANK YOU, VOTERS!

What did we *Gain?*

Prior to the project improvements, Juanita Drive lacked continuous sidewalks, bicycle lanes, and other safety features. This project provided 1.5 miles of new sidewalk, buffered bicycle lanes, a new and improved stormwater system, bus stop improvements, and more, creating a safer and more accessible route for all users of the road.



- +1.5 miles of new sidewalk
- +3 miles of new buffered bike lanes
- +6 new left turn pockets/lanes
- +2 crosswalks with flashing pedestrian beacons
- +2 speed feedback signs

- +15 illuminated art pieces
- +2,600 feet of retaining walls
- +110 catch basins
- +11 stormwater treatment systems
- +49 LED street lights



Over **9,000** feet of storm pipe was installed during this project.

A Department of Ecology grant funded the stormwater improvements on Juanita Drive.



“Many of the new enhancements on Juanita Drive, such as curb extensions at intersections and narrow lane widths, will slow cars down, get drivers to pay attention, increase safety and comfort for walkers and cyclists, and support the City Council’s Target Zero goal of zero bicycle or pedestrian fatalities by 2025.”

City Manager Rob Karlinsey



This project includes 15 illuminated art pieces along the center medians. These not only provide beautification, but they enhance awareness of the medians (especially at night), too!

Before



During



After



Construction Began:
July 2020

Project Complete:
May 2023

Project Manager:
Kent Vaughan
Senior Project Engineer

Juanita Drive Project *Tree Count*

249	Trees Retained
156	Trees Removed
184	Trees Planted
+28	Total New Trees



“There are so many things to like about this project including less visible but incredibly important benefits to the environment. I’m referring to the \$2.5 million the City and State invested in this project to clean and filter water runoff from the road. This runoff ends up in our streams and in our lakes, which will be cleaner and healthier thanks to this project.”

Deputy Mayor Melanie O’Cain



Log Boom Park

Access and Viewing *Project*

Key *Goals*

To improve water access on Lake Washington for hand-powered boat launching, create an upland sandy public beach, and protect 1.5 acres of wetlands while restoring the shoreline’s native vegetation for wildlife habitat.

Project Costs to Date:

Administration:	\$227,721
Design:	\$839,900
Construction	\$2,953,795

Total \$4,021,416

Funding Sources:

Walkways & Waterways Bond	\$3,200,000
Grants	\$470,387
Other City Funds	\$615,367

Total \$4,285,754



What did we *Gain?*

Prior to the project improvements, the park lacked accessible pathways to the water and had a very limited area for water-dependent recreation. The project expanded the existing small water access area into a 150 linear foot “sandy beach” with a boat rental building and access for hand carry watercraft.

- +150** feet of sandy beach
- +1** boat rental building
- +1** picnic shelter and BBQ grill
- +7** picnic tables
- +500** feet of new ADA accessible pathways
- +1** ADA accessible beach access ramp & boat launch
- +4** new public artwork pieces
- +1** outdoor boat wash down station
- +1** bike rack
- +4** benches



THANK YOU, VOTERS!

Log Boom Park Project Environmental Enhancements

Tree Count

-5 Trees removed

111 Native trees planted

+106 Total new native trees planted

+3,000 New native shrubs planted

- 1 acre of wetland protected from public access
- 1,000 feet of shoreline and wetland protection fencing
- 10 habitat logs along shoreline
- 16 habitat boulders
- 5,000 square feet of shoreline stabilization off site along Swamp Creek
- Aquatic native plants were added to wetlands and shorelines
- Many invasive plant species were removed



1.8 million pounds of sand (that is 910 tons) were used to construct the new sandy beach. Time to build a sand castle!



“We were thrilled to re-open this beloved park for everyone to enjoy for many years to come. Residents and visitors to Kenmore now have a much-improved experience when they dip their toes in the sand, launch their kayak, or take in a sunset. I am especially proud of the planning and care taken to preserve, protect and restore the natural habitat along Kenmore’s shoreline.”

Mayor Nigel Herbig



New Maintenance Checklist:

- ☒ Routine maintenance of 500 feet of pathways.
- ☒ Rake 12,600 sq. feet of sandy beach.
- ☒ Pick up trash and debris along the shoreline.
- ☒ Maintain new boat rental building, picnic shelter, tables and benches.
- ☒ Remove trash from 4 new trash cans.
- ☒ Protections and minor repairs of public art.



