



City of Kenmore - 18120 68th Avenue NE - P.O. Box 82607 - Kenmore, WA 98028
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City of Kenmore
City Council Regular Meeting Agenda

7:00 p.m., Monday, March 14, 2016

Kenmore City Hall, Council Chambers
18120 68th Ave. NE, Kenmore, WA 98028

If you have any questions or to confirm agenda items prior to the meeting, or if you require special accommodations, please call the City Clerk at 425-398-8900. You may also stop by City Hall at 18120 68th Avenue NE, Kenmore. Council agendas are also available on our website at www.kenmorewa.gov.

I. CALL MEETING TO ORDER

II. ROLL CALL

III. FLAG SALUTE

IV. AGENDA APPROVAL

V. PRESENTATION

- A. St. Vincent de Paul Proposed Wall Mural Design - Amberly Culley and Staci Adman

VI. PROCLAMATION

- A. Sexual Assault Awareness Month, April 2016
[Proclamation](#)

VII. CITIZEN COMMENTS

- A. This is an opportunity to express your views on issues that are important to you and to the community. Please limit your comments to three (3) minutes.

VIII. CONSENT AGENDA

- A. Adopt Minutes for the February 16 and February 22, 2016 City Council Meetings
[DRAFT 02-16-2016 Minutes](#)
[DRAFT 02-22-2016 Minutes](#)
- B. Approve 2016 City Council Retreat Report and Approve 2016-2017 City Council Goals

[Agenda Bill & Attachments](#)

- C. The Following Checks and Electronic Payments are Approved for Payment:
Total Check Numbers 33899 through 33999 - \$386,137.94
Total Electronic Deposits Dated 2/19/2016 - \$77,642.33

[Checks and Electronic Payments](#)

- D. Approve Contract No. 16-1520 with Northshore Utility District (NUD) for Town Green Drinking Fountain Funding

[Agenda Bill & Attachment](#)

- E. Approve Contract No. 16-C1506, King County Community Work Program

[Agenda Bill & Attachment](#)

- F. Amend Volunteer & Events Supervisor Position from .75 FTE to 1 FTE

[Agenda Bill](#)**IX. BUSINESS AGENDA**

- A. SR 520 Bridge Project Update - Bryan Hampson, Development Services Director, with WSDOT staff and KGM staff

[Agenda Bill](#)[PowerPoint Presentation](#)

- B. Discussion of Proposed Changes to the Public Agency & Utility Exception (PAUE) to the City's Critical Areas Regulations, Kenmore Municipal Code (KMC) 18.55 - Debbie Bent, Community Development Director

[Agenda Bill & Attachments](#)

- C. NE 181st Street Sidewalk South Project Update and Preauthorization to Award Construction Contract No. 16-C1517 - Kent Vaughan, Senior Civil Engineer

[Agenda Bill & Attachment](#)

- D. Approve 181st Street Sidewalk South Project Utility Agreements - Kent Vaughan, Senior Civil Engineer

[Agenda Bill](#)

- E. Imagine Kenmore: Council Direction on Potential Ballot Measure Projects - Rob Karlinsey, City Manager; Debbie Bent, Community Development Director; Kris Overleese, Public Works Director; Joanne Gregory, Finance & Administration Director; and Leslie Harris, Management Analyst

[Agenda Bill & Attachments](#)**X. STAFF REPORT****XI. COUNCILMEMBER REPORTS, COMMENTS & INITIATIVES****XII. ADJOURNMENT****Upcoming Meetings:**

Tues., March 15, 2016 Planning Commission Regular Meeting

Mon., March 21, 2016 City Council Regular Meeting

Mon., March 28, 2016 City Council Regular Meeting

**CITY OF KENMORE
PROCLAMATION**

Sexual Assault Awareness Month

WHEREAS, Sexual Assault Awareness Month calls attention to the fact that sexual violence is widespread and impacts every person in this community; and

WHEREAS, Rape, sexual assault, and sexual harassment harm our community, and statistics show one in five women and one in 71 men will be raped at some point in their lives; and

WHEREAS, Child sexual abuse prevention must be a priority to confront the reality that one in six boys and one in four girls will experience a sexual assault before the age of 18; and

WHEREAS, Young people experience heightened rates of sexual violence, and youth ages 12-17 were 2.5 times as likely to be victims of rape or sexual assault; and

WHEREAS, On campus, one in five women and one in 16 men are sexually assaulted during their time in college; and

WHEREAS, We must work together to educate our community about sexual violence prevention, supporting survivors, and speaking out against harmful attitudes and actions; and

WHEREAS, When we actively get involved we can prevent sexual violence. The first step is increasing education, awareness, and community involvement. It's time for all of us to take action to create a safer environment for all,

NOW, THEREFORE, I, David Baker, Mayor of the City of Kenmore, on behalf of the City Council, do hereby proclaim **April 2016** to be **SEXUAL ASSAULT AWARENESS MONTH** in the City of Kenmore and urge all citizens to join advocates and communities across the country in taking action to prevent sexual violence, as each day of the year is an opportunity to create change for the future.

IN WITNESS WHEREOF, signed this 14th day of March, 2016.

Signed: _____
David Baker, Mayor

Attested: _____
Patty Safrin, City Clerk

**City of Kenmore, Washington
City Council Regular Meeting
Minutes
February 16, 2016**

CALL TO ORDER – The Kenmore City Council meeting was called to order by Mayor David Baker at 7:01 p.m.

Councilmembers present: Mayor David Baker, Deputy Mayor Allan Van Ness and Councilmembers Brent Smith, Laurie Sperry, Milton Curtis, Nigel Herbig and Stacey Denuski

Staff present: Rob Karlinsey, City Manager; Nancy Ousley, Assistant City Manager; Kris Overleese, Public Works Director/City Engineer; Debbie Bent, Community Development Director; Marc Connelly, Parks Projects Manager; and Patty Safrin, City Clerk

FLAG SALUTE

Dennis Mendrey led the flag salute.

AGENDA APPROVAL

It was Council consensus to approve the agenda as submitted.

PRESENTATION

For the Love of Kenmore Mini Grant Award to Kent Sturgis and Dennis Mendrey - City Manager Karlinsey gave a brief background of how the \$500 mini grant award came about. He noted that all the money for the mini grant came from the community, not from the City. He stated that Mendrey and Sturgis have an agreement from CalPortland for their project to decorate the building. Mendrey and Sturgis each made a few comments about the project. They have found a vendor who may be able to do banners or a large mural. They will be trying to raise more funds to add to their \$500, and are looking for volunteers to assist them.

Karlinsey stated that he heard from a couple of citizens who object to the project.

CITIZEN COMMENTS

Grazyna Prouty, 12609 SE 212nd Place, Kent, was present to state her concerns about preserving historic places, including the St. Edward State Park seminary building. She submitted two different handouts on historic places.

Mayor Baker thanked her for her comments.

CONSENT AGENDA

Councilmember Sperry moved to approve the consent agenda as submitted. Mayor Baker seconded the motion to Adopt the Minutes of the January 25 and February 1, 2016 City Council Meetings; Approve Contract No. 15-C1505 with Olympic Environmental for

Recycling Management; and Approve Contract No. 16-C1518, Interlocal Agreement with Northshore Utility District for the NE 192nd Street Culvert Replacement Project. The motion passed unanimously.

STUDY SESSION AGENDA

Parks 2016 Grants Strategy - Debbie Bent, Community Development Director, and Marc Connelly, Parks Project Manager, were present to give a brief report.

Director Bent stated that they are looking for Council feedback on potential park projects to move forward with applications for the 2016 Washington State Recreation and Conservation Office (RCO) grant cycle. She stated that staff developed two recommendations, one assuming a ballot measure and one with no ballot measure. Manager Connelly gave a PowerPoint presentation highlighting the available grants and detailing staff proposals. He reviewed some strategy considerations. They were also available to answer any questions.

City Manager Karlinsey stated that he would like direction from Council on these projects at the February 22nd City Council meeting.

Transportation 2016 Grants Strategy - Kris Overleese, Public Works Director/City Engineer, was present to review grant opportunities for transportation projects. She detailed five projects which might be eligible for funding from Safe Routes to Schools. She recommended that the City apply for three or fewer, based on staff resources. She was also available to answer any questions.

It was Council direction to pursue Safe Routes to Schools grant funding for Options 2, 3 and 4, with an approximately 10% match of City funds for each of the projects.

Overleese detailed two projects which may be eligible for funding from the Washington State Pedestrian & Bicycle Program. She noted that this program is looking for projects where we have an accident history. She also detailed two projects which may be eligible for federal aid.

It was Council consensus to have staff move forward with these grant applications.

Overleese stated that we are not applying for Transportation Improvement Board (TIB) funding this year. She noted that they require construction. City Manager Karlinsey stated that a possible project for TIB funding would essentially be replacing existing sidewalk which is in bad condition.

STAFF REPORT

City Manager Karlinsey stated that he would like to bring a draft of the ball field contract to a State Parks meeting in March with approval in May or earlier.

CITY COUNCILMEMBER REPORTS & COMMENTS

Councilmember Denuski stated that Mayor Baker has been babysitting kids for the family that the City is helping with an immigration problem.

Councilmember Sperry would like to see potential user groups of the St. Edward State Park ball fields contribute funds to help with City matching funds.

Councilmember Herbig stated that, based on an e-mail he received from a citizen regarding King County adding new ballot drop boxes, the City Clerk has begun working with King County on trying to get a ballot drop box in Kenmore.

Mayor Baker stated that he has been asked to be in Olympia on Thursday to support raising the 1% tax threshold and has agreed to be there, if there are no Council objections. At a recent half-day economic development program, he was approached by a developer who is interested in Kenmore, including the possibility of doing a passenger ferry involving Kenmore.

ADJOURNMENT

Mayor Baker adjourned the regular meeting at 9:22 p.m.

David Baker, Mayor

ATTEST:

Patty Safrin, City Clerk

**City of Kenmore, Washington
City Council Regular Meeting
Minutes
February 22, 2016**

CALL TO ORDER – The Kenmore City Council meeting was called to order by Mayor David Baker at 7:01 p.m.

Councilmembers present: Mayor David Baker, Deputy Mayor Allan Van Ness and Councilmembers Brent Smith, Laurie Sperry, Milton Curtis, Nigel Herbig and Stacey Denuski

Staff present: Rob Karlinsey, City Manager; Nancy Ousley, Assistant City Manager; Joanne Gregory, Finance & Administration Director; Kris Overleese, Public Works Director/City Engineer; Debbie Bent, Community Development Director; Bryan Hampson, Development Services Director; Leslie Harris, Management Analyst; Lauri Anderson, Senior Planner; Dawn Reitan, City Attorney; and Patty Safrin, City Clerk

FLAG SALUTE

Mayor Baker led the flag salute.

AGENDA APPROVAL

It was Council consensus to approve the agenda as submitted.

PRESENTATION

Recognition of Inglemoor High School Students Nathan Morgan and Corrina Lee - Selected as Presidential Scholar Candidates – Mayor Baker provided information about the students and their selection as Presidential Scholar Candidates. The students had photos taken with the Councilmembers.

CITIZEN COMMENTS

Todd Prince, 6706 NE 185th Street, Kenmore, was present to state his concerns regarding street parking enforcement in the City.

Elizabeth Mooney, 5934 NE 201st Street, Kenmore, was present to state her concerns regarding changes to the City's critical areas ordinances.

Anne Anderson, 16304 81st Place NE, Kenmore, was present to state her concerns about the PAUE and critical areas, including the process of making these decisions.

Mayor Baker thanked the citizens for their comments.

CONSENT AGENDA

Councilmember Denuski moved to approve the consent agenda as submitted. Mayor Baker seconded the motion to Adopt the Minutes of the February 8, 2016 City Council Meeting;

Approve the Following Checks and Electronic Payments for Payment: Total Check Numbers 33844 through 33898 in the Amount of \$1,038,012.38, and Total Payroll Electronic Deposits Dated 2/5/2016 in the Amount of \$77,861.36. The motion passed unanimously.

BUSINESS AGENDA & PUBLIC HEARINGS

Kenmore Business Incubator (KBI) Update - Nancy Ousley, Assistant City Manager, introduced Corey Hansen, Business Incubator Consultant, and some members of the Kenmore Business Incubator, both in-house and virtual incubator clients. She gave a PowerPoint presentation, and stated that there are currently six companies in-house at the incubator, four of them headed by Kenmore residents. She stated that all of the five virtual companies are Kenmore businesses. Four companies have graduated and moved on from the incubator over the last couple of years. She detailed some metrics regarding participation in the KBI and the percent of base rent offset by fees, as well as budget figures.

Hansen reviewed the growth of the KBI. He stated that the focus has been on growing Kenmore businesses rather than recruiting from outside the City. Representatives from one of the in-house companies and one of the virtual companies were present speak about their experience with the KBI. They were also available to answer any questions.

PUBLIC HEARING to Receive Public Testimony Regarding Ordinance No. 16-0417, Consumption, Sale, Possession and Service of Alcoholic Beverages in City Parks and the Parks Zone - Bryan Hampson, Development Services Director, reviewed the proposed changes to the Kenmore Municipal Code and noted which parks would be excluded from having alcohol. Hampson stated that State and County parks are included in the ordinance by zoning (Parks Zone).

Mayor Baker opened the public hearing to receive public testimony on this issue at 7:49 p.m.

As there were no citizens wishing to testify, Mayor Baker closed the public hearing at 7:50 p.m.

Attorney Reitan clarified the definition of a City park. She noted that the Town Green or a commercial operation, such in St. Edward State Park, could serve alcohol by a zoning change for an established use rather than a special event permit.

Councilmember Sperry moved to Adopt Ordinance No. 16-0417, Consumption, Sale, Possession and Service of Alcoholic Beverages in City Parks and the Parks Zone. Councilmember Smith seconded the motion. The motion passed 6-1, with Deputy Mayor Van Ness voting no.

PUBLIC HEARING to Receive Public Testimony Regarding Proposed Changes to the Public Agency Utility Exception (PAUE) to the City's Critical Area Regulations in KMC 18.55 - Debbie Bent, Community Development Director, and Lauri Anderson, Senior Planner

Bent stated that they are not looking for Council action tonight. The soonest they could bring it back for approval would be March 14th. Lauri Anderson reviewed the proposed changes and the purpose of the exception, and stated that most surrounding jurisdictions have a similar exception. She detailed why the language is being revised now, and noted that it does not apply in areas covered by the Shoreline Master Program. She stated that the comment period ended today and that the City received six comments. They were available to answer any questions.

Mayor Baker opened the public hearing to receive public testimony on this issue at 8:19 p.m.

The following citizens spoke:

Anne Anderson, 16304 81st Street NE, Kenmore, was present to state her concerns about the PAUE amendments and possible harm to the environment.

Elizabeth Mooney, 5934 NE 201st Street, Kenmore, was present to state her concerns about the PAUE amendments.

As there was no further testimony, Mayor Baker closed the public hearing at 8:30 p.m.

It was Council direction to change some of the current language, add things that were discussed at this meeting, and bring it back to Council at another time before making a decision as to whether to move forward or not.

Imagine Kenmore Potential Project List Discussion and Direction - Kris Overleese, Public Works Director/City Engineer; Debbie Bent, Community Development Director; Rob Karlinsey, City Manager; Joanne Gregory, Finance & Administration Director; and Leslie Harris, Management Analyst, were present to give a brief report regarding possible packages for a ballot measure.

Director Bent detailed the projects in the \$16M Parks and Recreation package, including Log Boom Park water access, Tolt Trail Phase II, Rhododendron Park Boardwalk, Squires Landing Park, and St. Edward State Park athletic fields. Director Overleese detailed the \$18.7M Sidewalks, Bicycle and Trail package, including 61st Avenue sidewalk replacement (NE 190th to NE 200th); 68th Avenue sidewalk construction (NE 182nd St. to 71st Ave NE/Locust Way); Juanita Drive Grant Match for sidewalk design and construction (N 170th Street south to the City limits). Director Gregory detailed the \$18.9M Walkways and Waterways combination package, including 68th Avenue sidewalk construction, Juanita Drive Grant Match, Log Boom Park water access, Rhododendron Park Boardwalk, and Squires Landing Park. Management Analyst Harris reviewed the next steps and timeline. They were available to answer any questions.

Staff requested direction as to whether any changes should be made to any of the three options before bringing them back to Council for consideration on March 14th.

It was Council consensus to leave options one and three the same, but to remove the Tolt Trail from Option two, the transportation package, add in sidewalk gaps, and lower the total amount for that option by \$1M.

Adoption of Ordinance 16-0416, Establishing Administrative Provisions for the Business & Occupation (B&O) Tax - Joanne Gregory, Finance & Administration Director, stated that this is the second part of the B&O tax implementation process. She stated that the Ordinance complies with the model ordinance as established by the State. She reviewed what the ordinance includes. She was available to answer any questions.

Councilmember Herbig moved to Adopt Ordinance 16-0416, Establishing Administrative Provisions for the Business & Occupation Tax. Councilmember Smith seconded the motion. The motion passed 7-0.

STAFF REPORT

City Manager Karlinsey gave a reminder about the joint February 29th meeting with Northshore School Board and an invitation to the State of the City Address on March 16, during lunchtime at the Inglewood Country Club.

CITY COUNCILMEMBER REPORTS & COMMENTS

Councilmember Smith stated that the Northshore Senior Center will be running its own operation starting March 1, after a couple of issues get resolved. He stated that a possible maintenance and operations voter-approved initiative for the Senior Center has been mentioned; however, he does not have any further information at this time.

Mayor Baker reported on various legislative meetings he attended.

EXECUTIVE SESSION

Mayor Baker recessed the regular meeting to an executive session at 9:50 p.m. to discuss Potential Litigation, pursuant to RCW 42.30.110(1)(i). He stated that the executive session will last for approximately 20 minutes and that action is anticipated when the meeting is reconvened.

Mayor Baker reconvened the regular meeting at 10:02 p.m.

POSSIBLE ACTION RESULTING FROM EXECUTIVE SESSION

Mayor Baker moved to authorize the City Manager to settle a lien for gambling tax delinquency and execute a settlement agreement with Reivan, LLC, Ray Van Landeghen, and Brenda and Leon Reichle to pay the City the amount of \$34,642.88. The agreement must be approved as to form by the City Attorney and include a condition that the City will be in the primary position, and Reivan, LLC, Ray Van Landeghen, and the Reichles will be in second position, when it comes to collecting delinquent taxes, penalties and interest from Dale Decker and the DD Bar & Grill property (the original debtors). The City Manager is authorized to perform all actions necessary to implement this motion. Councilmember Smith seconded the motion. The motion passed 7-0.

ADJOURNMENT

Mayor Baker adjourned the regular meeting at 10:04 p.m.

David Baker, Mayor

ATTEST:

Patty Safrin, City Clerk



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

Subject/Topic: January 8-9, 2016 City Council Retreat Report, including City Council Goals Proposed Council Action/Motion: Approve January 8-9, 2016 City Council Retreat Report and Approve City Council Goals	For Council Meeting Consent Agenda of: March 14, 2016 Department: City Manager's Office Prepared by: Patty Safrin, City Clerk <table style="width: 100%;"> <tr> <th style="text-align: left; width: 80%;">Initial & Date</th> <th style="text-align: left; width: 20%;"></th> </tr> <tr> <td>Approved by Department Head:</td> <td><u>[Signature]</u> 3/3/16</td> </tr> <tr> <td>Approved by City Attorney:</td> <td><u>[Signature]</u></td> </tr> <tr> <td>Approved by Finance Director:</td> <td><u>[Signature]</u> 3/3/16</td> </tr> <tr> <td>Approved by City Manager:</td> <td><u>[Signature]</u></td> </tr> </table> Exhibits/Attachments: - January 8-9 City Council Retreat Report - Council Goal #1 Update (Attachment A to Retreat Report)	Initial & Date		Approved by Department Head:	<u>[Signature]</u> 3/3/16	Approved by City Attorney:	<u>[Signature]</u>	Approved by Finance Director:	<u>[Signature]</u> 3/3/16	Approved by City Manager:	<u>[Signature]</u>
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Approved by City Attorney:	<u>[Signature]</u>										
Approved by Finance Director:	<u>[Signature]</u> 3/3/16										
Approved by City Manager:	<u>[Signature]</u>										
Expenditure Required \$N/A Amount Budgeted \$ Appropriation Required \$											
INFORMATION/BACKGROUND: The Kenmore City Council held its annual retreat on January 8 and 9, 2016. At the retreat, the City Council discussed updates to its Goals for 2016-2017. These goals are listed below, and are also found on page 6 of the attached Retreat Report. 2016-2017 City Council Goals - To focus and emphasize multimodal transportation safety in the City of Kenmore with a specific focus on pedestrian, bicycle, and other means of travel. -Implement the Sidewalk Plan - To continue to implement the Economic Development Plan, with an emphasis on the following key points: - Promote the image of Kenmore - Create a vibrant walkable downtown - Support existing businesses - Advance the public's access and connection to the waterfront - To continue to seek funding and mitigation for State impacts on the City's transportation system. - To continue to seek opportunities to complete a successful Lakepointe project. - To actively pursue Sound Transit 3 projects for SR 522. - To continue to implement a Parks Improvement and Financial Plan. - To address watershed and water quality issues affecting the City. - To continue to establish a contemporary Information Technology Program											

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**THE
KENMORE CITY COUNCIL
ANNUAL RETREAT**

**January 8th and 9th
2016**

Summary Report

Introduction

The Kenmore City Council annual retreat was held on January 8th and 9th, 2016 at the La Conner Channel Lodge in La Conner, Washington. The retreat is located and structured to provide an uninterrupted forum for in-depth discussion of selected issues. The purpose of this retreat was to discuss, in depth, key projects and policy issues identified by the participants during a pre-retreat interview to establish the agenda. In addition, this retreat focused on establishing goals and objectives for 2016 and 2017. The following agenda guided the discussions during this council retreat:

1. Progress on 2015-16 Goals
2. Affordable Housing
3. Budget and Finance
4. Imagine Kenmore
5. Lakepointe
6. General City Issues
7. Downtown: How to Make It a Success?
8. Goals for 2016 and 2017

The following report is a summary of the discussions and outcomes of the retreat (a complete recording of this retreat was made and is retained by City officials):

Progress on 2015-16 Goals

The retreat opened with a review of the agenda and brief discussion of progress on the current City Council Goals. Much of the progress noted was reviewed, in detail, during the City Manager Performance Review conducted in November of 2015. See Appendix Two for a review of goal accomplishments.

Affordable Housing

This discussion module began with an overview of a memo and data prepared and presented by staff. The memo included review of relevant regulations and a number of charts and graphs that provide a detailed look at the nature of housing, both in Kenmore and King County. Participants reviewed and discussed the data to obtain a more clear understanding of the housing profile in Kenmore. Participants discussed how downtown development might impact housing and the specific need to possibly provide relocation assistance to those displaced by development. Types of housing such as “microhousing” were discussed, as well as the need for parking. Participants noted it would be best for the City to take the lead on some of these issues rather than being in the position to play “catch-up” after the problem has taken shape. The impacts to property taxes were discussed, and it was noted that

affordability for some means costs for others. It was noted that the Planning Commission will play a key role in any discussion and decision made on this important issue. It was noted that this issue will be addressed in the coming year and that comprehensive data will be needed to inform the coming discussions.

Budget and Finance

The next discussion focused on a review of fiscal projections and various approaches to managing future fiscal demands.

6-Year Financial Forecast. Staff presented a comprehensive review of projected revenues and expenditures for the next six years. Fund balances for the General and Street funds were reviewed and discussed, along with the basic assumptions behind the projections. Participants discussed various “what if” scenarios to better understand possibilities that could occur in the future. Various revenue sources were noted and discussed. The participants noted the importance of maintaining a conservative budgeting and expenditure philosophy.

Priority-Based Budgeting. Participants next reviewed the recent budgeting exercise, known as Priority-Based Budgeting, which was conducted in 2014. It was noted that this process will be used again as part of the 2017-18 budget development. It was noted that this process could be usefully applied to the Capital Budget in the future. The participants agreed to the following:

AGREEMENT ONE: Staff will prepare a memo outlining the process and a calendar for applying the Priority-Based Budgeting process to capital projects.

Imagine Kenmore

The participants next were presented with the results of a statistically valid survey of Kenmore citizens conducted by a professional polling organization. The purpose of the survey was to provide citizen opinions and desires for additional pedestrian, bicycle, and parks and recreation facilities. Dominic Martin of EMC Research presented his findings to Council via phone. Participants reviewed the findings, asking numerous questions about the methodology and meaning of the results. A more detailed work session is planned for the City Council in coming weeks.

Lakepointe

City Manager Karlinsey provided an update on the Lakepointe project, noting the interest of a highly respected developer in working with the community and the City to develop the lake front property. The vision for the project, the organizational activities, and

the various roles for the City in the project were discussed. Additional topics considered were the potential impacts and role of State Highway 522 on the project and the eco-friendly approach which may be driving much of the developer's thinking and approach to the project. All participants recognized, and were encouraged that there is developer interest in this project.

General City Issues

Heavy Industry Regulations. Participants next discussed the impacts of heavy industry business operating within Kenmore. Participants reviewed a staff memo updating the Council on odor complaint investigations, regulatory business licensing, and noise levels. Specifically, it was noted that these industries have a substantial impact on roads and the environment. Various ways to tax these industries to ensure they share in paying for their impacts were discussed.

Apartments in residential zones. Participants next discussed the issue of allowing apartments within single-family residential zones. Participants reviewed a staff memo that addressed current regulations, use within specific zones, and both height and setback requirements. It was noted that currently a 75' high structure can be built within residential areas, and that is not desirable. Consensus was to eliminate apartment use in residential zones and have staff come back to Council with a residential height reduction proposal.

Tree Regulations. Participants next discussed the current tree regulations within the City. Staff presented a memo providing background to the current tree ordinances. It was noted that there still may be areas of importance not covered by the current Ordinances. It was noted that this issue has been addressed a few times and that the best course of action for now would be to give some time for the current Ordinances to work and see how they impact the issue.

Saint Edward State Park. Participants next discussed the need to rehabilitate the historic seminary building. The proposal for the City to lease and improve the ball field was discussed.

Emergency Preparedness. Participants next discussed the current emergency preparedness activities. Staff presented a memo that provided an overview of activities to date. In particular, it was noted that the City has joined forces with surrounding jurisdictions in this effort. It was noted that this effort is a lot of work but vitally important to the safety of the community.

Municipal Broadband. Participants next discussed the need and nature of City-provided broadband internet access. It was noted that communities are increasingly looking at this access as a basic service. Participants noted that there is a need for more information

on this topic, but all seemed interested in the possibility of providing this service. After a discussion participants agreed to the following:

AGREEMENT TWO: Staff should prepare an RFP for a consultant to look at what it would take to provide a municipal broadband system for Kenmore citizens.

Code of Ethics. Participants next discussed the importance of knowing and applying the code of ethics in everything employees and elected leaders do. Participants reviewed the current City Council code of ethics. It was noted that the current code of ethics should also be extended to the Planning Commission. After a discussion, the participants agreed to the following:

AGREEMENT THREE: Staff will schedule a work session on the code of ethics with a particular focus on conflict of interest.

Creativity Week. Participants next discussed the idea of citizen-based innovation and participation in creative possibilities within the city. Participants viewed a YouTube video of another city's approach to citizen-based creativity and innovation. Participants discussed the possible linkage of this idea to the new Town Green project and the incubator projects. After discussion, the participants agreed to the following:

AGREEMENT FOUR: A Councilmember will follow up on the idea by looking at similar activities in Tacoma and contacting the participants in the city viewed in the video. Future considerations of this idea may include the use of a part-time person to program these activities.

Sound Transit 3. Participants next discussed the upcoming meeting on the Sound Transit 3 project. It was noted that his meeting will include representatives from other city councils, along with Sound Transit staff. It was noted that it will be most important to be very positive and supportive of the staff and project and to not be diverted into other topics during the discussion.

Philosophy of Government vs. Business. Participants next discussed ideas from the book Start-Up City: Inspiring Private and Public Entrepreneurship, Getting Projects Done, and Having Fun, by Gabe Klein with David Vega-Barachowitz, regarding the differing philosophies that drive government and business, the former being somewhat slow and risk averse, and the latter being nimble and willing to take risks. It was noted that the two types of entities are fundamentally different in purpose and mandate, which often explains their differing approaches to solving problems and creating outcomes. It was noted, however, that government can learn from business and should constantly strive to be effective in both process and creating outcomes.

Moorlands Park. Participants next discussed Moorlands Park and its status with both the community and the adjacent school. It was noted that the proposed renovations to the ball fields and the need for effective maintenance is important. Currently the school district

uses the park and is tasked with maintenance. Further discussion included the need for signage, the need to examine shared use by the school district, the need to keep the parking lot available, and the possibility of working with a nearby church concerning parking. After a discussion it was agreed:

AGREEMENT FIVE: To look at the current lease agreement and make necessary adjustments.

Downtown: How to Make It Happen?

Participants next discussed the current efforts to enhance and create the downtown of Kenmore. The City Manager presented and reviewed a memo that detailed plans and ideas for downtown development. It was noted that creating a vibrant, walkable downtown has been a Council priority for some time. The memo included various ideas and efforts to address this priority. The memo included discussion of how to “Make the Town Green Sing,” facilitating the ripple effect, and efforts to connect the downtown to the south side of town. Participants discussed numerous ideas and topics, including the renaming of Kenmore Village, the need for parking, the potential to partner with adjacent businesses, connecting bike paths to the downtown, and other ideas.

City Council Goals

The participants next reviewed and discussed the “long list” of City Council goals established at last year’s retreat. The participants eliminated goals that had been accomplished and decided that a few new goals were needed for this coming year. Using a combination of consensus and discussion, the 2016-17 goals were established (see below).

The top five goals will comprise a portion of the City Manager’s annual performance review. Goals will be addressed to generally reflect their priority; however, opportunity and/or necessity may require an emphasis on selected goals outside the priority listed in this report.

**Long List
2016-2017 Council Goals**

1. To focus and emphasize multimodal transportation safety in the City of Kenmore with a specific focus on pedestrian, bicycle, and other means of travel.
-Implement the Sidewalk Plan
2. To continue to implement the Economic Development Plan, with an emphasis on the following key points:
 - Promote the image of Kenmore
 - Create a vibrant walkable downtown
 - Support existing businesses
 - Advance the public's access and connection to the waterfront
3. To continue to seek funding and mitigation for State impacts on the City's transportation system.
4. To continue to seek opportunities to complete a successful Lakepointe project.
5. To actively pursue Sound Transit 3 projects for SR 522.
6. To continue to implement a Parks Improvement and Financial Plan.
7. To address watershed and water quality issues affecting the City.
8. To continue to establish a contemporary Information Technology Program

APPENDIX ONE
Retreat Participants

Mayor
David Baker

Deputy Mayor
Alan Van Ness

Councilmember
Brent Smith

Councilmember
Laurie Sperry

Councilmember
Milton Curtis

Councilmember
Nigel Herbig

Councilmember
Stacey Denuski

City Manager
Rob Karlinsey

Assistant City Manger
Nancy Ousley

Finance and Administration Director
Joanne Gregory

Community Development Director
Debbie Bent

Public Works Director/City Engineer
Kris Overleese

Development Services Director
Bryan Hampson

City Clerk
Patty Safrin

APPENDIX TWO
Progress on 2015-2016 Council Goals
(as of November 2015)

1. To focus on and emphasize multimodal transportation safety in the City of Kenmore, with a specific focus on pedestrian, bicycle, and other means of travel.

The following efforts summarize how the City is advancing pedestrian and bicycle safety:

- ✓ Target Zero initiative
- ✓ Imagine Kenmore
- ✓ State and Regional Funding/ Advocacy (Sound Transit 3, State transportation package, recently awarded sidewalk grants, etc.)
- ✓ Transportation Planning Documents:
 - Transportation Element of the Comprehensive Plan
 - Road Standards Update
 - Capital Improvement Program

Our City team is aggressive, innovative, and timely in delivery of meaningful policies, plans, and actions aimed at pedestrian and bicycle safety. Our traffic engineer has brought local control and improved customer responsiveness to our traffic safety efforts.

For a more comprehensive report of how Council Goal #1 has been advanced by the City team, please see Attachment A, "Council Goal #1 Update." The "Council Goal #1 Update" document was presented at the October 19, 2015 City Council meeting.

2. To continue to implement the Economic Development Plan with an emphasis on the following key points:

- Promote the image of Kenmore

- ✓ First City to receive three consecutive AWC Excellence Awards. This year: Coolest City Hall.
- ✓ Transitioned from Allison Partners to Gallatin for public affairs services. We have seen our staff's and Gallatin's story-pitching efforts result in more positive media exposure for Kenmore, such as stories in 425 Magazine and City Dog Magazine, the go-to publication for dog lovers.
- ✓ By being proactive in laying out the red carpet for new businesses (through policies and processes) as well as pitching our story to the

media, Washington Beer Blog, P-I, and other publications, which picked up on Gallatin's pitched story on growing the craft brew scene in Kenmore, resulting in an inquiry from another brewery.

- ✓ Kenmore Business Incubator is more successful than ever and advances our efforts to promote Kenmore as an innovation hub.
- ✓ Successful State of the City address—sold out and first of its kind for Kenmore.
- ✓ Hackathon and Hack Night received positive feedback and caught the attention of neighboring jurisdictions, the State, and the open data community.
- ✓ Continue to reinforce great customer service when responding to developers, builders and homeowners.
- ✓ Promotion of Kenmore as a natural health hub continues.

- Create a vibrant, walkable downtown

- ✓ Kenmore Village — Spencer68 certificates of occupancy; Spencer Square development agreement negotiations, site plan approval, and groundbreaking.
- ✓ Town Green final design, funding, permitting, contract award, and start of construction.
- ✓ New downtownkenmore.org website and blog.
- ✓ City Hall skate court completion.
- ✓ Food Trucks!
- ✓ Why I Love Kenmore event in June.
- ✓ Three sidewalk grants to complete sidewalk between 68th and 73rd Avenues on NE 181st Street; design is underway.
- ✓ Tolt Trail Phase 1 project will create a paved pedestrian trail between 68th and 71st Avenues; in permitting & Seattle City Light approval process.

- Support existing businesses

- ✓ The virtual incubator continues to see success, grow, and send a clear, positive message about Kenmore and its support for local businesses.
- ✓ The findkenmore.org business directory continues to grow and become more of a useful tool to showcase our local businesses and encourage buying local.
- ✓ New Kenmore Air seaplane hangar was completed in 2015. We received positive feedback from Kenmore Air and its contractor about our speedy permitting and good customer service.

- ✓ We helped Kenmore Air prevail in their dock replacement project that was appealed to the hearing examiner.
- ✓ Kenmore Business Alliance continues to see increased participation from Local businesses (KBA outgrew its meeting space at Key Bank). Assistant City Manager Ousley is working on finalizing an agreement with the Chamber to provide support for KBA events and activities.
- **Advance the City's connection to the waterfront**
 - ✓ See #4 below.
- **Other economic development efforts**
 - ✓ Provided leadership in promoting and advancing key new development projects— St. Edward Seminary building rehabilitation, Lakepointe, and Kenmore Village.
 - ✓ Completed the Comprehensive Plan Update, which supports implementing the Economic Development Plan.
 - ✓ Finally completed the Transit Oriented District (TOD) overlay, which also supports implementation of the Economic Development Plan and our Downtown Plan.
 - ✓ Adopted an ordinance to reduce impact fees and parking requirements to promote business re-use of certain buildings on NE 175th Street.
- 3. Continue to seek funding and mitigation for State impacts on the City's transportation system.**
 - ✓ Obligated funding (\$1.2m) from the Bridge Rehabilitation Advisory Committee (BRAC) for the West Sammamish River Bridge design.
 - ✓ Successfully persuaded three levels of PSRC boards and committees, including the PSRC Board (final step) to transfer \$723k from ROW to construction for the SR 522 West A project.
 - ✓ Received \$8m within the State Transportation package for the West Sammamish River Bridge construction.
 - ✓ Received \$12m in the State Transportation Package for SR 522 West B (57th to 61st Avenues).
 - ✓ Led effort to form 522 Transit Now! Coalition, and achieved success in adding Kenmore SR 522 projects to the Sound Transit 3 project candidate list.
 - ✓ Leading cooperative and strategic efforts of North End cities to jointly advocate for ST3 and other transportation needs.
 - ✓ Made the top of the list for potential Water Taxi ports.

4. Advance the public's access and connection to the waterfront.

- ✓ Waterfront programming and participation exceeded expectations at Squires Landing this last spring/summer/fall. The dragon boat program is going strong, and youth participation in paddling programs was higher than expected for the first summer season (still working on getting accurate numbers). Currently encouraging and facilitating, under KWAC's initiative, the addition of Stand-Up Paddling programming at Squires Landing.
- ✓ Worked with KWAC to amend their agreement with the City to adjust for on-the-ground conditions, thereby improving the function of the agreement and enabling KWAC to succeed.
- ✓ Making progress on Log Boom Park pedestrian bridge project; prevailed in an appeal to the hearing examiner. The permit process for this bridge is still underway, with a goal for project construction in 2016.
- ✓ Developing an updated concept for Log Boom Park waterfront improvements, including a real beach and facilities for hand carry watercraft. Concept to be presented to the public and the City Council on December 14.
- ✓ Rhododendron Park float is continuing through the permit process. Project construction estimated in 2016-2017 (dependent on federal/State/tribal agencies).
- ✓ Completed the land use permit process for Rhododendron Park shell house and boardwalk. Sought funding for the shell house in the State Capital budget; will try again during the 2016 State legislative session.
- ✓ Continuing to work through the permit process for Squires Landing (Twedt) dock replacement, with a goal of project construction 2016-2017.
- ✓ Received an RCO grant to offset costs of property acquisition for the Twedt property.
- ✓ Developing two concepts for Squires Landing (focusing around the lagoon and Twedt property) waterfront improvements, including facilities for hand carry watercraft. Concepts will be presented to the public and the City Council on December 14.