As part of the City’s 1% for Art Program, the City Council selected Public Artist Jennifer Dixon for all three Walkways and Waterways Parks Projects, including artwork at Log Boom Park. The “Flume” sculpture (pictured above) will collect rainfall from the boat rental building roof and convey water to a rain garden to be collected in a storm drain. Learn more about the artist and her work at www.jenniferdixon.net

Construction Began:
July 2021

Park Opening:
June 2022

Plant Establishment
Complete:
July 2023

Project Manager:
Maureen Colaizzi
Parks Project Manager



A local concessionaire, WhatsUp Stand Up Paddle and Surf, rents hand-powered watercraft such as kayaks and paddleboards to the public out of the new boat rental building.

Rhododendron Park Boardwalk Project

Construction Began:
September 2017

Project Complete:
May 2018

Project Manager:
Ann Stanton
Parks Project Manager

Key Goals

To improve public access to the waterfront and to preserve and enhance ecological functions of existing wetlands and their buffers.

What did we Gain?

- +230 feet of elevated boardwalk
- +840 feet of asphalt path
- +3Cedars Art Sculptures
- +20,041 square feet of wetland mitigation
- +4,805 square feet of wetland buffer mitigation

Project Costs to Date:

Administration:	\$45,462
Design:	\$65,000
Construction	\$849,869
Total	\$960,331

Funding Sources:

Walkways & Waterways Bond	\$914,309
Grants	\$0
Other City Funds	\$46,526
Total	\$960,835



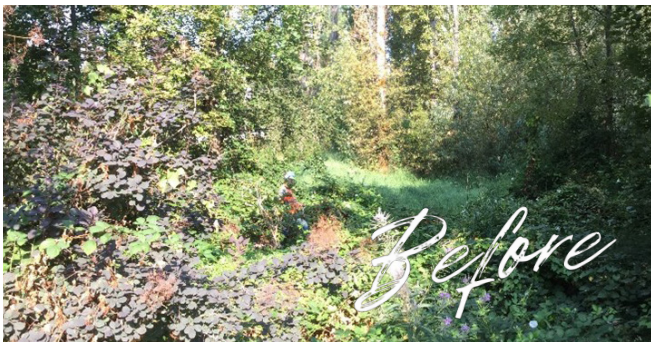
Rhododendron Park’s former dense vegetation hid the Sammamish River from view and the park lacked access from 68th Avenue and the water into the park. The boardwalk and asphalt paths were constructed to connect people to the water from the park and from the south side of 68th Avenue.



The project includes three 1% for Art sculptures. 3Cedars by Jennifer Dixon mark the pathway and guide users to the Sammamish River. Each cedar log tells the story of water, land, and trees and connects the viewer to the surrounding natural environment.



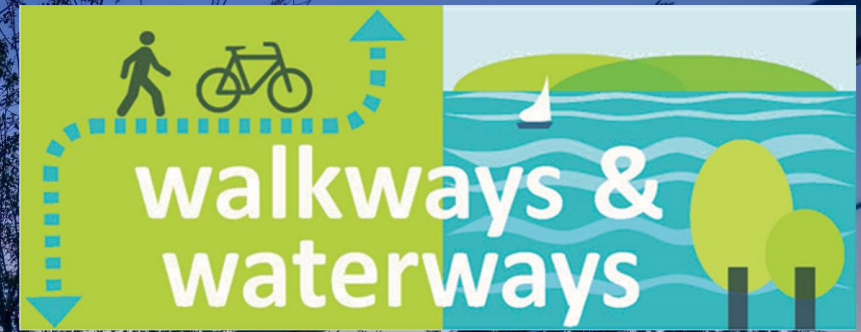
The Kenmore Public Boathouse and waterfront dock (funded separately) add to the success of this project by providing equipment, a facility for storage and access to the water for water-dependent recreation programming.



New Maintenance Checklist:

- ✓ Routine maintenance of the asphalt path & boardwalk.
- ✓ Invasive species removal.
- ✓ Protections and minor repairs of public art.