5. Accelerate implementation of the Sidewalk Plan and pursue various funding options.

- ✓ Secured over \$2.5m in sidewalk grants. See "Council Goal #1 Update" for more detail; next major funding cycles in 2016.
- ✓ Design is underway for the grant-funded sidewalks.

- ✓ Filled several sidewalk gaps.
 - ✓ SR 522 West A project includes new sidewalks.
 - ✓ Funding for SR 522 West B and Sammamish River Bridge, includes new sidewalk approaches.
 - ✓ The Imagine Kenmore project is facilitating discussion on sidewalk needs with the community to determine if extra funding could be assessed for projects.
6. Identify, develop, and actively promote a walkable area in downtown.
- ✓ Had discussions with several key property owners near the “bull’s eye” of our downtown. These property owners include Breckrenridge (cell tower property), Stoner (trailer park property next to City Hall), Chocko (property next to Post Office), and Holtz (Peoples’ Storage and adjacent vacant parcel). Discussions with the property owners have been productive and encouraging and have included discussions on pedestrian connectivity and walkability.
 - ✓ Received three sidewalk grants on 181st Street to complete sidewalk between 68th and 73rd Avenues.
 - ✓ Progress on Kenmore Village.
7. Continue to seek opportunities to complete a successful Lakepointe project
- ✓ In discussions with property owner and potential developer to extend Commercial Site Development Permit and identify achievable milestones.
 - ✓ Completed a consultant selection process to hire a team to assist the City with Lakepointe coordination.
 - ✓ Working with the Lakepointe team to prepare for and conduct a charrette on transportation configurations and connecting the downtown with Lakepointe and the waterfront.
 - ✓ In the process of assembling the City’s Lakepointe team, including the project manager.
8. Continue to implement a Parks Improvement and Financial Plan
- ✓ Imagine Kenmore.
 - ✓ Bastyr ball field lease extension to 2025.
 - ✓ Landed RCO grants for Moorlands Park and Squires (Twedt) property acquisition.
 - ✓ Adjusted the Parks CIP to accelerate the Moorlands Park project.
9. Continue to establish a contemporary Information Technology Program.
- ✓ First phase of transition to MS Office 365 with test group has begun.

- ✓ Purchased and installed a new permit tracking software system.
 - ✓ Rolled out newly remodeled website with new features.
 - ✓ Completed Cityworks implementation, including citizen action requests system, and oriented City staff and the City Council to the new software.
 - ✓ Implemented live video of City Council meetings.
 - ✓ Released RFP for Financial Management System software (no budget appropriated for this yet).
10. Establish a 6-year financial plan for the future.
- ✓ Maintaining up-to-date financial forecast model. Next update to the model will be presented at the retreat in January. Continuing to work on financial sustainability plan.
 - ✓ Working with an MPA student team to identify trends in budget variances and potential improvements in forecasting and budgeting, which will help us with our financial sustainability plan.
11. Address watershed issues affecting the City.
- ✓ Completed Surface Water Master Plan and Surface Water Element of Comprehensive Plan updates.
 - ✓ Completed Swamp Creek study and presented findings to Council. This study concluded that the Swamp Creek swamp is functioning as nature intended, reducing our cause for concern and expensive measures (like dredging the river channel).
 - ✓ Aggressive monitoring of upstream projects in Snohomish County by establishing Kenmore as a party of record and commenting (and threatening appeal) on Snohomish County projects that affect downstream flow and sediment transfer.
 - ✓ Completed annual inspections of surface water system and facilities.
 - ✓ Completed surface water facility maintenance, including cartridge replacement for all water quality vaults.
 - ✓ Conducted education and outreach at City events.
 - ✓ Conducted water quality monitoring on Swamp Creek and Lake Washington District and got the boundary proposal adjusted to recognize Kenmore's identity as a city and a community; and to acknowledge Inglemoor High School as Kenmore's High School.



Council Goal #1 Update

Attachment A

The City of Kenmore has created a number of programs, policies, and implemented projects in support of City Council Goal #1, *to focus on and emphasize multimodal transportation safety in the City of Kenmore with a specific focus on pedestrian, bicyclist and other means of travel*. These programs, policies and improvements generally fall into the three categories of engineering, education, and enforcement. These "Three Es" make up the foundation of the City's approach to transportation concerns and solutions. These programs, policies and improvements have been initiated in the last 18 months and some are in the early stages of design and will continue into 2016.

Engineering

Engineering solutions can compliment education and enforcement to enhance the safety of the city's transportation facilities. The City of Kenmore has policies in place to react to citizen concerns and evolving issues from new development and changing regional traffic patterns. The City has also recently taken a more proactive approach to transportation and is looking to address potential motorized and non-motorized transportation issues before they become a problem. By expanding city staff, upgrading systems to record and address citizen concerns, and updating planning and design standards and documentation, the City's engineering approach to transportation has been strongly guided by Council Goal #1.

Sidewalk Project In Design (62nd Avenue NE)

The City successfully secured an \$828,000 grant to install sidewalks on 62nd Avenue NE from NE 181st Street to NE 187th Street. The 62nd Avenue NE project includes sidewalks on one side of the street and traffic circles to address vehicle speeds, in addition to improving the available pedestrian facilities. This project is in design phase and is expected to go to construction in 2017.

Sidewalk Project In Design (NE 181st Street)

The City successfully secured grants totaling \$874,830 to install sidewalks on the north and south side of NE 181st Street from 68th Ave NE to 73rd Ave NE. The sidewalks on NE 181st Street will add to the safety of pedestrian facilities to downtown Kenmore and major services. These projects are in design phase and are expected to go to construction in 2016 and 2017.

Sidewalk Project In Design (NE 202nd Street)

The City successfully secured a \$1,017,570 grant to install sidewalks on NE 202nd Street from 68th Ave NE to Kenmore Junior High. The sidewalks on NE 202nd Street will add to the safety of pedestrian facilities accessing Kenmore Junior High school and connect to the walkway improvements on 68th Avenue NE. The project is in design phase and is expected to go to construction in 2017.

Sidewalk Gaps Projects Completed

In 2015, the city's sidewalk gap project completed three sections of sidewalk connecting other continuous walkways and improving pedestrian access to schools, school bus stops, and public facilities. 57 feet of sidewalk was completed along 68th Avenue NE near the Washington Department of Fish & Wildlife boat launch driveway, completing the pedestrian walkway along 68th Ave NE and improving access to the city's waterfront properties. 110 feet of sidewalk was completed on 72nd Avenue NE, connecting to continuous sidewalks along NE 170th Street near a school bus stop. 111 feet of sidewalk was completed on NE 155th Street connecting continuous sidewalks along Simonds Rd and an improved crosswalk over Simonds for Inglemoor High

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Council Goal #1 Update

Attachment A

School students. Each of these projects improved connections and mobility for pedestrians and furthered Council Goal #1.

Hiring of a City Traffic Engineer

Historically, the City of Kenmore had used King County for traffic engineering services. To improve on response times and allow additional focus on the multi-modal transportation in the City, a traffic engineer was hired in May of 2015. As a City staff member, the traffic engineer is able to respond directly to concerns raised by citizens, Council and staff, and administer programs to reach out to the community and provide proactive improvements.

Neighborhood Transportation Plans

Addressing the Ad Hoc committee recommendation #6, the City Council authorized funding for a Neighborhood Transportation Plan program in the current biennial budget. This program is administered by the City traffic engineer. As of this report, five neighborhoods have met to begin proactively addressing traffic, mobility and connectivity issues in their neighborhoods. Other neighborhoods will be meeting through the rest of 2015 and into early 2016. Citizens are encouraged at these meetings to identify concerns on residential streets, especially those that make walking and cycling more difficult. Citizens then work with city staff to identify appropriate tools and are beginning the process of prioritizing improvements. At the end of a series of three meetings, each neighborhood will have produced a prioritized map of projects which the City will implement with available funding.

Pedestrian Signal Phasing – 68th Avenue NE and NE 181st Street

The signal, managed by WSDOT, at the intersection of 68th Avenue NE and NE 181st Street, had pedestrian “lead time” incorporated. This provides three seconds of pedestrian walk signal in the east-west direction prior to the signal turning green for vehicles. The three seconds allows time for pedestrians to enter the crosswalk and be more visible to traffic at this busy intersection.

Pedestrian Signal Phasing – Juanita Drive and Arrowhead Drive/NE 153rd Place

For the 2015-16 school year, the signal at the intersection of Juanita Drive and Arrowhead Drive/NE 153rd Place has been modified to include a new pedestrian-only phase. This ensures that as students are crossing Juanita Drive to walk to Arrowhead Elementary, no vehicles have a green light. A “no turn on red” restriction for Arrowhead Drive only during this pedestrian phase will be in place in the fall of 2015. Additional bright, reflective signage for use by the school crossing guard has also been provided to increase the visibility of this heavily used school crossing.

Reduced Speed Limit on NE 175th Street

Reducing speed limits without accompanying engineering changes or additional enforcement has shown, through research and practical experience on 80th Avenue NE in Kenmore, to have little effect on overall vehicle speed. King County traffic engineers performed an analysis of NE 175th Street, which was reviewed by the city traffic engineer, and confirmed that the physical characteristics of NE 175th Street accommodated a 30 mph speed limit. This reduction from 35 mph to 30 mph on this street which parallels the Burke Gillman trail was approved by City Council on September 19, 2015 and work is underway to modify the signage on the street indicating the change.

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Council Goal #1 Update

Attachment A

SR 522 West A: New Sidewalks

As part of the construction on SR 522, new sidewalks are being completed between 61st and 65th Avenues NE. These sidewalks connect the Kenmore downtown with the Burke Gillman trail, bus stops on 522, and existing infrastructure east of 65th Avenue. Construction on the project is ongoing.

Tolt Trail Design

The Tolt Trail is scheduled for construction in summer of 2016 and will provide approximately 1500 feet of paved multi-use trail within the Tolt pipeline right-of-way. This right-of-way is in line with NE 185th St, between 68th Ave NE and 73rd Ave NE. The project will pave an existing dirt footpath in the undeveloped right of way which is subject to seasonal flooding. The project includes drainage improvements which will allow for continual use of the trail throughout the year, in all seasons.

Arterial Crosswalk Rapid Flashing Beacons

In June 2014, the City of Kenmore installed rapid-flash rectangular beacon (RRFB) and enhanced signage at 11 crosswalks in the city. The crosswalks selected for RRFB enhancement were those at unsignalized locations on arterials and collectors, especially those near schools. Following citizen requests and an evaluation by the City traffic engineer, a 12th RRFB was installed in 2015 at the entrance to Swamp Creek Park, crossing 68th Avenue NE at NE 195th Street. This location provides access to Kenmore Elementary school. Additional RRFB installations are under consideration for locations which meet the original criteria and may be installed in 2016, or as part of the neighborhood transportation plans.

61st Avenue Rechannalization

61st Avenue NE in Kenmore was rechannalized in June 2014. This changed the road to one lane in each direction with a center left turn lane and shoulder bicycle lanes. This change occurred between NE 193rd Street and the approximate location of NE 185th Street. City staff are planning to evaluate expanding these bicycle lane markings and signage following completion of a project to address voids under the sidewalks on 61st Avenue NE in the early part of 2016.

Juanita Drive Walkway Improvements

The lane widths on Juanita Drive were reduced from NE 170th Street to the Kenmore/Kirkland border to provide additional walkway width on the west, southbound side. The northbound shoulder of Juanita Drive is of variable width and at some points drops to less than 2 feet, even with reduced vehicle lane widths. Because of this, the northbound lane of Juanita Drive has been marked with "sharrow" bicyclist markings. These markings indicate for cyclists where to be in the lane and advise drivers that bicyclists may be using the lane. Additional signage warns drivers of the presence of cyclists northbound. In the southbound direction, a much wider shoulder allowed designation of the shoulder of Juanita Drive as a shared use walkway. On-road symbols designating the shoulder as a bicycle and pedestrian facility have been placed along the length of Juanita Drive in Kenmore. Additional measures, such as raised pavement markers, wide edge strips and "candlestick" vertical markers have been placed along the southbound shoulder to increase safety. A project to replace the existing extruded curb at the curve near NE

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Council Goal #1 Update

Attachment A

155th Street is currently being advertised and will replace this curbing with full-height "Jersey"-style barrier set back from the edge line.

68th Avenue Walkway Improvements (NE 182nd Street to NE 189th Street)

Following the programmed overlay of 68th Avenue NE from NE 182nd Street to near NE 198th Street, the existing lane width on 68th Avenue NE was reduced to match that on Juanita Drive. The use of a double-width line and raised pavement markers, along with the wider available shoulder, helps to provide a safer pedestrian facility. The sidewalk project on NE 202nd Street will help to connect this widened and improved shoulder to Kenmore Junior High School.

Implementation of CityWorks

The Pedestrian and Bicycle Ad Hoc committee recommendation #11 was for expanded use of the existing Citizen Action Request System (CARS). CARS allows citizens to electronically inform the city of concerns and requests through a web form. In 2015, the City implemented a software package called CityWorks. This software collects the CARS, plots them on an interactive map, attaches citizen contact information, and dispatches the request to the appropriate City staff. City staff has a goal of responding to citizens within one week to discuss concerns and any actions that can be undertaken. A number of improvements to vehicular, pedestrian and cyclist safety have been implemented in direct response to issues raised through CARS. Temporary signage, data collection efforts, use of the city's Traffic Calming policy, and signing and striping changes have all resulted from responding to these requests.

City of Kenmore Roadway Standards Update

City staff has been, throughout 2015, updating the City of Kenmore roadway standards. The current standards follow the King County 2007 standards. The updated Kenmore standards include significantly expanded provisions for pedestrian and cyclist facilities on city roadways, both residential and arterial. A minimum requirement for sidewalks, reduced lane widths, and encouragement of traffic calming devices as part of future developments will all provide for an evolving environment of improved pedestrian and cyclist facilities. The roadway standards will be applied to private and City developed projects.

West Sammamish River Bridge Replacement: New Sidewalks

The design phase for the West Sammamish River Bridge will be starting at the end of 2015 and into 2016. As part of this design, a new pedestrian and bicycle facility will be constructed adjacent to the vehicle travel lanes on the new structure. This facility will connect to existing facilities on 68th Avenue NE and Juanita Drive. The separated facility will be wide enough to accommodate bi-directional non-motorized traffic. Upon completion, the facility will form a critical link in Kenmore's bicycle and pedestrian priority routes.

Education

Education programs seek to educate both the public inside and outside of Kenmore, and city staff on the importance of focusing on the safety of multimodal transportation. These programs have increased the public visibility of the City's commitment to this goal, and established Kenmore as a regional leader in multimodal transportation safety. Education initiatives are in place to guide current and future engineering improvements and development in Kenmore to be in line with Council Goal #1.

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Council Goal #1 Update

Attachment A

Adoption of Target Zero

The Kenmore City Council adopted Target Zero as a city policy on April 28, 2014. Target Zero states that it is the goal by 2025 to have no pedestrian or bicycle deaths or series injuries as the result of a collision with a motorized vehicle. This policy has become a guiding principal for all transportation related projects in Kenmore, and city staff make an effort to publically promote the Target Zero initiative.

Target Zero, which is similar to Vision Zero language in use in other regional cities, is a current trend among cities in the Puget Sound region and across the country. Kenmore is one of the first cities in the Puget Sound region to formally adopt this policy, and is recognized for being a leader in addressing pedestrian and cyclist safety issues.

City Staff Target Zero Training

As part of the process of implementing Target Zero, city staff, including city management, has attended training sessions on Vision Zero objectives and principals, best practices for pedestrian and cyclist accommodations through NACTO and ITE standards, and viewed webinars by worldwide leaders in Vision Zero design.

Pedestrian and Bicycle Safety Ad-Hoc Committee

In 2014, an ad hoc committee of citizens and City staff was assembled to address concerns with bicyclist and pedestrian safety in Kenmore. This committee met a number of times and produced a report outlining 14 key recommendations, many of which have been addressed by other programs and projects described below.

Community Outreach

The Target Zero outreach team has prioritized attending community events and promoting the educational component of the Initiative. City staff strives to reach a wide variety of audiences and in 2015 to date we have had a presence at events including the Northshore Fire District Pancake Breakfast, Bastyr Herb and Food Fair, Bike to Work Day, Kenmore Summer Concert Series, Kenmore Play Day, National Night Out, Northshore School District Back to School Fair, Arrowhead Elementary PTA Welcome Back Event, and Walk to School Day. The City helps educate kids and adults alike through the popular Target Zero spin-wheel, an interactive game that gives participants the opportunity to land on bike, walk, or drive and answer a corresponding safety related question, and with a large Target Zero safety education display board. The City's outreach efforts have increased Target Zero's visibility within the Kenmore community.

New this year, the City was able to expand our outreach efforts with the help of volunteers. The trained volunteers assisted with outreach at city and community events, including when city staff were not available to attend such as the Arrowhead Elementary PTA Welcome Back Event.

The City has also organized "Pop Up Parties" to promote the Target Zero Initiative. These include giving the public a few days notice through social media channels and then setting up the Target Zero tent either along the Burke-Gilman Trail or in a local park. Our three pop-up parties have targeted afternoon trail users, morning bike commuters, and children/families. The City received positive feedback on the events and they have helped strengthen relationships between

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Council Goal #1 Update

Attachment A

the City and the public. This fall, we are planning to host a Pop Up Party at the Park & Ride to remind bus commuters of simple tips to be seen better while walking to and from their destination.

Safety tips have also been shared through the City's publications, school publications, local newspaper, and social media.

Bicycle Helmet Sales

The City of Kenmore has offered low cost bike helmets to adults and children since July 2014. This program has provided around 100 helmets to help all Kenmore cyclists stay safe. Safety among cyclists, independent of concerns related to vehicles, was identified as one of the barriers by the ad hoc committee.

City of Kenmore Roadway Standards Update

A 2015 update of the City of Kenmore roadway standards includes significantly expanded provisions for pedestrian and cyclist facilities on city roadways, both residential and arterial. These standards are used to educate developers and the public on the requirements for improvements to the transportation network. More detail on the roadway standards update is included in the engineering section, below.

Transportation element update

The City's comprehensive plan update in 2015 includes an update of the Transportation Element. The Transportation Element, which guides the capital improvement projects of the city for the next six years, includes three sections which directly address Council Goal #1. The inclusion of bicycle priority routes, pedestrian priority routes and identification of a layered network concept for Kenmore roads all directly address a multimodal approach to transportation safety. The layered network concept builds on the Complete Streets concept by providing pedestrian and cyclist facilities where appropriate and effective, not just in all locations. The use of a layered network acknowledges that some roads are better suited to vehicle or freight usage, while many others need to safely accommodate cyclists and pedestrians. This creates a wider roadway network that is overall safer for all motorized and non-motorized users. Identification of bicycle and pedestrian priority routes ensures that future development and projects enhances these routes. This will lead to continuous non-motorized access across Kenmore in an organized network.

Enforcement

Enforcement of traffic laws, for motorized and non-motorized users, is a critical component of keeping all users safe. The Kenmore police department has always had a strong commitment to keeping Kenmore as one of the safest places to live in the state of Washington. Council Goal #1 has reinforced the police department's commitment to enforcing existing laws and ensuring compliance with changes made by engineering projects.

Kenmore Police Chief Statement

Since the date of incorporation the top priority of the Kenmore Police Department (KPD) has always been to make the City of Kenmore the safest place to live in this State. KPD continues to enforce all laws, traffic and criminal, to achieve our goal.

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Council Goal #1 Update

Attachment A

KPD is placing a special focus on the detection and enforcement of traffic laws relating to the safety of all road users. We will continue issuing notice of infractions (tickets) to motorists who fail to yield to pedestrians and distracted driving violations; to pedestrians who fail to follow the laws relating to crossing roadways; and to bicyclist who fail to obey the rules of the road and safety equipment violations. This emphasis is in support of the adoption of Kenmore's Target Zero initiative.

Evaluation of Automated School Zone Speed Camera System

The Ad Hoc committee's recommendation #2 was for the implementation of school zone camera systems. These systems automatically ticket vehicles exceeding the speed limit in school zones. City Staff have been evaluating the use of these cameras prior to proceeding with installation in any of Kenmore's school zones. Data on vehicle speeds was collected at the end of the previous school year. Data is being collected and analyzed at the beginning of the current school year to verify and compliment results obtained in the first measurements. City staff met with representatives of the third party vendors of the automated camera systems to gather information. A final report and recommendation on school zone cameras is expected to be presented to City Council for consideration by the end of 2015.

Reward Program for Children

The Target Zero Reward Program, held during the spring and summer months, strived to encourage children and teens under the age of 18 to be safer bicyclists and pedestrians. While out on patrol, KPD "cited" children and teens for displaying good traffic safety behavior such as wearing protective and reflective gear, signaling turns while riding a bike, using yellow crossing flags at crosswalks, and many other positive safety actions. These coupons were good for free small snacks courtesy of McDonalds and Kidd Valley in Kenmore.

6th Grade Classroom Visits

The KPD makes special presentations to 6th grade classrooms at Moorlands Elementary in the fall and Kenmore Elementary in spring. The presentation includes information on personal safety, including walking and biking safely to and from school.

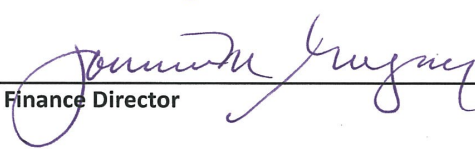
Voucher Certification and Approval

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 that 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 numbers: 33899 through 33999 \$ 386,137.94

Total Payroll electronic deposits dated: 2/19/2016 \$ 77,642.33

 _____ City Manager	<u>2/26/16</u> _____ Date
 _____ Finance Director	<u>2/26/16</u> _____ Date

Check #	Vendor Name	Description	Check Amount
33899	SITEIMPROVE, INC.	Web Management Tool	2,499.00
33900	BAKER, DAVID	Mileage Reimbursement	427.14
33901	KARLINSEY, ROB	Mileage Reimbursement	80.42
33902	NATIONWIDE FINANCIAL 401a	Social Security Replacement Plan	12,609.20
33903	NATIONWIDE RETIREMENT SOLUTIONS 457	Deferred Comp Payroll Deduction	445.00
33904	ICMA RETIREMENT TRUST 457 - 304745	Deferred Comp Payroll Deduction	2,953.81
33905	DRS 457	Deferred Comp Payroll Deduction	1,860.00
33906	AFLAC	Private Medical/ Disability Plans	348.94
33907	CITY OF KENMORE FS	Flexible Spending Medical Plans	196.38
33908	BANK OF AMERICA 941	Payroll Taxes	15,405.19
33909	DEPARTMENT OF RETIREMENT SYSTEMS	WA State Retirement	18,035.74
33910	DEPARTMENT OF LABOR AND INDUSTRIES	Worker's Compensation	2,370.64
33911	UNITED WAY OF KING COUNTY	Employee Charitable Contribution	221.00
33912	NATIONAL LIFE OF VERMONT	Life Insurance	123.17
33913	AMERICAN GENERAL LIFE GPO-400S	Life Insurance	432.17
33914	STATE OF FLORIDA DISBURSEMENT UNIT	Payroll Deduction	275.00
33915	HSA BANK	Employee Health Savings Acct. Contribution	80.76
33916	AWC EMPLOYEE BENEFITS	Employee Health Insurance	44,943.00
33917	LINCOLN NATIONAL LIFE INSURANCE	Life/Long Term Disability/AD&D	960.38
33918	WSU URBAN IPM & PESTICIDE SAFETY	Exam & License Fee-Training for Quinn Proffitt	58.00
33919	ASSOCIATION OF WA CITIES	2016 Workers' Comp Retro Program Service Fee	1,981.04
33920	BAKER, DAVID	2/10-2/19 Mileage Reimbursement	293.76
33921	BULGER SAFE & LOCK, INC.	Parks Padlock	71.24
33922	CITY OF LAKE FOREST PARK	January Public Works Crew	74,794.58
33923	CITY OF LAKE FOREST PARK	Mayor's Dinner @ AWC Legislative Conference	49.50
33924	COASTWIDE LABORATORIES	City Hall & Parks Supplies	737.84
33925	CONSOLIDATED PRESS	Winter Edition - Kenmore Newsletter	2,989.34

33926	FERGUSON ENTERPRISES INC #1539	Drainage Materials & Catch Basin Parts	800.53
33927	FRUHLING SAND & TOPSOIL	Rock for Repairs & Brush Dumping	266.33
33928	CALPORTLAND COMPANY	Materials for Berm Installation	248.44
33929	JET CITY PRINTING	NTPP Postcards	1,214.63
33930	KCDA PURCHASING COOP	Memorial Bench @ Logboom Park	1,693.69
33931	KING COUNTY FINANCE	Qtr 4 2015 Liquor Profits/Excise Tax	1,391.58
33932	KING COUNTY FINANCE	Jan. Road Svcs - Signals/Signs/Overlay/ROW	9,224.58
33933	KING COUNTY FINANCE	2015 On-Call Roads Dispatch Services	3,600.00
33934	PENDLETON, MICHAEL	2016 Retreat Consulting Services	3,186.34
33935	MR. T'S TROPHIES	Council Chambers Nameplates	141.80
33936	NORTHSHORE UTILITY DIST	January Vehicle Maintenance & Utility Bills	4,991.19
33937	HONEY BUCKET	1/30-2/26 Rental @ Twedt Property	218.35
33938	PERSONAL BEST/ TOPHEALTH	Wellness Newsletters	117.20
33939	OFFICE DEPOT	Office Supplies	631.37
33940	OGDEN, MURPHY, WALLACE	Jan Legal Consult/St. Edward Park Ballfields	2,080.00
33941	PACIFIC TOPSOILS	Green Waste & Topsoil	143.07
33942	PEOPLES STORAGE	March Storage Unit Rent #C304	201.00
33943	PUGET SOUND ENERGY	Traffic Signals/Lights/Electricity/Gas	27,108.56
33944	CEMEX	Materials for Berm Installation/Pothole Repairs	218.45
33945	SEATTLE TIMES	Legal Advertisements	924.29
33946	STEWART MACNICHOLS HARMELL, INC.	Dec. 2015 & Jan. 2016 Public Defender Services	10,000.00
33947	TOTAL LANDSCAPE CORP	January/February Parks & City Hall Landscaping	5,867.66
33948	WA STATE DEPT OF TRANSPORTATION	Oct. 2015 SR522 West A Plan Review/Inspection	1,393.78
33949	AURORA RENTS	Equipment Rental for Memorial Bench	33.76
33950	ARTS OF KENMORE	Youth Art Exhibit 11/13/15-1/28/16	950.00
33951	VAN NESS, ALLAN	January Mileage Reimbursement	144.72
33952	MAIL FINANCE	Postage Machine Lease 3/19/16-6/18/16	703.00
33953	KONICA MINOLTA BUSINESS SOLUTIONS	January SR522 W. A Copier Lease (KBA)	462.29
33954	BANNER BANK LD	Social Media/Surveys/Supplies	673.06
33955	BANNER BANK CS	Battery Charger/Police Dept Motorcycle Helmet	559.08
33956	HDR ENGINEERING, INC	Jan. SR522 West A Engineering Svcs 13-C1214	80,660.32
33957	BANNER BANK NO	Business Directory/ Parking	121.06
33958	BANNER BANK JG	Conference Registration/Job Postings	570.94
33959	TOPIA TECHNOLOGY/ BIS	Website Hosting	200.00
33960	NORTHSHORE PARK & REC SERVICE AREA	2016 Contribution for Administrative Services	1,360.00
33961	BANNER BANK KENMORE	BuildingSupplies/Bothell Chamber Luncheon	1,142.21
33962	BANNER BANK KENMORE	Supplies/Meals/Computer Hard Drive	694.29
33963	BANNER BANK JGORDON	Parks Materials	120.49
33964	PRSA	Public Relations Membership Renewal	307.00
33965	COASTAL WEAR PRODUCTS INC	Street Sweeper Brooms	1,356.71
33966	COMCAST	2/14-3/13 City Hall Internet/Cable	288.66
33967	iWORQ SYSTEMS	2/16-1/17 Permitting Software	2,800.00
33968	TOWN CENTER HARDWARE	Jan. Purchases/Parks Materials	54.80
33969	EMERALD FIRE LLC	Logboom Park Standpipe Repair	289.08
33970	HORIZON DISTRIBUTORS INC	Parks Fishing Line Recycle	116.99
33971	INTEGRA TELECOM	2/8-3/7 City Hall Phone Service	894.32
33972	FRONTIER	1/28-2/27 City Hall Phones	1,039.93
33973	PROTECTION TECHNOLOGIES, INC	Access Control @ City Hall	233.98
33974	BANNER BANK BH	Supplies/Fuel/Training	155.48

33975	NRC ENVIRONMENTAL SERVICES, INC.	Vactor Services	2,844.49
33976	BANNER BANK VAN NESS	Parking	16.00
33977	BANNER BANK BAKER	Lodging/Meals/Airfare	1,424.59
33978	WASHINGTON STATE PATROL	Nov/Dec W. Samm. River Bridge Enforcement	788.11
33979	GREATER BOTHELL CHAMBER OF COMMERCE	Jan. Kenmore Business Alliance Expenses	200.00
33980	JOYCE ZIKER PARKINSON	Jan Legal Adv/Kenmore Village/Lk WA Sediments	242.50
33981	BANNER BANK PS	Wellness Supplies	17.16
33982	EJ USA, INC.	SR522 Catch Basin	1,416.62
33983	ALLPLAY SYSTEMS LLC	Playground Parts	58.04
33984	WAGE WORKS	Jan. Flexible Spending Acct. Administrative Fee	50.00
33985	KENMORE COMMERCIAL LLC	March Incubator Building Lease	3,281.00
33986	ALPHAGRAPHICS US718	Business Cards - Dev. Svcs/Engineering	342.13
33987	UTILITIES UNDERGROUND LOCATION CTR	January Excavation Notices	132.87
33988	NORTHWEST LANDSCAPE SERVICES	February SR522 Landscaping	1,199.81
33989	LANGUAGE LINE SERVICES, INC.	Interpreter Service - Phone Call	4.83
33990	FLEMINGS HOLIDAY LIGHTING LLC	Holiday Tree Lights	1,394.66
33991	NORTHWEST PLAYGROUND EQUIPMENT INC.	Playground Repair Parts	14.97
33992	HEWITT	8/1-10/30 Skate Park Professional Services	5,280.00
33993	STARDOM SERVICES, INC.	Jan. & Feb. Incubator Building Janitorial Service	1,020.00
33994	BANNER BANK RK	Council Retreat Lodging/Meeting Expenses	2,044.61
33995	KRAZAN & ASSOCIATES, INC.	Structural Steel Insp/Sand/Compression Samples	5,190.00
33996	THE WIDE FORMAT COMPANY	Town Green Banner "Coming Soon"	470.85
33997	FIRE SYSTEMS WEST, INC.	Fire Panel Maintenance	273.75
33998	PUGET SOUND ENERGY	1/13-2/12 Electricity/Signal/Street Lights	553.13
33999	COLUMBIA RIDGE LANDFILL	February Dump Fees	1,040.57
2/5/2016	PAYROLL	Direct Deposit	77,642.33
			<u>\$463,780.27</u>

2016	PRIOR VENDOR ACTIVITY	TOTAL	FOR 2016
	A+ CONFERENCING		154.80
	ACTION ENTERTAINMENT		395.00
	ACTIVE SHOOTER TRAINING LLC		575.00
	ADMAN, STACI		1,916.25
	AFLAC		348.94
	ALCALDE & FAY		5,023.37
	ALTA MAXINE MELVIN		14,674.00
	AM TEST, INC		375.00
	AMERICAN GENERAL LIFE GPO-400S		432.17
	AMERICAN PLANNING ASSOCIATION		1,048.00
	AMERICAN PUBLIC WORKS ASSOCIATION		1,225.00
	AMERICAN SOCIETY OF CIVIL ENGINEERS		225.00
	APPLIED CONCEPTS, INC.		2,734.76
	ASSOCIATION OF WA CITIES		14,909.00
	AV CAPTURE ALL		4,718.57
	AWC EMPLOYEE BENEFITS		49,336.81
	BAKER, DAVID		331.56
	BANK OF AMERICA 941		30,873.27
	BANNER BANK BAKER		172.27
	BANNER BANK BH		112.50
	BANNER BANK KENMORE		1,116.75
	BANNER BANK NO		155.05
	BANNER BANK PS		579.81
	BANNER BANK RK		129.47
	BANNER BANK VAN NESS		595.00
	BARTLETT TREE EXPERTS		394.20
	BELLEVUE COLLEGE		219.12
	CASCADE PEST CONTROL		142.35
	CEMEX		82.02
	CITY OF BELLEVUE		3,662.96
	CITY OF KENMORE FS		392.76
	CITY OF LAKE FOREST PARK		97,986.45
	CITY OF SHORELINE		804.32
	CITY OF TACOMA		40.00
	COASTWIDE LABORATORIES		160.77
	COLUMBIA RIDGE LANDFILL		1,240.16
	COMCAST		549.36
	CULLEY, AMBERLY		1,916.25
	CURTIS, DR. MILTON		60.16
	D.R. HORTON		7,500.00
	DAILY JOURNAL OF COMMERCE		70.20
	DEPARTMENT OF ECOLOGY		13,444.11
	DEPARTMENT OF LABOR AND INDUSTRIES		2,100.74
	DEPARTMENT OF RETIREMENT SYSTEMS		36,509.61
	DEVRIES, DENIS		63.21
	DRS 457		3,720.00
	ECONOMIC DEV COUNCIL OF SEATTLE/KC		5,000.00

EMPLOYMENT SECURITY DEPT	6,874.73
FRONTIER	1,034.17
FRUHLING SAND & TOPSOIL	60.00
GALLATIN PUBLIC AFFAIRS	3,550.19
GORDON THOMAS HONEYWELL	3,763.69
GOVDELIVERY, INC.	11,025.00
GRAINGER	193.68
GREATER BOTHELL CHAMBER OF COMMERCE	1,700.00
HANSEN, COREY	3,425.00
HERBIG, NIGEL	61.56
HONEY BUCKET	218.35
HOPKINS, CRAIG	160.92
HSA BANK	161.52
IAP2 PUGET SOUND CHAPTER	1,550.00
ICMA RETIREMENT TRUST 457 - 304745	5,907.62
INDEPENDENT STATIONERS	120.71
INSLEE, BEST, DOEZIE & RYDER, P.S.	18,436.71
INTEGRA TELECOM	910.29
JD PLUMBING & FIRE PROTECTION INC.	214.03
KBA INC.	11,681.89
KENMORE COMMERCIAL LLC	3,281.00
KENMORE HERITAGE SOCIETY	50.00
KIMBERLY LANE 9, LLC	1,145.82
KING COUNTY	200.00
KING COUNTY FINANCE	45,555.57
KING COUNTY FINANCE W.L.R.D.	2,338.67
KING COUNTY FLEET ADMIN	235.00
KING COUNTY MUNICIPAL CLERKS ASSOC	25.00
KING COUNTY SHERIFF	20,775.73
KINGS HEATING	28.84
KONICA MINOLTA BUSINESS SOLUTIONS	1,089.92
KORTE, BRENT	27.61
LIGHTHOUSE CONSULTING INC	3,806.33
LINCOLN NATIONAL LIFE INSURANCE	900.39
MARSHBANK CONSTRUCTION	729,993.06
MR. T'S TROPHIES	59.95
NATIONAL LIFE OF VERMONT	123.17
NATIONWIDE FINANCIAL 401a	25,208.13
NATIONWIDE RETIREMENT SOLUTIONS 457	890.00
NORTHSHORE FIRE DEPT	2,428.00
NORTHSHORE ROTARY CLUB	220.00
NORTHSHORE UTILITY DIST	18,251.00
NORTHWEST LANDSCAPE SERVICES	1,199.81
NORTHWESTERN COLLECTION SERVICE INC	690.00
NRC ENVIRONMENTAL SERVICES, INC.	2,130.61
OFFICE DEPOT	510.30
OGDEN, MURPHY, WALLACE	2,112.50
PAMPLIN MEDIA GROUP	190.00
PEOPLES STORAGE	201.00