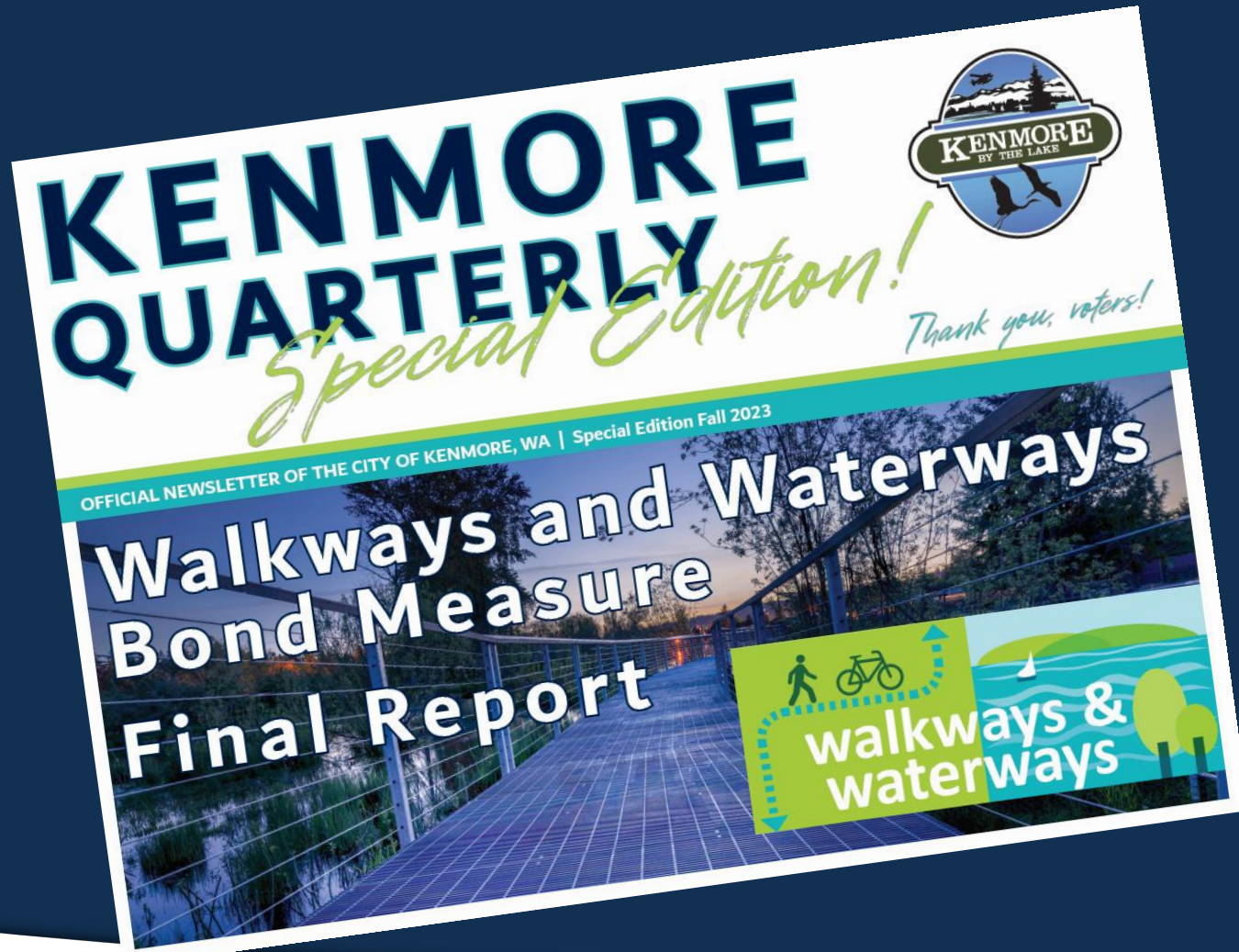
CITY OF KENMORE



Walkways and Waterways Bond Measure FINAL REPORT

October 9, 2023





A Special Edition of the Kenmore Quarterly was mailed to Kenmore residences and businesses in early October.



How did we get here? *Imagine Kenmore*

- Imagine Kenmore was an extensive community engagement effort from the spring of 2015 to the summer 2016.
 - This engagement effort included public meetings, online interactive tools, statistically valid phone surveys, and many articles in our newsletters and online communications.
 - Hundreds of Kenmore residents participated and provided their comments and ideas.
-
- **The community input we received clearly confirmed that safe routes for pedestrians and cyclists and connecting residents with the city's public open spaces and waterfront were the top priorities.**

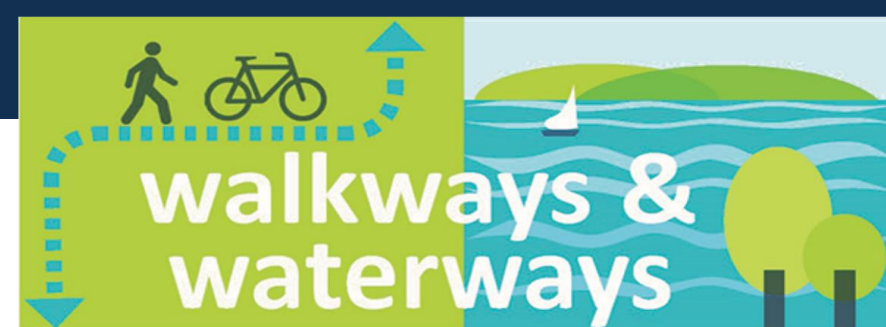


Walkways and Waterways

After hearing feedback from the Imagine Kenmore process, “Walkways and Waterways” was born:

A pedestrian and bicycle safety and waterfront park improvement bond measure that proposed five new capital projects to be constructed:

1. **68th Avenue Pedestrian and Bicycle Safety Improvements Project**
2. **Juanita Drive Pedestrian and Bicycle Safety Improvements Project**
3. **Log Boom Park Waterfront Access & Viewing Project**
4. **Łaŕwadis Park Waterfront & Natural Open Space Access Project**
5. **Rhododendron Park Boardwalk Project**





Walkways and Waterways Bond Measure

- In November of 2016, 64% of Kenmore voters approved a ballot measure to increase their property taxes to pay for the Walkways and Waterways bond measure.
- Voters authorized the City to issue up to \$19.75 million in bonds (i.e. debt), to be repaid over the next 20 years, to pay for the five new projects.

Bond Measure Information:

Interest Rate	2.44%
Term of Bonds	20 years
Years Remaining	13 years/17 years*
Annual Payments (in 2023)	\$1,059,500

**13 years on bonds issued in 2016 and 17 years on bonds issued in 2021.*

Bond Rating
AAA



Page 540 of 566





Walkways and Waterways

What Was Said Back in 2016

VS.

What Actually Happened

<i>Projected</i>	Total Cost:	\$25 million
<i>Projected</i>	Amount of the Bond Issue (Voted Debt):	\$19.75 million
<i>Projected</i>	Timeline for Completion:	December 2023
<i>Projected</i>	Annual \$ Impact to a Median Kenmore Household:	\$11.68/month

<i>Actual</i>	Total Cost:	\$45.54 million
<i>Actual</i>	Amount of the Bond Issue (Voted Debt):	\$19.75 million
<i>Actual</i>	Timeline for Completion:	May 2023
<i>Actual</i>	Annual \$ Impact to a Median Kenmore Household:	\$10.94/month





Walkways and Waterways Total Costs and Funding Sources

Total Cost For All Five Projects:

Administration/Project Management	\$1,250,895
Design/Engineering	\$4,745,395
Right of Way Acquisition	\$682,318
Construction	\$38,866,006

Total **\$45,544,614**

Funding Sources:

Walkways & Waterways Bond	\$19,750,000
Grants	\$9,550,371
Utility Company Contributions	\$4,813,070
Other City Funds*	\$13,926,180