PHSI PURE WATER FINANCE	402.49
PROTECTION TECHNOLOGIES, INC	814.89
PUGET SOUND CLEAN AIR AGENCY	17,411.00
PUGET SOUND ENERGY	4,512.30
PUGET SOUND FINANCE OFFICERS ASSOC	50.00
QUALITY BUSINESS SYSTEMS INC.	899.65
RICHARDSON, ZACK	116.00
SARAH ROBERTS	10,623.62
SCORE	29,304.50
SEATTLE TIMES	1,835.09
SELECT AIR SERVICES DBA GREENWOOD	32.14
SESAC	378.00
SHRED-IT USA LLC	109.38
SKYWARD CONSTRUCTION	171,985.55
SMITH, BRENT	63.72
SNOHOMISH COUNTY	3,280.00
SOFTWAREONE, INC.	7,702.01
SOUND CITIES ASSOC	13,018.25
SOUND LAW CENTER	3,692.50
SPERRY, LAURIE	64.80
STATE AUDITOR'S OFFICE	575.90
STATE OF FLORIDA DISBURSEMENT UNIT	550.00
SUNGARD PUBLIC SECTOR INC.	12,921.00
TOPIA TECHNOLOGY/ BIS	200.00
TOTAL LANDSCAPE CORP	5,002.61
UNITED WAY OF KING COUNTY	663.00
UPS STORE	23.86
US POSTAL SERVICE (HASLER)	2,443.05
VAN NESS, ALLAN	342.92
VAUGHAN, KENT	198.00
VERIZON WIRELESS	2,082.70
VOLGISTICS, INC	540.00
WA ASSOC OF BUILDING OFFICIALS	1,575.00
WA CITIES INSURANCE AUTHORITY	229,194.00
WA FINANCE OFFICERS ASSOCIATION	150.00
WA STATE DEPT OF TRANSPORTATION	1,789.75
WAGE WORKS	50.00
WASHINGTON CITY/COUNTY MGMT ASSOC	315.00
WASHINGTON STATE DEPT OF REVENUE	2,667.11
WELLS FARGO FINANCIAL	1,041.25
WHELFHAM, STEPHANIE	250.00
	<u><u>1,771,804.61</u></u>



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

Subject/Topic: Authorize approval of Contract 16-C1520 with the Northshore Utility District for drinking fountain funding Proposed Council Action/Motion: Council motion acknowledging execution of Contract 16-C1520	For Council Meeting Agenda of: 3/14/16 Department: Community Development Prepared by: Debbie Bent, Community Development Director Initial & Date Approved by Department Head: <u>DB 3/2/16</u> Approved by City Attorney: _____ Approved by Finance Director: <u>Chris 3/2/16</u> Approved by City Manager: <u>PSK</u> Exhibits/Attachments: 1. Contract 16-C1520			
<table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Expenditure Required: \$4543.00</td> <td style="width: 33%;">Amount Budgeted: \$3,266,570.06 construction contract with Skyward Construction, Contract 15-C1462</td> <td style="width: 33%;">Appropriation Required \$0</td> </tr> </table>		Expenditure Required: \$4543.00	Amount Budgeted: \$3,266,570.06 construction contract with Skyward Construction, Contract 15-C1462	Appropriation Required \$0
Expenditure Required: \$4543.00	Amount Budgeted: \$3,266,570.06 construction contract with Skyward Construction, Contract 15-C1462	Appropriation Required \$0		
<u>INFORMATION/BACKGROUND:</u> The Northshore Utility District (NUD) as part of its community outreach program wants to provide funding towards purchase of a drinking fountain for the town green project located at the intersection of 68th Ave NE and NE 181st St. NUD agreed to pay \$5,750 of the \$10,293 fountain cost. A small plaque will be placed on the fountain with NUDs logo stating “Proudly serving drinking water to the Kenmore area since 1947”. The fountain cost is included within the construction cost for the town green project. In order to ensure that NUD could order the fountain and ensure delivery at the appropriate time for the town green construction project, the City Manager executed the contract 2/26/16 in advance of the 3/14/16 Council meeting. Staff are requesting that at the 3/14/16 Council meeting, Council acknowledge the execution of the contract.				
<u>FISCAL CONSIDERATION:</u> The fountain cost is included within the construction budget for the town green project. If actual costs of the fountain exceed the amount agreed to be paid by NUD and the City, then the excess costs will be paid equally by both parties.				
<u>COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:</u> To continue to implement the Economic Development Plan with an emphasis on creating a vibrant, walkable downtown				

Drinking Fountain Funding and Hold Harmless Agreement Contract 16-C1520

This agreement (the "Agreement") is entered into this 26th day of February, 2016 between Northshore Utility District, a Washington municipal corporation, ("District"), and the City of Kenmore, a Washington municipal corporation, ("City"). City and District are collectively referred to as "Parties."

BACKGROUND

1. City is currently constructing a downtown development project at Kenmore Village near the northwest corner of NE 181st Street and 68th Avenue NE. The project will include a public square and gathering space, called the "Town Green".
2. City desires to provide a drinking fountain within Town Green.
3. District provides public water and sewer services to City, and is interested in making its presence known to the population it serves as a part of its community outreach program.
4. Under conditions as described in this Agreement, District is willing to provide funds toward the purchase of a drinking fountain, to be owned, operated and maintained by City.
5. City and District are authorized by Chapter 39.34 RCW, the Interlocal Cooperation Act, to enter into cooperative agreements.

AGREEMENT

The Parties agree as follows:

- (a) Within 30 days following the effective date of this Agreement, District shall order the drinking fountain described below from the vendor listed below:

VENDOR:

Canterbury International
5632 W Washington Blvd
Los Angeles, CA 90016
Phone 323-936-7111
Fax 323-936-7115
www.canterburyintl.com

MODEL:

LA Double Arm Drinking Fountain
Color: RAL-8019 Grey Brown
With Freeze Proof Assembly (collectively,
the "Drinking Fountain")

- (b) District shall pay for the LA Double Arm Drinking Fountain (\$4,950.00) and the shipping charge (\$800.00) (\$5,750.00 total). City shall pay for the Freeze-Proof Assembly (\$3,650.00) and Washington State Use Tax (\$893.00) (\$4543.00 total). District shall pay the vendor for all costs of the Drinking Fountain, and shall bill City for its share of the costs of the Drinking Fountain. Any actual costs of the Drinking Fountain in excess of the amounts described above shall be paid equally by the Parties.

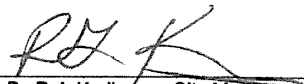
- (c) District shall arrange for the Drinking Fountain to be delivered to District. District shall deliver the Drinking Fountain to City for installation by City's contractor, at City's cost.
- (d) District shall attach a metal plaque to the fountain at District's cost, in a location and size agreed to by the Parties. The plaque shall bear District's logo and name, and shall state: "Proudly serving drinking water to the Kenmore area since 1947." The Drinking Fountain and the plaque shall be owned, operated and maintained by City; provided, that District shall replace and repair the plaque in a timely manner if City determines, in its sole discretion, that the plaque must be replaced or repaired. District's participation in and donation of funds toward the Drinking Fountain and plaque shall not create a joint venture between City and District.
- (e) The plaque shall remain in place for ten (10) years from the date of installation or until the Drinking Fountain is removed, whichever comes later.
- (f) City shall defend, indemnify and hold District, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or in connection with the performance of this Agreement, except for injuries and damages caused by the sole negligence of District. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of City and District, its officers, officials, employees and volunteers, City's liability hereunder shall be only to the extent of City's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes City's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the Parties. The provisions of this section shall survive the expiration or termination of this Agreement. District shall defend, indemnify and hold harmless City in the same manner and to the same extent as City shall defend, indemnify and hold harmless District in this section.
- (g) If any provision of this Agreement is held by a court of competent jurisdiction to be invalid, void or illegal, such action shall not affect the validity or enforceability of any other provision of this Agreement.
- (h) This Agreement shall be governed by and construed in accordance with the laws of the State of Washington. Jurisdiction and venue for any dispute shall be in the King County, Washington Superior Court, Seattle Division.
- (i) Any individual signing this Agreement on behalf of an entity represents and warrants to the other that such individual has authority to do so and, upon such individual's execution, this Agreement shall be binding upon and enforceable against the Party on behalf of whom such individual is signing.
- (j) This Agreement shall be effective on the date and year first written above.
- (k) This Agreement contains the entire written agreement of the Parties and supersedes all prior discussions and agreements. This Agreement may be amended only in writing, signed by both Parties.
- (l) This Agreement is solely for the benefit of the Parties and gives no right to any other person or entity.

City of Kenmore – Northshore Utility District
Town Green Drinking Fountain Agreement
Page 3 of 3

IN WITNESS WHEREOF this Agreement has been executed the date and year first above written.

City:

District:



By Rob Karlinsey, City Manager
City of Kenmore



By Panny Yee, General Manager
Northshore Utility District

Subject/Topic:

For Council Meeting Agenda of: March 14, 2016

Prepared by: Jennifer Gordon, Public Works Ops
Manager

Initial & Date

Approved by Department Head: KMO 3/4/16

Approved by City Attorney: NA

Approved by Finance Director: Greg 3/4/16

Approved by City Manager: PKH

Exhibits/Attachments:

Contract No. 16-C1506

Appropriation Required \$

The King County Correctional Work Program (CWP) currently allows District Court to sentence offenders to work crews to perform supervised manual labor for various public service agencies. The program is designed to provide a diversion from jail for low-level, low-risk offenders and a visible restitution to the community. Offenders are sentenced directly to the CWP and may work off their fines, regain their driver's license or complete the terms of their sentence. CWP projects typically include various types of landscaping, habitat restoration and invasive species removal. CWP crews function year round and offer services Monday through Saturday. The City has been using this program for many years and it continues to be a cost effective way to get this type of labor work done.

The City has consistently contracted CWP for 126 days per year. We are proposing to reduce the CWP contract to 90 days in 2016. The City plans to use the CWP contract primarily for garbage pick-up, debris/storm clean-up in parks and streets, and invasive weed management. The City will use other resources where a higher level of maintenance is desired for right-of-way line trimming and hand weeding.

The daily rate for the King County CWP Crew is \$660 per day and includes one full time working supervisor

and a minimum of four individuals assigned to the Community Work Program (the number of individuals is almost always more than four). This cost also covers all associated overhead and misc. costs such as training, transportation to and from site, tools and safety gear necessary to perform the job. The 2016 rate has increased from \$640 per day to \$660 per day. The increase can be covered in the existing budget. The work crew typically works two to three days every week throughout the year.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

Economic Development and Parks Improvement

Contract No. 16-C1506

King County Community Work Program/Kenmore

2016 AGREEMENT FOR SERVICES

THIS AGREEMENT is entered into the date last below written between the CITY OF KENMORE, WASHINGTON ("City") and THE KING COUNTY DEPARTMENT OF ADULT AND JUVENILE DETENTION Community Work Program ("Contractor").

1. SERVICES BY CONTRACTOR

Contractor shall perform the services described in and meeting the standards of the scope of work attached hereto as Attachment A.

2. TERM OF AGREEMENT

The term of this Agreement shall begin January 1, 2016 and shall extend through December 31, 2016. The Agreement may be extended by mutual consent of both parties.

3. PAYMENT

City shall pay contractor for such services a rate of \$660.00 per day. Total payments to CWP shall not exceed **\$59,400** during the contract period, based upon a total of 90 work days, unless a negotiated amendment has been approved and signed by both parties.

- A. Contractor shall maintain time and expense records and provide them to the City monthly, along with monthly invoices in a format acceptable to the City for work performed to the date of the invoice.
- B. All invoices shall be paid by mailing a City warrant within 30 days of receipt of a proper invoice.
- C. Contractor shall keep cost records and accounts pertaining to this Agreement available for inspection by City representative for three (3) years after final payment. Copies shall be made available on request.
- D. If the services rendered do not meet the requirements of the Agreement, Contractor will correct or modify the work to comply with the Agreement. City may withhold payment for such work until the work meets the requirements of the Agreement.

4. WORK CREW SELECTION

Contractor shall be responsible for the selection of crewmembers provided to the City under this Agreement. The work crew will consist of a work crew supervisor and four (4) or more individuals sanctioned to the Community Work Program by criminal or civil courts within King County.

5. WORK CREW SCHEDULE AND CANCELLATION

Contractor will provide the City with a work crew as agreed upon by the parties based on the City's needs and the Contractor's availability during the term of this Agreement. Crews will generally be provided on business days; however, Saturdays and Sundays may be schedule with the agreement of the City or its designee. Coordination of daily work assignments is provided by the City of Lake Forest Park contract liaison or designee. Contractor maintains the right to cancel work activities due to inclement weather, insufficient number of crew members, or vacation or sick leave of the crew supervisor. Per section 3A of this Agreement, the City will not be responsible for payment to the Contractor for days in which work activities are not conducted.

6. SUPERVISION OF THE WORK CREW

- A. Contractor shall provide at least one (1) supervisory person who shall be present at all times during the execution of all portions of the work, who shall direct, supervise and be thoroughly responsible for the Contractor work crew and its actions while in the performance of maintenance services. Contractor will provide necessary equipment to the participants, coordinate with the designated City supervisor to determine work site, schedules, obtain necessary on-site equipment and complete maintenance log for each work site.
- B. Contractor shall be responsible to provide all training to the crew supervisor regarding the scope of work, safety procedures, CPR, first aid, and defensive driving.

7. TRANSPORTATION

Transportation to and from the City's designated work sites will be the responsibility of the Contractor.

8. EQUIPMENT

All equipment necessary to complete the agreed upon services shall be the responsibility of Contractor unless otherwise discussed and agreed to by the parties. Safety equipment will be provided by Contractor to include hard hats, safety vests, goggles, gloves, rain gear, shoes, and ear protection devices.

9. PROTECTION OF EXISTING PROPERTY

It shall be the responsibility of Contractor to leave City facilities in existing or better condition. Any damage to facilities or unsatisfactory operation of utilities shall be brought to the City's attention immediately by Contractor. All damages to existing facilities shall be reviewed by the City and Contractor, and those damages caused by Contractor or its work crew shall be repaired or replaced at Contractor's expense.

10. SAFETY AND CLEANUP

- A. Contractor shall be responsible to maintain the work area free of debris and clutter and especially avoid causing any hazards anywhere on the property due to its operations.
- B. Upon completion of the day's work the job site as well as any space used by Contractor shall be left clean and orderly.
- C. Contractor shall be responsible for accomplishing work zone traffic control in accordance with applicable state regulations.

11. MAINTENANCE ACTIVITIES AND SCHEDULING

Contractor is to consider that City property is open to the public at all times, and the maintenance and associated work shall be conducted in such a way that the daily operation of the City property shall not be affected without prior approval by the City.

12. DISPOSAL METHODS:

Contractor shall select disposal sites and be responsible for the disposal of debris and unsuitable materials collected under the conditions of this Agreement. In no case shall debris and unsuitable materials be disposed upon the site or any property contiguous thereto. Contractor is solely responsible for any and all damages done or any regulation violated in the disposal of waste material, as well as for any other action that they perform. Contractor agrees to defend, indemnify, and hold the City of Lake Forest Park harmless free from liability for any and all damages, costs and expenses (including but not limited to attorneys' fees) incurred as a result of Contractor's actions. The City of Lake Forest Park shall reimburse Contractor for any fees associated with disposal of debris collected at the designated work sites. Disposal fees will be reviewed and disagreements will be discussed and resolved by the parties.

13. DISCRIMINATION AND COMPLIANCE WITH LAWS

- A. Contractor agrees not to discriminate against any employee or applicant for employment or any other person in the performance of this Agreement because of race, creed, color, national origin, marital status, sex, age, disability, or other circumstance prohibited by federal, state or local law or ordinance, except for a bona fide occupational qualification.

- B. Contractor shall comply with all federal, state and local laws and ordinances applicable to the work to be done under this Agreement.
- C. Violation of this Paragraph shall be a material breach of this Agreement and grounds for cancellation, termination, or suspension of the Agreement by City, in whole or in part, and may result in ineligibility for further work for City.

14. GENERAL ADMINISTRATION AND MANAGEMENT

The Public Works Field Supervisor of the City of Lake Forest Park or his/her designee, shall be City's representative, and shall oversee and approve all services to be performed, coordinate all communications, and review and approve all invoices, under this Agreement.

15. HOLD HARMLESS AND INDEMNIFICATION

- A. Contractor shall protect, defend, indemnify and save harmless City, its officers, employees and agents from any and all costs, claims, judgments, or awards of damages, arising out of or in any way resulting from any actions by any work crew member while that work crew member is under County supervision and/or negligent or willful acts or omissions of Contractor, its officers, employees and agents in performing this agreement. For purposes of this agreement it is agreed that work crew members are not agents of the County.
- B. City shall protect, defend, indemnify and save harmless Contractor, its officers, employee and agents from any and all costs, claims, judgments or awards of damages, arising out of or in any way resulting from the negligent acts or omissions of City, its officers, employees or agents in performing this agreement.
- C. The provisions of A and B shall survive the expiration or termination of this agreement.

16. INSURANCE

King County maintains a fully funded Self-Insurance program as defined in King County Code 4.12 for the protection and handling of the County's liabilities including injuries to persons and damage to property. Contractor shall respond to all injury claims made by Crew Supervisors in accordance with King County procedures governing worker's compensation.

17. SUBLETTING OR ASSIGNING CONTRACT

Neither City nor Contractor shall assign, transfer, or encumber any rights, duties or interests accruing from this Agreement without the express prior written consent of the other.

18. FUTURE SUPPORT

City makes no commitment and assumes no obligations for the support of Contractor's activities except as set forth in this Agreement.

19. INDEPENDENT CONTRACTOR

Contractor is and shall be at all times during the term of this Agreement an independent contractor. Nothing in this Agreement shall be construed to convert the work crew members, the work crew supervisor or any of Contractor's officers, agents, or employees into City employees.

20. EXTENT OF AGREEMENT/MODIFICATION

This Agreement, together with attachments or addenda, represents the entire and integrated Agreement between the parties hereto and supersedes all prior negotiations, representations, or agreements, either written or oral. This Agreement may be amended, modified or added to only by written instrument properly signed by both parties hereto.

21. TERMINATION

- A. This Agreement may be terminated by either party without cause, in whole or in part, prior to the date specified in Section II, by providing either party thirty- (30) days advance written notice of the termination.
- B. Either party may terminate this Agreement, in whole or in part, upon seven (7) days advance written notice in the event: (1) There is a material breach of any duty, obligation, or service required pursuant to this Agreement; or (2) the duties, obligations, or services required herein become impossible, illegal, or not feasible.
- C. Nothing herein shall limit, waive, or extinguish any right or remedy provided by this Agreement or law that either party may have in the event that the obligations, terms, and conditions set forth in this Agreement are breached by the other party.

22. NO THIRD-PARTY BENEFICIARIES.

There are no third-party beneficiaries to this agreement. No person or entity other than a party to this agreement shall have any rights hereunder or any authority to enforce its provisions.

IN WITNESS WHEREOF, the parties have executed this Agreement on the _____ day
of _____, 2016.

CONTRACTOR

By: _____
William Hayes, DAJD Director

CITY OF KENMORE

By: _____
David Baker, Mayor

Approved as to form:

By: _____
King County
Prosecuting Attorney's Office

Approved as to form:

By: _____
Kenmore City Attorney

EXHIBIT A

**KING COUNTY, DAJD
&
CITY OF KENMORE**

SCOPE OF WORK

Part 1

Work will be under the direction of, City of Lake Forest Park Public Works Field Supervisor. Work will be performed along street right-of-way and parks in City of Kenmore.

Part 2 – TURF

1. All turf shall be mowed to a height of two inches to two and one-half inches.
2. All turf around posts, fences, trees, shrubs and other obstructions shall be trimmed at each mowing. Care will be taken not to damage structures or trees with equipment.
3. All turf areas shall be edged at sidewalks, curbs, and beds on a schedule specified in the Maintenance Schedule. Edging will be done with a bladed power edger. Edging of sidewalk and curbs shall be performed so as to expose the entire top surface.

Part 3 – TREES, SHRUBS AND GROUND COVER

1. Any damage to desirable plant material as a result of Contractor negligence will be remedied by the Contractor, at his or her expense, in a timely manner acceptable to the Contract Administrator.
2. Ground cover shall be trimmed at the edge of hard surfaces (sidewalks and curb), and bed areas. Ground cover shall be trimmed to prevent encroachment into shrub and tree areas.
3. Shrubs shall be trimmed or sheared to maintained desired shape and function as needed to provide a neat, trimmed appearance..

Part 4 – HARD SURFACES

1. Sidewalks, curbs and other hard surfaces shall be left free of leaves, litter and debris at the end of each mowing or trimming activity. The use of power blowers is

acceptable; however, accumulations of debris must be removed from the site and not blown onto adjacent property or street surfaces.

2. Undesirable vegetation in sidewalks, curbs and other hard surfaces shall be removed.

Part 5 – DRAINAGE DITCHES AND CULVERTS

1. Identified drainage ditches shall be mowed and weedwhacked and culvert pipe ends opened. After cleaning drainage ditches all debris including grass or brush of any kind must be removed from the ditch
2. Culvert openings will be opened with hand tools only and so that the bottom of the drainage pipe is exposed.

Part 6 – OTHER SERVICES

1. Leaves shall be removed from all maintained areas including, turf, beds, and hard surfaces.
2. All litter, debris, and animal feces shall be removed from turf, beds, and hard surfaces.
3. All encroaching neighboring vegetation, including brush, trees, and shrubs, shall be kept away from roads, walkways and maintained areas. Vegetation shall be cut back approximately one-foot beyond the walkway edge and parallel with the plane of the walkway. A seven-foot vertical clearance must be kept along walkways for pedestrian clearance.
4. Windfall branches and debris shall be removed from all developed areas for disposal by the Contractor. Removal of wind fallen trees are not in the contract.



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

Subject/Topic: Amend the Volunteer and Events Supervisor position from .75 FTE to 1 FTE	For Council Meeting Agenda of: 14 March 2016 Department: Executive Prepared by: Leslie Harris, Community Relations Manager & Joanne Gregory, Finance Director <u>Initial & Date</u> Approved by Department Head: _____ Approved by City Attorney: _____ Approved by Finance Director: <u>Joanne Gregory</u> 3/14/16 Approved by City Manager: <u>Leslie Harris</u>
Proposed Council Action/Motion: Approve the amended Volunteer and Events Supervisor position description and number of employment hours from .75 to 1 FTE	Exhibits/Attachments: None
Expenditure Required \$65,000Est Amount Budgeted \$82,462 Appropriation Required \$0	

INFORMATION/BACKGROUND:

In November 2012, the City Council adopted the City budget with the approval of a new limited-term 22 hour a week Volunteer and Events Coordinator position. In December 2014, City Council adopted a change to the position from a limited-term part-time to a regular .75 FTE Volunteer and Events Supervisor position. Also budgeted for, but not approved as a new position, was a .22 FTE (9 hours) position which would be Events and Programming Coordinator for the Town Green.

City staff is requesting City Council to approve an increase in the Volunteer and Events Supervisor position employment hours from .75 (30 hours) to 1 FTE (40 hours) which would combine that position with the proposed .22 FTE position budgeted for the Town Green. With the opening of the town green and pavilion building, it is proposed that the Volunteer and Events Supervisor position will oversee the programming responsibilities. The updated position description would include:

Town Green & Pavilion Building Programming

- Plan, organize, facilitate and promote City sponsored programs and special events such as summer Movies on the Green. Develop appropriate budget, service contracts and operational needs.
- Advertise and promote the space to the community. Reach out to various nonprofits, music and dance instructors, schools, clubs, and other groups to encourage use of the space. Develop appropriate contracts and agreements needed for use of the space.
- Maintain and post the reservation schedule.
- Coordinate set up and take down for activities and events.
- Track and report usage and other performance indicators.
- Coordinate with other departments as necessary in the planning and execution of events and programs.
- Responds to programming or event related questions or requests for information via phone, email or in person.

The Volunteer and Events Supervisor will continue to oversee the City's special events and volunteer programs.

FISCAL CONSIDERATION:

Adequate funds are available in the adopted budget for this position, for the remainder of 2016, by combining the budgets already established in the General Fund for the Volunteer and Events Supervisor and in the Kenmore Village Fund for the Events and Programming Coordinator.

The proposed salary range would not change at this time and would be \$4,070 to \$5,621 per month.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

To continue to implement the Economic Development Plan with an emphasis on the following key points:

- Promote the image of Kenmore
- Create a vibrant, walkable downtown



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

Subject/Topic: SR 520 Floating Bridge and Landings Project Update	For Council Meeting Agenda of: <u>March 14, 2016</u> Department: <u>Development Services</u> Prepared by: <u>Bryan Hampson</u>	
Proposed Council Action/Motion: Presentation and discussion. No action requested this evening.	<u>Initial & Date</u> Approved by Department Head: <u>DA 3/4/16</u> Approved by City Attorney: <u>NA</u> Approved by Finance Director: <u>[Signature]</u> Approved by City Manager: <u>[Signature]</u>	
Exhibits/Attachments: None at this time		
Expenditure Required \$NA	Amount Budgeted \$NA	Appropriation Required \$NA
<u>INFORMATION/BACKGROUND:</u> Representatives from Washington State Department of Transportation and Kiewit/General/Manson will attend the Council meeting on March 14, 2016 to provide an update on the SR-522 floating bridge project and the work to be conducted at the Kenmore industrial park. Casting of the concrete deck sections began in March 2014 at the Kenmore industrial park and was completed August 2015. A total of 776 sections were built at the Kenmore site. The Kenmore industrial park, also known as the Lakepointe site, is a 44.1 acre property located at 6525 N.E. 175th Street in Kenmore, Washington. It is owned by Lakepointe Inc. This property fronts Lake Washington on its north and west boundaries and the Sammamish River on its southern boundary. The site is accessed from a driveway on N.E. 175th Street. Kiewit/General/Manson, A Joint Venture (KGM) is the design-build contractor for the SR 520 Floating Bridge and Landings Project. KGM is leasing the site from the property owner in order to conduct construction activities for replacement of the SR 520 floating.		
<u>FISCAL CONSIDERATION:</u> NA		
<u>COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:</u> NA		

SR 520 Program

Extending the connection across Lake Washington

March 14, 2016



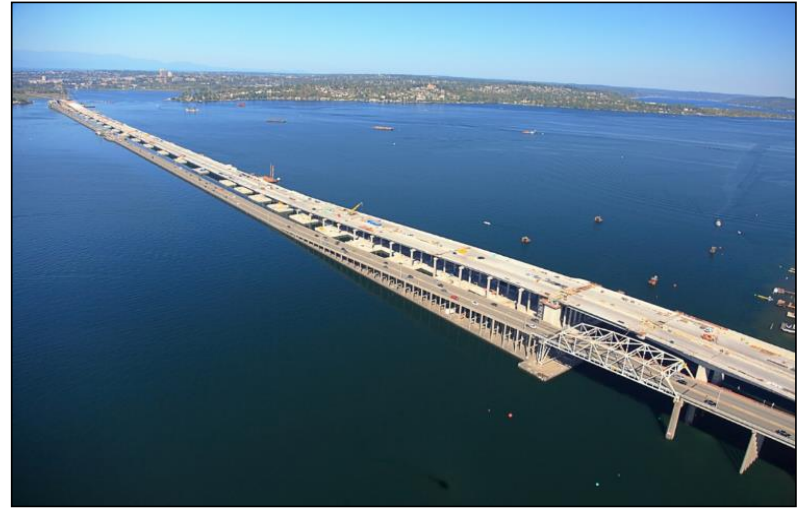
Dave Becher, P.E.
SR 520 Program
Construction Manager

Ben Nelson
Kiewit/General/Manson, A Joint Venture

Kenmore City Council Briefing
March 14, 2016

Presentation Outline

- SR 520 Program overview
- WABN construction update
- Floating Bridge and Landings update
- Questions and answers



View of floating bridge construction on Lake Washington, looking northwest. Photo taken: Sept. 11, 2015.



SR 520 Program overview and timeline

Program map

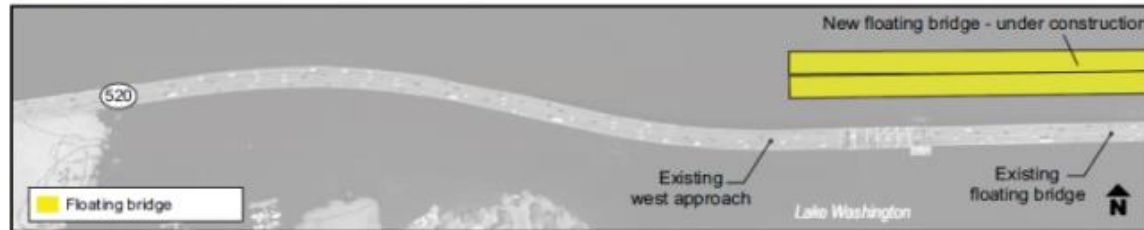


Program schedule

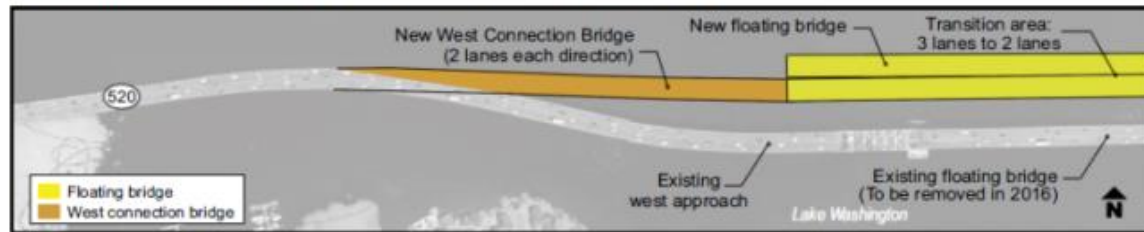
- Eastside Transit and HOV Project: Opened 2014
- Pontoon Construction Project (Aberdeen): Completed 2015
- New floating bridge: Opening spring 2016
- West Approach Bridge North: Construction began fall 2014; opening summer 2017
- I-5 to Lake Washington elements: Fully funded

How the new SR 520 bridges fit together

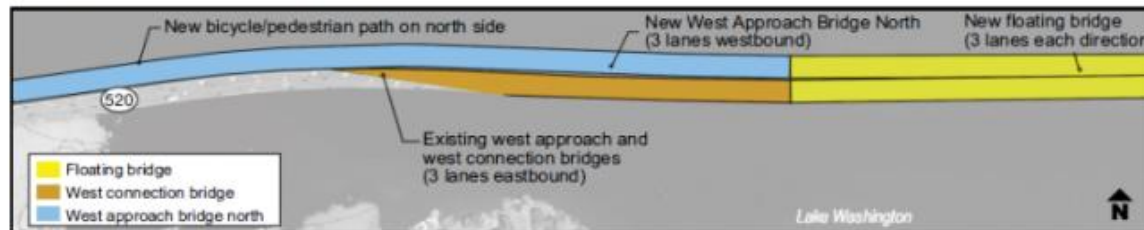
Step 1 - Floating bridge: Work on the new floating bridge is already under way on Lake Washington.



Step 2 - West Connection Bridge: In fall 2014, we completed a interim west connection bridge that will connect the new floating bridge to the existing west approach bridge.



Step 3 - West Approach Bridge North: In fall 2014, we started work on the West Approach Bridge North. When WABN is complete, westbound traffic will travel on the new structure while eastbound traffic will travel on the existing west approach.

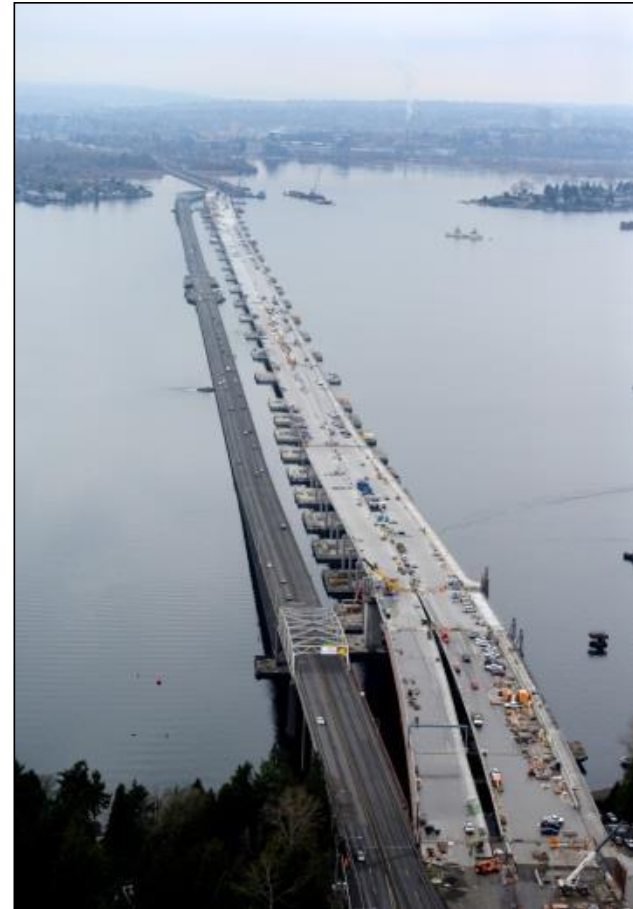


Construction update: West Approach Bridge North



Floating Bridge and Landings Update

- Major construction complete
- Bridge commissioning activities underway
- Grand Opening celebration April 2 – 3
- New bridge opens to traffic late April
- Bridge removal activities begin after new bridge opens to traffic



Aerial view of the new floating bridge looking west. Photo taken January 2016.

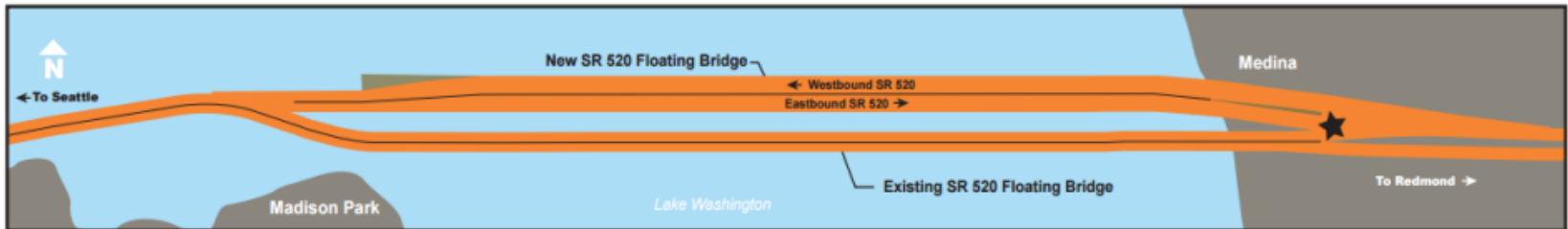


SR 520 Grand Opening Celebration

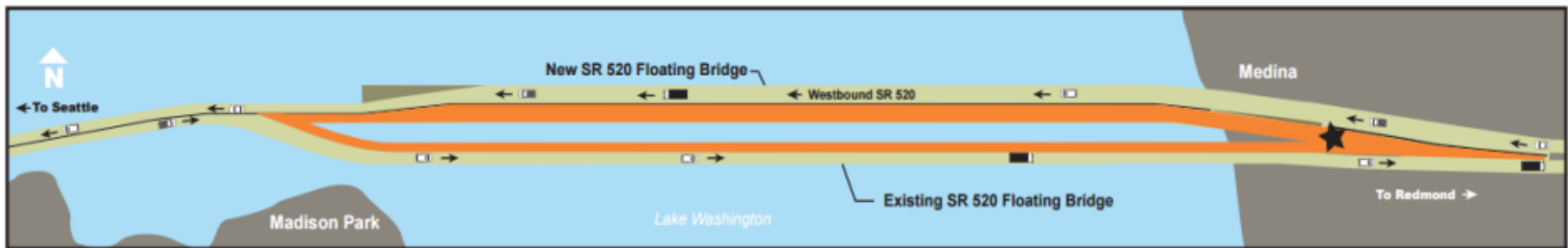


Traffic switch – westbound traffic

April 8 – 11: Scheduled weekend full highway closure to switch westbound traffic
Evergreen Transit Station also closed

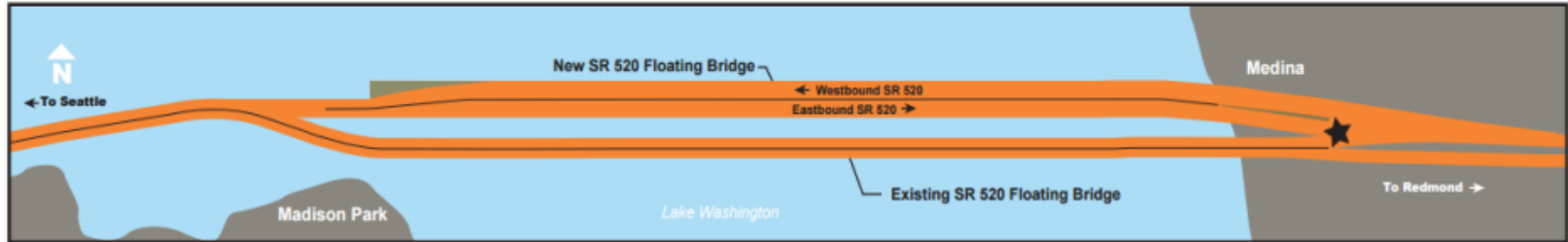


April 11: Westbound traffic switches to new floating bridge
Evergreen Transit Station remains closed