Total **\$48,039,621**



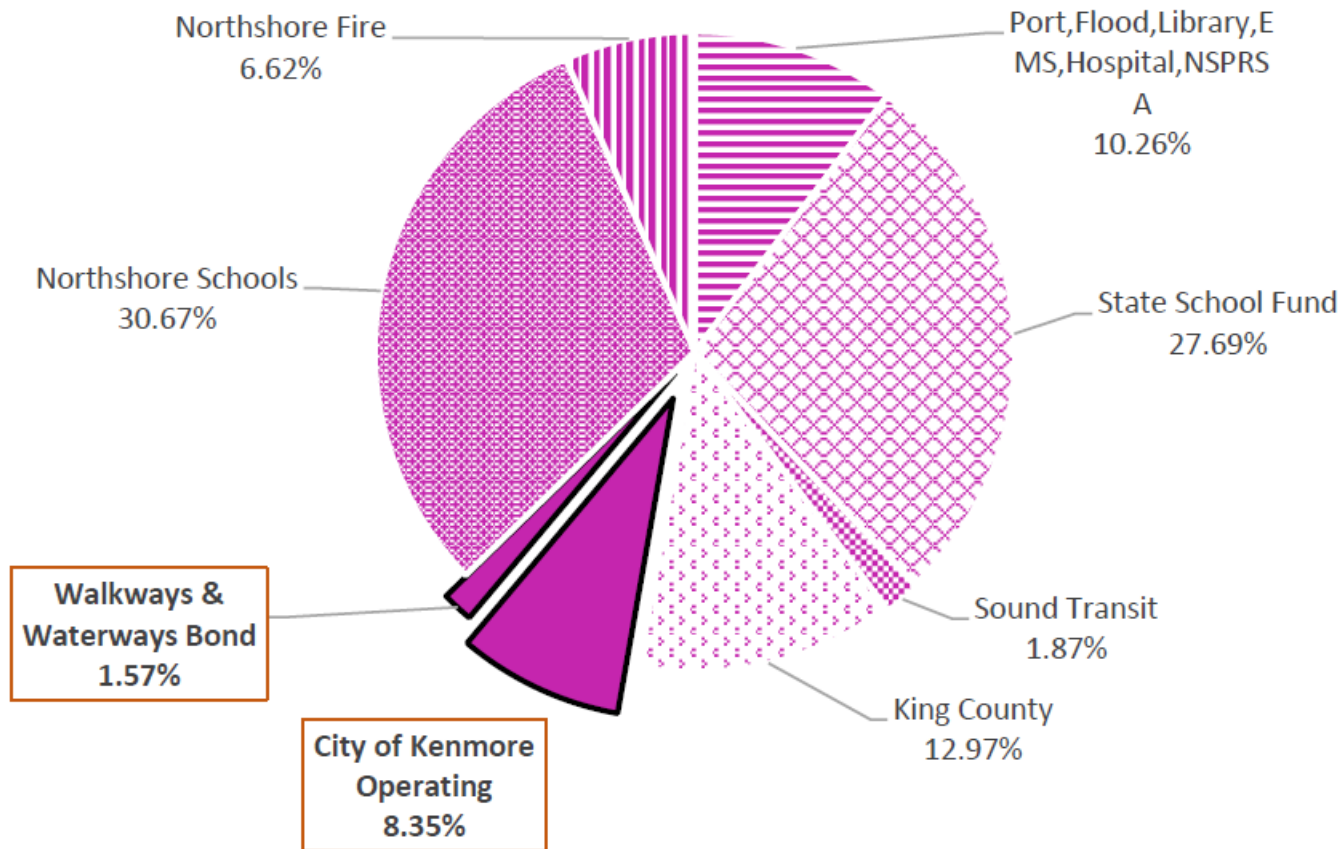
*Other City funding sources include:

- 1% For Art
 - Real Estate Excise Tax
 - Impact Fees from new development
 - Strategic Opportunities Fund
- (which can only be spent on one-time capital projects)





Walkways and Waterway: A Piece of the Property Tax Pie



- When the bond measure passed in 2016, the City estimated that the cost for a median-valued home would be \$140.16 per year or \$11.68 per month.
- In 2023, for a home valued at \$1 million, the cost is \$131.32 per year, or \$10.94 per month.



68th Avenue Pedestrian and Bicycle Safety Improvements Project

Goal: To increase safe routes for pedestrians and cyclists and construct continuous sidewalks and bike lanes from Kenmore's downtown to the northern city limits.