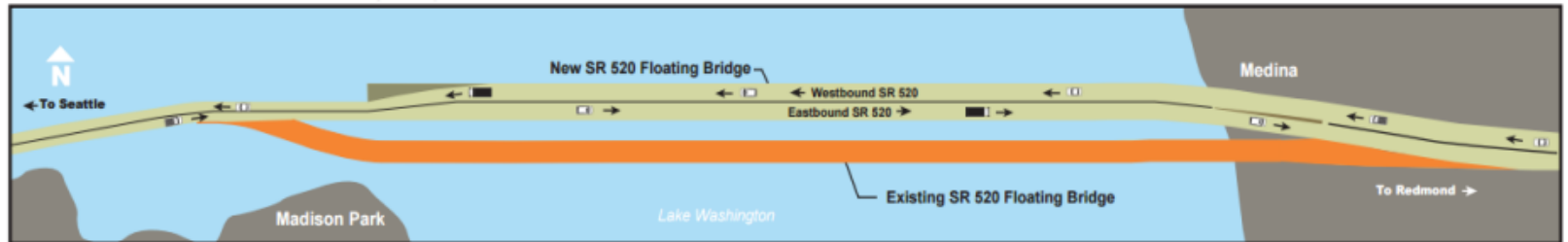


Traffic switch – eastbound traffic

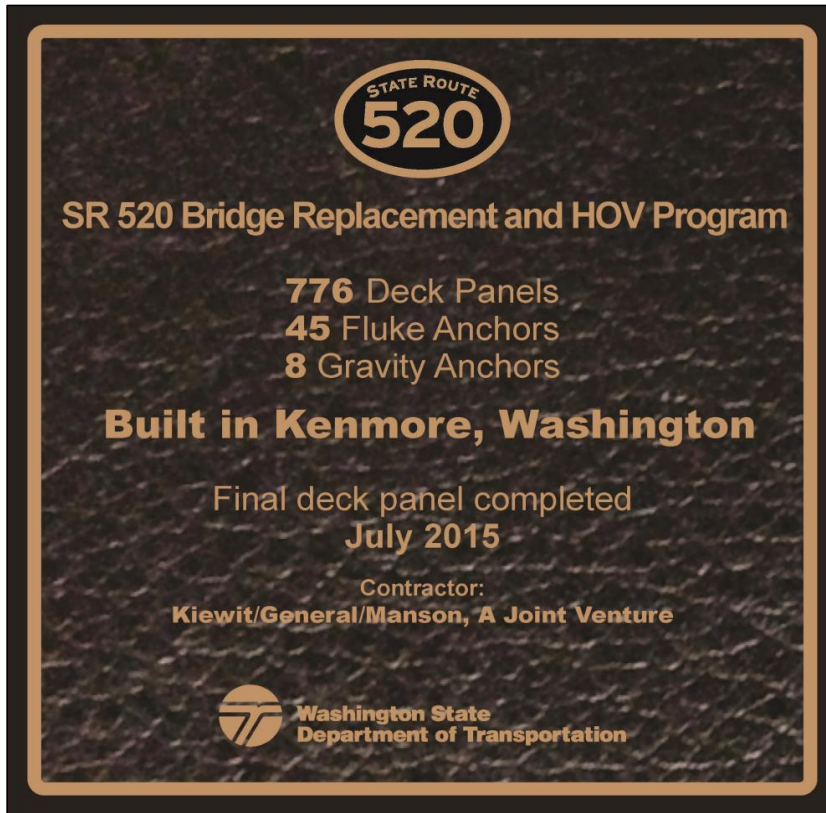
April 22 – 25: Scheduled weekend full highway closure to switch eastbound traffic
Evergreen Transit Station also closed



April 25: Eastbound traffic switches to new floating bridge
Evergreen Transit Station reopens



Recognizing Kenmore



Representation of plaque to be placed on the new floating bridge.



Kenmore Mayor David Baker, city council members, and city staff pose for a group photo as crews lower the final low-rise roadway deck section. Photo taken August 2015

Next steps

- Floating bridge construction continues – new bridge to open in spring 2016.
 - Note: visit www.520GoLong.com for all the details about our Grand Opening celebration event!
- Removal of the existing floating bridge – scheduled by late 2016.
- West Approach Bridge North construction continues – scheduled open to traffic in summer 2017.
- “Rest of the West” project elements – continue practical design efforts and prepare for construction of the next project phase, to begin by 2018.



SR 520 EVERGREEN POINT FLOATING BRIDGE AND LANDINGS PROJECT

Kiewit/General/Manson, a Joint Venture



KGM Kenmore Yard



SR 520 EVERGREEN POINT FLOATING BRIDGE AND LANDINGS PROJECT

KGM Kenmore Yard

Kiewit/General/Manson, a Joint Venture



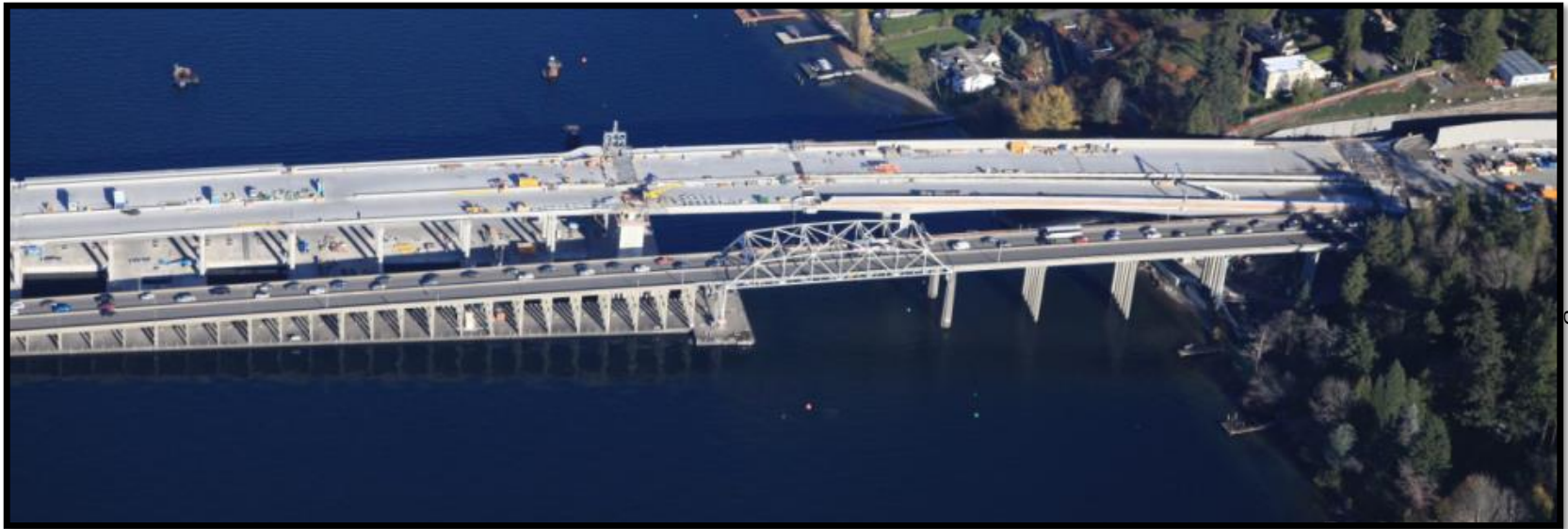
SR 520 EVERGREEN POINT FLOATING BRIDGE AND LANDINGS PROJECT

Kiewit/General/Manson, a Joint Venture



Schedule

- Existing Bridge demolition work begins April 25th 2016.
- Demolition work is projected to run through December 2016
- Standard shift hours 6:00 AM – 4:30 PM
- For noise generating activities in Kenmore shift will be 7:00AM – 5:30PM
- Monday – Friday



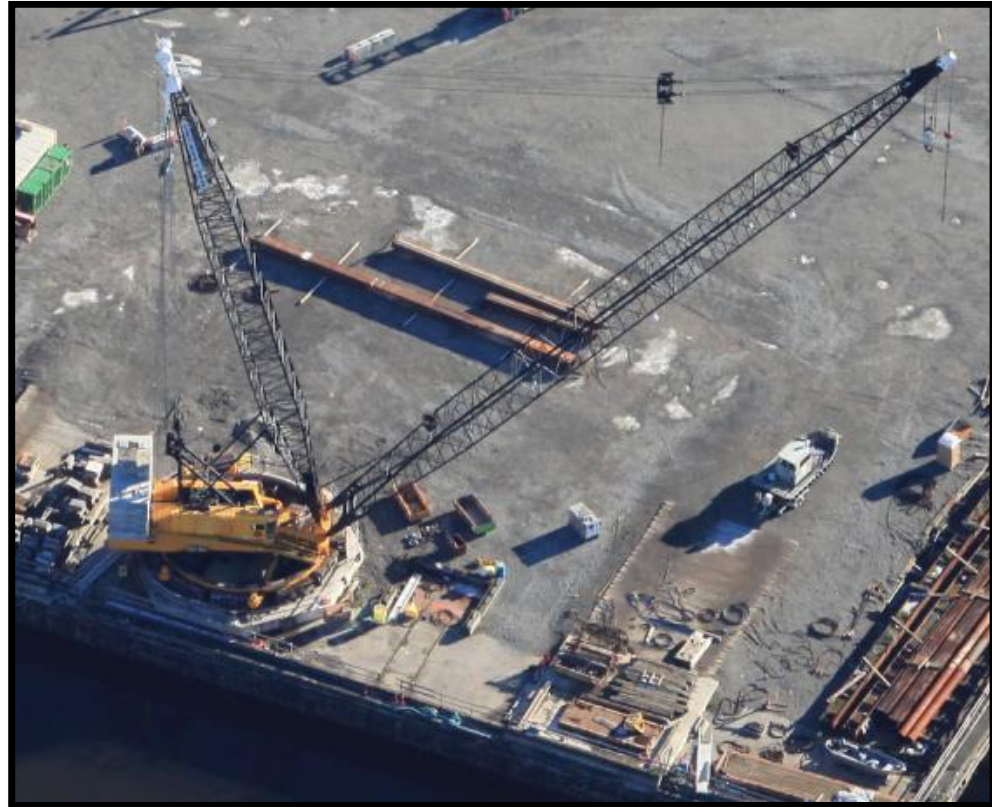
SR 520 EVERGREEN POINT FLOATING BRIDGE AND LANDINGS PROJECT

Kiewit/General/Manson, a Joint Venture



Kenmore Yard Activities

- Equipment Load out
April 2016-Decemebr 2016
- Material Processing and
Hauling
May 2016 – October 2016



SR 520 EVERGREEN POINT FLOATING BRIDGE AND LANDINGS PROJECT

Kiewit/General/Manson, a Joint Venture



Kenmore Yard Processing

- Bridge demolition debris will be offload from barges some of which will require further processing prior to trucking the material to a concrete recycling facility.
- Approximately 16,000 CY of concrete will pass through the Kenmore Facility.



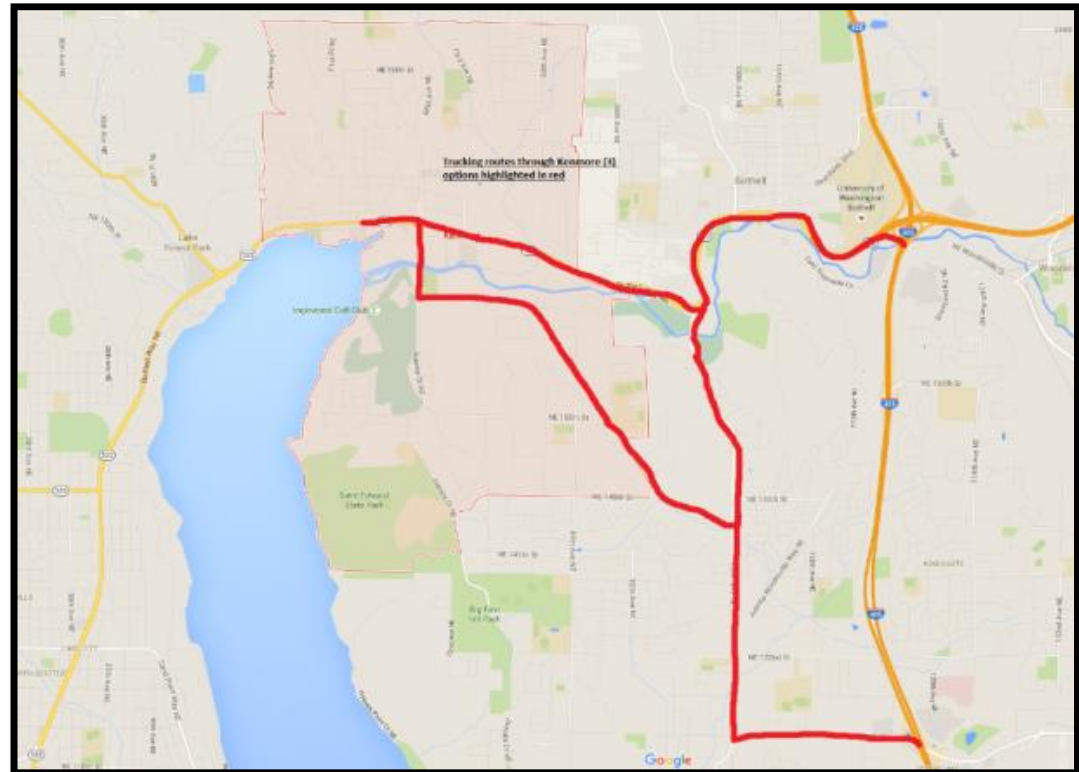
SR 520 EVERGREEN POINT FLOATING BRIDGE AND LANDINGS PROJECT

Kiewit/General/Manson, a Joint Venture



Expected Haul Route

- Approximately 1,100 truck Loads
- Over 6 months of Hauling, average of just over 8 trucks per day



SR 520 EVERGREEN POINT FLOATING BRIDGE AND LANDINGS PROJECT

Kiewit/General/Manson, a Joint Venture



Marine Traffic

- KGM anticipates having approximately 4 barges per week into the Kenmore slip.
- KGM will continue to follow BMPs and coordinate with local businesses while bringing items into the slip.
 - Best Management Practices (BMPs)
 - Using the anchorage area in north Lake Washington to minimize the level of congestion and concurrent vessel activity within the channel.
 - Operating barges through the deepest part of the navigation channel.
 - Lowering vessel speeds and minimizing vessel thrust.
 - Using small assist-boats to reduce tug propeller use and thrust.
 - Use of radio communications to coordinate vessel activities with Kenmore Air flights.
 - Installation of land-based crane to reduce use of derrick barges.



SR 520 EVERGREEN POINT FLOATING BRIDGE AND LANDINGS PROJECT

Kiewit/General/Manson, a Joint Venture



Environmental Compliance

Storm Water Pollution Prevention

- Storm Water Permit
- Typical BMPs and Maintenance



SR 520 EVERGREEN POINT FLOATING BRIDGE AND LANDINGS PROJECT

Kiewit/General/Manson, a Joint Venture



Environmental Compliance

National Marine and Fisheries Service

- Tug Tracking and Monitoring
- Tug Turbidity Monitoring



SR 520 EVERGREEN POINT FLOATING BRIDGE AND LANDINGS PROJECT

Kiewit/General/Manson, a Joint Venture



Environmental Compliance

Other

- Dust Control
- Bird Protection (Migratory Bird Treaty Act)
- Tier 2 Chemical Reporting

Work Hours

- Kenmore Municipal Code 8.05
 - Construction Noise
 - M-F 7am-7pm
 - Sat 9am-5pm





City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic: Discussion of proposed changes to the Public Agency and Utility Exception (PAUE) to the City's critical area regulations in KMC 18.55 Proposed Council Action/Motion: Discuss the proposed recommendations and provide direction to staff	For Council Meeting Agenda of: 03/14/16 Department: <u>Community Development</u> Prepared by: <u>Debbie Bent, Community Development Director and Lauri Anderson, Senior Planner</u> Initial & Date Approved by Department Head: <u>DB 2/29/16</u> Approved by City Attorney: <u>[Signature]</u> Approved by Finance Director: <u>[Signature]</u> Approved by City Manager: <u>[Signature]</u> Exhibits/Attachments: 1. KMC Chapter 18.55, Section 18.55.330 2. Revised amendments
Expenditure Required \$0 Amount Budgeted: \$0 Appropriation Required \$0	
<u>INFORMATION/BACKGROUND:</u> After a public hearing and discussion on February 22, the City Council directed staff to provide additional information and develop revised PAUE amendments for consideration on March 14. At the March 14 meeting, staff recommends that the Council decide whether an ordinance should be prepared. If so, staff would schedule a second public hearing and ordinance consideration for the March 28 City Council meeting. The additional information Council requested (existing wetland mitigation requirements) is included as Attachment 1. The revised amendments requested (clarify Paragraph A, add more specific language about mitigation requirements, and add an example of a "practical alternative") are included as Attachment 2. <u>Background</u> A PAUE to the critical area rules has been in place in Kenmore since 2006 when the City adopted its own critical area regulations. The code section was written to allow public agencies and utilities to apply for an exception to the critical area rules if strictly following the rules would prohibit either a proposed public project (such as a sidewalk or park improvements) or a utility service extension (such as a gas or electrical transmission line). The PAUE is a Type 2 land use decision, requiring a public comment period, a decision by the Development Services Director, and the possibility of an appeal to the City's Hearing Examiner. The PAUE applies throughout the City <u>except</u> in areas covered by the Shoreline Master Program—areas within 200' of Lake Washington, the Sammamish River and Swamp Creek, and their associated wetlands. Prior to adoption of the City's new Shoreline Master Program in 2012, the PAUE was available for use in shoreline areas. However, the new Shoreline Master Program eliminated this opportunity. The Washington State Department of Commerce includes the PAUE in their "sample code provisions for drafting a critical areas ordinance." Most surrounding jurisdictions have a similar exception, including Redmond, Woodinville, Sammamish, Bothell, Lake Forest Park, and Seattle. The City's proposed PAUE is more restrictive than similar provisions in several of these communities.	

I:/City Clerk/Agenda Items/Templates

Staff is recommending rewriting the PAUE provisions because, in 2009, following a challenge to the language in Kenmore's PAUE, the City Attorney determined that Kenmore's PAUE only could be applied to utility activities. This was not the intent of the original code section, which was meant to allow consideration of exceptions for public agency projects. Along with clarifying this intent, the proposed new language also includes additional criteria for the PAUE, addressing minimization of environmental impacts and mitigation of those impacts.