Project Costs to Date:

Administration:	\$226,140
Design:	\$869,839
Right of Way	\$28,418
Construction	\$11,689,567

Total **\$12,813,964**

Funding Sources:

Walkways & Waterways Bond	\$5,027,000
Grants	\$1,159,240
Utility Company Contributions	\$3,190,945
Other City Funds	\$4,178,553

Total **\$13,555,738**

Other funding partners: Department of Ecology



Construction Began:
March 2021

Project Complete:
April 2023

Project Manager:
Kent Vaughan
Senior Project Engineer



68th Avenue Pedestrian and Bicycle Safety Improvements Project

What did we

Gain?

Prior to the project improvements, this main arterial lacked sidewalks and safe bike lanes for cyclists. This project provides 1.5 miles of new sidewalk, safer bicycle lanes, a new and improved stormwater system, and more, creating a safer and more accessible route for all users of the road.



+1.5 miles of new buffered sidewalks

+3 miles of new bike lanes



+7 new underground stormwater detention vaults

+7 new water quality facilities



+1,500 feet of landscaped planter beds

+45 new LED street lights



+400 feet of boardwalk over banks and streams

+1,200 feet of retaining walls

+6,000 feet of new stormwater pipe

+4 speed feedback signs

+2 flashing school zone signs



68th Avenue Pedestrian and Bicycle Safety Improvements Project

68th Avenue Project

Tree Count

104 Trees Retained

27 Trees Removed

193 Trees Planted

+166 Total New Trees



- This project includes seven new stormwater detention and water quality treatment locations, together with a new stormwater conveyance pipe system, to improve water quality and flood prevention.
- A \$1.16 million State Department of Ecology grant funded the water quality improvements.
- Northshore Utility District replaced substantial sections of aging sewer and water utility pipes.



68th Avenue Pedestrian and Bicycle Safety Improvements Project

Before



After



Juanita Drive Pedestrian and Bicycle Safety Improvements Project

Goal: To increase safe routes for pedestrians and cyclists and construct continuous sidewalks and bike lanes from Kenmore’s downtown to the southern city limits.



Project Costs to Date:

Administration:	\$304,255
Design:	\$1,663,636
Right of Way	\$653,900
Construction	\$15,449,684

Total **\$18,071,475**

Funding Sources:

Walkways & Waterways Bond	\$5,000,000
Grants	\$5,797,738
Utility Company Contributions	\$653,900
Other City Funds	\$6,647,697

Total **\$18,099,335**

Construction Began:
July 2020

Substantial Completion:
September 2023

Project Manager:
Kent Vaughan
Senior Project Engineer

Other funding partners: WSDOT, Sound Transit, Department of Ecology, Department of Commerce



Juanita Drive Pedestrian and Bicycle Safety Improvements Project

What did we *Gain?*

Prior to the project improvements, Juanita Drive lacked continuous sidewalks, bicycle lanes, and other safety features. This project provided 1.5 miles of new sidewalk, buffered bicycle lanes, a new and improved stormwater system, bus stop improvements, and more, creating a safer and more accessible route for all users of the road.



+1.5 miles of new sidewalk

+3 miles of new buffered bike lanes

+6 new left turn pockets/lanes

+2 crosswalks with flashing pedestrian beacons

+2 speed feedback signs

+15 illuminated art pieces

+2,600 feet of retaining walls

+110 catch basins

+11 stormwater treatment systems

+49 LED street lights



Juanita Drive Pedestrian and Bicycle Safety Improvements Project



Page 550 of 566

- Over 9,000 feet of storm pipe was installed during this project.
- This project includes 15 illuminated art pieces along the center medians to provide beautification and enhance awareness of the medians, especially at night.



Juanita Drive Pedestrian and Bicycle Safety Improvements Project

Before



After



Log Boom Park Water Access & Viewing Project

Goal: To improve water access on Lake Washington for hand-powered boat launching, create an upland sandy public beach, and protect 1.5 acres of wetlands while restoring the shoreline's native vegetation for wildlife habitat.



Project Costs to Date:

Administration:	\$227,721
Design:	\$839,900
Construction	\$2,953,795

Total **\$4,021,416**

Funding Sources:

Walkways & Waterways Bond	\$3,200,000
Grants	\$470,387
Other City Funds	\$615,367

Total **\$4,285,754**

Construction Began:
July 2021

Park Opening:
June 2022

**Plant Establishment
Complete:**
July 2023

Project Manager:
Maureen Colaizzi
Parks Project Manager

Page 552 of 566

Other funding sources: King County Trail Levy



Log Boom Park Water Access & Viewing Project

What did we *Gain?*

Prior to the project improvements, the park lacked accessible pathways to the water and had a very limited area for water-dependent recreation. The project expanded the existing small water access area into a 150 linear foot “sandy beach” with a boat rental building and access for hand carry watercraft.

+150 feet of sandy beach

+1 boat rental building

+1 picnic shelter and BBQ grill

+7 picnic tables

+500 feet of new ADA accessible pathways

+1 ADA accessible beach access ramp & boat launch

+4 new public artwork pieces

+1 outdoor boat wash down station

+1 bike rack

+4 benches

Habitat restoration (see next slide)





Log Boom Park Project Environmental

Enhancements

Tree Count

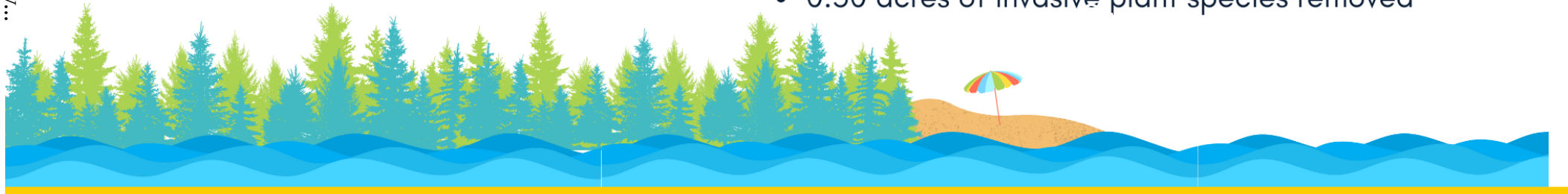
-5 Trees removed

111 Native trees planted

+106 Total new native trees planted

+3,000 New native shrubs planted

- 1 acre of wetland protected from public access
- 1,000 feet of shoreline and wetland protection fencing
- 10 habitat logs along shoreline
- 16 habitat boulders
- 5,000 square feet of restored shoreline off site along Swamp Creek
- Riparian native plants were added to wetlands and shorelines
- 0.50 acres of invasive plant species removed



Log Boom Park Water Access & Viewing Project

Before



After



λ'aǰadis (Tl'awh-ah-dees) Park Water & Natural Open Space Access Project

Goal: To preserve and enhance ecological functions of existing wetlands and their buffers, enhance habitat along the shoreline of Swamp Creek, and create new wetlands, while providing improvements and amenities for public access to the water.



Project Costs to Date:

Administration:	\$447,317
Design:	\$1,307,020
Construction	\$7,923,091

Total **\$9,677,428**

Funding Sources:

Walkways & Waterways Bond	\$5,201,572
Grants	\$2,123,006
Other City Funds	\$3,406,262

Total **\$10,730,840**

Construction Began:
December 2021

Park Opening:
April 2023

The project is substantially complete and final contract work will continue into spring of 2024. This includes final permit inspection and approval, boardwalk repair, and plant establishment.

Project Manager:
Maureen Colaizzi
Parks Project Manager

Other funding sources: King County Trail Levy and Swamp Creek Basin Funds



IX'awadis Park Water & Natural Open Space Access Project



What did we *Gain?*

- +3** new hand-carry boat launches
- +1** new elevated boardwalk
- +4** nature viewing decks
- +2** pedestrian bridges
- +2,000** feet of new walking paths
- +1** Waterfront Access Plaza
- +1** Picnic shelter & plaza
- + 8** new public artworks
- +2** bike racks
- +1** outdoor boat wash down station
- +30** car parking lot
- NEW** water/sewer and power services
- NEW** irrigation system
- NEW** stormwater system



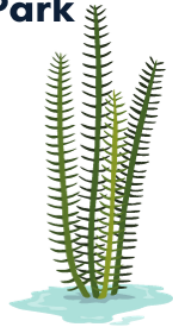
KaX^wadis (Tl' awh-ah-dees) Park

Project Environmental

Enhancements

- 1 acre of wetland created
- 0.5 acre of wetland renovated
- 600+ feet of restoration protection fencing
- 0.5 miles of stream restored
- 4.5 acres of enhanced wildlife habitat
- 0.65 park acres restored
- 2+ acres of invasive plant species removed
- 33 different native plant species planted

water quality is improved by restoring the stream bank and adding riparian plantings



Tree Count

193 Trees retained

87 Trees removed

5,615 Native trees planted

+5,528 **Total new native trees planted**

+15,000 **New native shrubs planted**



ałwadis Park Water & Natural Open Space Access Project

Before



After





Rhododendron Park Boardwalk Project

Goal: To improve public access to the waterfront and to preserve and enhance ecological functions of existing wetlands and their buffers.



Project Costs to Date:

Administration:	\$45,462
Design:	\$65,000
Construction	\$849,869

Total \$960,331

Funding Sources:

Walkways & Waterways Bond	\$914,309
Grants	\$0
Other City Funds	\$46,526

Total \$960,835

Construction Began:
September 2017

Project Complete:
May 2018

Project Manager:
Ann Stanton
Parks Project Manager



Rhododendron Park Boardwalk Project



What did we *Gain?*

+230 feet of elevated boardwalk

+840 feet of asphalt path

+3Cedars Art Sculptures

+20,041 square feet of wetland mitigation

+4,805 square feet of wetland buffer mitigation



Rhododendron Park Boardwalk Project

Before



After



Public Art Provided by 1% For Arts

- As part of the City's 1% for Art Program, the City Council selected Public Artist Jennifer Dixon for all three of the waterfront park projects, below are several of the artworks included:

Flume Artwork at Log Boom Park



3Cedars Artworks at Rhododendron Park Boardwalk



BirdBlind Artworks at ʔaʔwadis Park

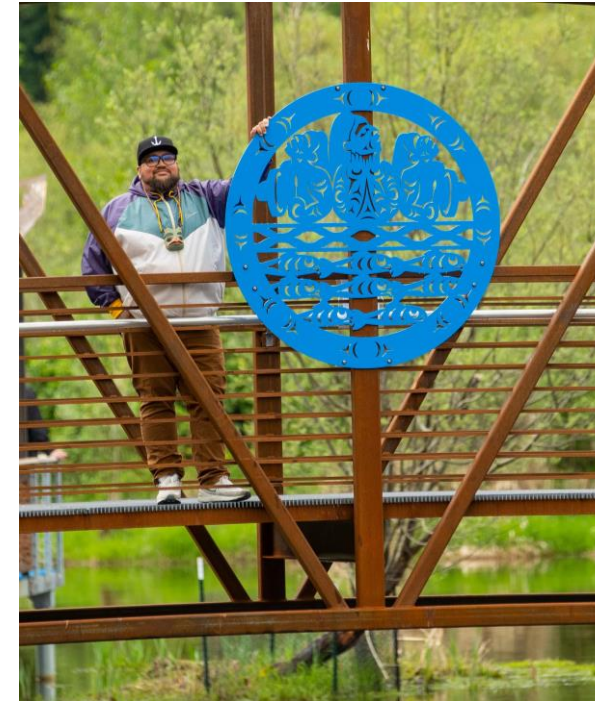


Additional Art at ʕ'aǰwadis Park

- Kenmore Heritage Society hired Tulalip Coast Salish Artist, Ty Juvinel, to create and install two additional artworks at ʕ'aǰwadis Park: A painted mural titled ***Salmon Scarcity*** and an aluminum spindle whorl titled ***Alone We Thrive***.



Salmon Scarcity



Alone We Thrive



Walkways and Waterways: Lessons Learned

- Even with the help professional firms, it is difficult to estimate project costs with very little design. Either complete more design up front or use recent examples to better estimate costs.
- For the 68th Avenue and Juanita Drive improvements, the renderings for the public were too “engineered” and difficult for the public to decipher. We could have followed the examples of the three parks projects and produced project renderings that were easier to understand.
- Overestimate the construction timeline. Construction almost always takes longer than we originally think.
- A lesson re-confirmed: We have an amazing team who managed these projects through the pandemic, supply chain problems, and labor shortages. They are very resourceful and were able to obtain millions more dollars in grants than we originally projected.



For more information
www.kenmorewa.gov/WW