FISCAL CONSIDERATION:

None at this time.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

- Comprehensive Plan Natural Environment Sub-Element Policy LU-15.1.9: Alterations to wetlands may be allowed, only after all wetland functions are evaluated, the least harmful and reasonable alternatives are identified, and affected significant functions are appropriately mitigated, in order to: a. Accomplish a public agency or utility development; b. Provide necessary utility and road crossings...
- Comprehensive Plan Utilities Element Objective U-1.1: Coordinate with the Northshore Utility District, the King County Department of Natural Resources Wastewater Treatment Division, and the City of Seattle to ensure that sufficient sanitary sewer infrastructure and treatment, water supply, infrastructure, and fire flow are available or can be provided to all areas of the community to meet existing and future needs and to protect environmental quality.
- Comprehensive Plan Utilities Element Policy U-3.1.1: Ensure City regulations allow for improvements and additions to electric, natural gas...facilities as needed to accommodate growth, provide reliable service, and support economic development.
- Comprehensive Plan Capital Facilities Element Policy CF-2.1.1: Ensure City public facilities and services are provided concurrent with the impact of new development or redevelopment, including stormwater, roads, and local parks...
- Comprehensive Plan Parks, Recreation and Open Space Element Policy P-3.1.1.1: Establish and implement development regulations and incentives as allowable by law to provide responsible levels of public access and protection to environmentally sensitive areas in conjunction with private and public development.

ATTACHMENT 1

18.55.330 Performance standards – Mitigation requirements.

A. *Mitigation Shall Achieve Equivalent or Greater Ecological Functions.* *Mitigation* for *alterations* to *wetlands* and *buffers* shall achieve equivalent or greater ecologic functions than exist in the impacted *wetland* and *buffer*. *Mitigation* plans shall be generally consistent with the Department of Ecology Guidelines found in *Wetland Mitigation in Washington State – Part 2, Version 1, March 2006, Publication No. 06-060-011b*.

B. *Mitigation for Lost Functions and Values.* *Mitigation* actions shall address functions affected by the *alteration* to achieve functional equivalency or improvement, and shall provide similar *wetland functions* as those lost except when:

1. The lost *wetland* provides minimal functions as determined by a site-specific function assessment and the proposed mitigation action(s) will provide equal or greater functions or will provide functions shown to be limiting within a watershed through a formal watershed assessment plan or protocol; or
2. Out-of-kind replacement will best meet formally identified regional goals, such as replacement of historically diminished *wetland* types.

C. *Buffers for Mitigation Shall Be Consistent.* All *mitigation* sites shall have *buffers* consistent with the *buffer* requirements of this chapter, unless determined by the *city manager* through a *variance* or a *reasonable use* exemption that a different *buffer* would provide adequate protection to the *critical area*.

D. *Preference of Mitigation Actions.* *Mitigation* sequencing outlined in KMC 18.55.210 shall be demonstrated in each *development proposal*. *Mitigation* actions that require compensation by replacing, enhancing, or substitution shall occur in the following order of preference:

1. Restoring *wetlands* on upland sites that were formerly *wetlands*.
2. Creating *wetlands* in upland areas, considering degraded areas first.
3. Enhancing significantly degraded *wetlands*.
4. Preserving high quality *wetlands* that are under imminent threat.

E. *Type and Location of Mitigation.* *Mitigation* actions shall be conducted within the same *sub-drainage basin* or on the same *site* as the *alteration* except when all of the following apply:

ATTACHMENT 1

1. There are no reasonable on-site or in-*subdrainage-basin* opportunities, or on-site and in-*subdrainage-basin* opportunities do not have a high likelihood of success due to development pressures or adjacent land *uses*, or on-site *buffers* or connectivity is inadequate;
2. Off-site *mitigation* has a greater likelihood of providing equal or improved *wetland functions* than the impacted *wetland*; and
3. Off-site locations shall be in the same *subdrainage basin* unless established regional or watershed goals for water quality, flood or conveyance, habitat or other *wetland functions* have been established and strongly justify location of *mitigation* at another *site*.

F. *Mitigation Timing*. Where feasible, *mitigation* or *restoration* projects shall be completed prior to activities that will disturb *wetlands*. In all other cases, *mitigation* shall be completed immediately following disturbance and prior to use or occupancy of the activity or *development*. Construction of *mitigation* projects shall be timed to reduce impacts to existing wildlife and flora.

G. *Mitigation Ratios*.

1. *Acreage Replacement Ratios*. The following ratios shall apply to creation or *restoration* that is *in-kind*, on-site, the same class, timed prior to or concurrent with *alteration*, and has a high probability of success. These ratios do not apply to remedial actions resulting from unauthorized *alterations*; greater ratios shall apply on a case-by-case basis. These ratios do not apply to the use of credits from a State-certified *wetland mitigation bank*. The first number specifies the acreage of replacement *wetlands* and the second specifies the acreage of *wetlands* altered.

Class 1	3 to 1
Class 2	2 to 1
Class 3	1 to 1

The required acreage replacement ratios for *wetlands* within the jurisdiction of the Kenmore shoreline master program are different from these standards. See KMC 16.65.010(C) for required wetland mitigation ratios in the shoreline jurisdiction.

2. *Increased Replacement Ratio*. The *city manager* may increase the ratios under the following circumstances:
 - a. Uncertainty exists as to the probable success of the proposed *restoration* or creation; or
 - b. A significant period of time will elapse between impact and replication of *wetland functions*; or

ATTACHMENT 1

- c. *Mitigation* will occur off-site versus on-site; or
 - d. Proposed *mitigation* will result in a lower category *wetland* or reduced functions relative to the *wetland* being impacted; or
 - e. The impact was an unauthorized impact.
3. Decreased Replacement Ratio.
- a. The *city manager* may decrease the replacement ratios required for Class 1 and 2 *wetlands* to 2:1 and 1.5:1, respectively, under the following circumstances:
 - (1) The *applicant's* qualified *biologist* provides documentation that increases the certainty of success of the proposed *wetland restoration* or creation. At a minimum, this documentation shall include ground water *monitoring* in the area of proposed *restoration* or creation in the early growing season over a sufficient period of time to determine that there is a high probability of creating or restoring *wetlands* in that location; or
 - (2) Proposed *mitigation* will result in a higher functioning *wetland* (higher class) relative to the functions of the *wetland* being impacted; or
 - (3) The *mitigation* is successfully installed for a period of one year prior to the *wetland* being impacted. Successful installation shall be determined by a qualified *biologist*.
 - b. When a decreased replacement ratio is allowed, the *mitigation* shall be monitored for a period of no less than 10 years.

H. *Wetlands Enhancement as Mitigation.*

- 1. Impacts to *wetlands* may be mitigated by *enhancement* of existing significantly degraded *wetlands*. *Applicants* proposing to enhance *wetlands* must produce a *critical areas* report that identifies how *enhancement* will increase the functions of the degraded *wetland* and how this increase will adequately mitigate for the loss of *wetland* area and function at the impact *site*. An *enhancement* proposal must also show whether existing *wetland functions* will be reduced by the *enhancement* actions.
- 2. At a minimum, *enhancement* acreage shall be double the acreage required for creation or *restoration*.

ATTACHMENT 1

I. *Mitigation Banking*. The *City* may consider and approve *mitigation banking* as a form of compensatory *mitigation* for *wetland* impacts when the provisions of this chapter require *mitigation* and when it is clearly demonstrated that the use of a bank will provide equivalent or greater replacement of *critical area functions and values* when compared to on-site *mitigation*; provided, that all of the following criteria are met:

1. Banks shall only be used when they provide significant ecological benefits including long-term conservation of *critical areas*, important *species*, habitats, and when they are consistent with the *City* comprehensive plan and create a viable alternative to the piecemeal *mitigation* for individual project impacts to achieve ecosystem-based conservation goals.
2. The bank shall be established in accordance with the Washington State Draft Mitigation Banking Rule (Chapter 173-700 WAC) or as revised, and Chapter 90.84 RCW and the federal *mitigation banking* guidelines as outlined in the Federal Register Volume 60, No. 228, November 28, 1995. These guidelines establish the procedural and technical criteria that banks must meet to obtain State and federal certification.
3. Preference shall be given to *mitigation banks* that implement *restoration* actions that have been identified formally by an adopted shoreline *restoration* plan or the Lake Washington/Cedar/Sammamish (*WRIA* 8) Watershed Chinook Salmon Conservation Plan. [Ord. 12-0334 §§ 15, 16; Ord. 11-0329 § 3 (Exh. 1).]

ATTACHMENT 2

Draft amendments – Public agency or private utility exception (PAUE)
Revised 2/26/16

Changes made in response to City Council direction on 2/22/16 are shown in gray highlighting.

18.55.160 Exception – Public agency and/or private utility.

A. If the strict application of this chapter would prohibit a development proposal by:

1. a public agency or

2. public utility a private entity delivering water, sewer, stormwater, electrical, or gas services (private utility).

then the agency or private utility may apply for relief from strict application of this chapter through 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.

B. Exception Request and Review Process. An application for a public agency and/or private utility 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 (SEPA).

C. City Manager Review. The city manager shall review the application as a Type 2 land use decision under KMC 19.25.020. The city manager shall approve, approve with conditions, or deny the request based on the proposal's ability to comply with all of the public agency and private utility exception criteria in subsection D of this section.

D. Public Agency and Private Utility Exception Review Criteria. The criteria for review and approval of a public agency and/or private utility exceptions are as follows:

1. There is no other practical alternative to the proposed development proposal with less impact on the critical areas or buffer; and

2. The development proposal benefits the public; and

3. Strict application of this chapter would unreasonably restrict or prohibit the ability to provide utility services to the public development proposal; and

ATTACHMENT 2

4. The *development proposal* minimizes impacts to the *critical area* or *buffer* to the maximum extent practical, for example, through placement of facilities on previously disturbed areas, boring rather than trenching for utilities, use of pervious or other low impact materials, etc.; and

5. The *development proposal* mitigates impacts to the *critical area functions and values* to the maximum extent practical, consistent with the *best available science* and with the objective of no net loss of *critical area functions and values*. For impacts to wetlands, the *development proposal* should strive to meet the mitigation performance standards outlined in KMC Sections 18.55.330(G) and 18.55.330(H).

Amended definition

18.20.2102 Practical alternative.

“Practical alternative” means an alternative that is available and capable of being carried out after taking into consideration effectiveness, engineering feasibility, cost, safety, existing technology, and logistics in light of overall project needs, purposes and objectives, and has less impacts to *critical areas*. For example, a practical alternative to a proposal to place a sidewalk through a wetland might be to place an elevated boardwalk through the wetland.



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

Subject/Topic: NE 181st Street Sidewalk (SOUTH SIDE between 68th Avenue NE and 73rd Avenue NE) Project Update and Pre-Authorization to Award Construction Contract

For Council Meeting Agenda of: March 14, 2016

Department: Public Works

Prepared by: Kent Vaughan

To Be Presented By: Kent Vaughan and Kris Overleese

Proposed Council Action/Motion:

Authorize the City Manager to execute a contract with the successful low bidder for the NE 181st Street Sidewalk (SOUTH) Project for an amount up to \$770,000 (including a 10% construction contingency).

Approved by Department Head:

Approved by City Attorney:

Approved by Finance Director:

Approved by City Manager:

Initial & Date

KVO 3/2/16

[Signature] 3/2/16
TRK

Exhibits/Attachments:

A: Utility Pole Exhibit

Expenditure Required

\$1,104,000

Amount Budgeted

\$1,104,000

Appropriation Required

\$0

See Fiscal Consideration below.

INFORMATION/BACKGROUND:

Project Description: The NE 181st Street Sidewalk (SOUTH) project consists of approximately 700 linear feet of new sidewalk improvements on the south side of NE 181st Street between 68th Avenue NE and 73rd Avenue NE. Improvements include pavement widening, curb & gutter, 8-foot wide sidewalk, storm drainage, street trees and grates, irrigation, street and pedestrian lighting (with electrical outlets at tree wells), and utility undergrounding (PSE, Comcast and Frontier). This work is consistent with the City's downtown design standards and previously completed NE 181st Street improvements in the downtown area. The project also includes Northshore Utility District (NUD) water main improvements within the project limits incorporated into the contract by separate interlocal agreement. The construction contract allows 60 working days (approximately 3 months) to complete the project.

Project Update: Perteet, Inc. has completed the ad-ready contract documents for the project. The final Engineer's Estimate for the construction contract is \$685,000, of which \$623,000 is the City costs under Schedule A, and \$62,000 is the Northshore Utility District costs under Schedule B. All Schedule B costs will be fully reimbursed by NUD to the City.

Utility Pole Discussion: Post construction, all of the overhead utility wires within the public right-of-way will be undergrounded. However, there will be utility poles that remain along the corridor on private property to maintain aerial service to several homes until re-development occurs. Attachment A is an exhibit that shows utility poles along the project in the pre and post construction condition. During

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the design process it was determined that undergrounding all of the private utility services was not feasible or cost effective. Therefore, new poles will be installed on private property to keep the service lines aerial to these parcels.

Next Steps: Staff will advertise the project and open bids in late March 2016. Staff is requesting advance authorization to award the project in order to expedite the contract award process. Staff intends to utilize the SR 522 construction management consultant team, KBA (currently housed in City Hall through June 2016) for the NE 181st Street (SOUTH) Sidewalk project. Using KBA will provide needed expertise in managing federal aid construction requirements and will also result in cost efficiencies for both projects. Provided the low bid is responsive and within authorized budget, staff will award the project. Construction of the NE 181st Street (SOUTH) project is expected to begin in late April 2016.

Recommendation: Staff recommends that City Council authorize the city manager to execute a contract with the successful low bidder of the NE 181st Street Sidewalk (SOUTH) Project in an amount up to \$770,000, which is the base bid of \$700,000 plus a 10% or 70,000 contingency.

FISCAL CONSIDERATION:

The estimated project expenditures and revenues are outlined below:

Expenditures:	Design	Construction	Total Expenditures
City Staff	\$8,000	\$ 8,000	\$ 16,000
Consultants	\$ 109,480	\$ 135,000	\$ 244,480
Construction		\$623,000	\$623,000
Northshore Utility District		\$62,000	\$62,000
Public Art Fund Transfer		\$6,230	\$6,230
Franchise Utility Agreements– Other (Utility Company Labor, Materials and Equipment Costs in addition to Contractor installation costs)		\$82,000	\$82,000
Contingency		70,000	\$70,000
	\$ 117,480	\$ 986,230	\$ 1,104,000 (rounded)

Revenues:	Design	Construction	Total Revenue
Utility Undergrounding	\$8,000	\$ 392,000	\$ 400,000
City Sidewalk Program	\$ 16,510	\$ 232,866	\$ 249,376
PSRC TAP Grant (Fed Funds)	\$ 92,970		\$ 92,970
CDBG Grant (Fed Funds)		\$ 254,960	\$ 254,960
NUD (16-C1512)		\$ 86,000	\$ 86,000
Comcast (16-C1516)		\$ 20,000	\$ 20,000
	\$ 117,480	\$ 985,826	\$ 1,104,000 (rounded)

The estimated project budget is \$1,104,000 (rounded). The overall cost estimate is within the overall project budget. The utility undergrounding component of the project is estimated to cost roughly half of the \$400,000 that was budgeted for this work. Other bid items such as illumination, irrigation, modular block wall, pedestrian railing and traffic control are estimated to cost more than anticipated.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

Council goal 1: To focus and emphasize multimodal transportation safety in the City of Kenmore with a specific focus on pedestrian, bicycle and other means of travel.

ATTACHMENT A - NE 181ST STREET
SIDEWALK - UTILITY POLE EXHIBIT
(3/14/2016)-revised



- MAP LEGEND:**
- EXISTING POLES TO BE REMOVED FROM ROW (6)
 - NEW SERVICE POLES TO BE INSTALLED ON PRIVATE PROPERTY ADJACENT TO 181ST (2)
 - EXISTING POLES TO REMAIN (1 TERMINAL POLE IN ROW)



City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic: NE 181st Street Sidewalk (SOUTH SIDE between 68th Avenue NE and 73rd Avenue NE) Project Agreements with Utilities Proposed Council Action/Motion: Approve NE 181st Street Sidewalk (SOUTH) Project Agreements with: Northshore Utility District (16-C1512); Frontier (16-C1514); Comcast (16-C1516); Puget Sound Energy (16-C1513).	For Council Meeting Agenda of: March 14, 2016 Department: Engineering Prepared by: Kent Vaughan To Be Presented By: N/A Approved by Department Head: <u>Initial & Date</u> <u>KMO 3/2/16</u> Approved by City Attorney: <u>via email</u> Approved by Finance Director: <u>[Signature]</u> Approved by City Manager: <u>[Signature]</u> Exhibits/Attachments:						
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Expenditure Required:</td> <td style="width: 33%;">Amount Budgeted</td> <td style="width: 33%;">Appropriation Required</td> </tr> <tr> <td style="text-align: center;">\$1,104,000</td> <td style="text-align: center;">\$1,104,000</td> <td style="text-align: center;">\$0</td> </tr> </table>		Expenditure Required:	Amount Budgeted	Appropriation Required	\$1,104,000	\$1,104,000	\$0
Expenditure Required:	Amount Budgeted	Appropriation Required					
\$1,104,000	\$1,104,000	\$0					
<u>INFORMATION/BACKGROUND:</u> <u>Project Status:</u> Design and ad-ready contract documents are complete and staff is making final arrangements to advertise the NE 181st Street Sidewalk (SOUTH) project for bids in March. <u>Project Agreements:</u> The above listed Utility Owners have work incorporated into the NE 181st Street Sidewalk (SOUTH) project. The individual project agreements assign responsibilities between the Utility Owners and the City in accordance with adopted franchise agreements, tariffs and State law, and provide pre-construction assessments of cost. Below is a summary of the project agreements for Council approval. <u>Northshore Utility District (District):</u> The District has requested that water main improvements (to replace PVC pipe with ductile iron) and services be constructed and administered as part of the City project. The District has provided the design plans and specifications which have been incorporated into the City's contract documents. The District's work has been organized in its own bid schedule (Schedule B) for tracking purposes. The engineer's estimate for Schedule B work is \$62,000. <u>Per the project agreement, the District is responsible for all Schedule B costs.</u> Additionally the District shall reimburse the City a proportional share of traffic control, erosion control, and construction management costs estimated to be \$24,000. Estimated cost reimbursement to the City by NUD: \$86,000 (rounded) <u>Comcast:</u> In accordance with Comcast's Franchise Agreement with the City (2012), Comcast will pay for its direct costs of labor and material to place its conduits and vaults in the supplied joint trench. They will also reimburse the City for its proportionate share of labor necessary to complete the Cable System related engineering coordination with the other utilities involved in the project. Per their franchise agreement, Comcast does not pay for on-site coordination and performance of traffic control, trenching, backfill and restoration. Estimated cost reimbursement to the City by Comcast: \$20,000 (rounded)							

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Frontier: The City's franchise agreement with Frontier (2009 transfer from Verizon) is silent on the conversion of underground service process. RCW 35.99.060 states that where aerial to underground relocation is required by the City, the additional incremental cost of underground compared to aerial relocation will be paid by the City requiring relocation.

Estimated pre-construction cost reimbursement to Frontier by the City: \$22,000 (rounded)

Puget Sound Energy (PSE): PSE Electric Tariff G Schedule 74 governs the conversion of underground service for Government entities. Shared costs are allocated 60% to PSE and 40% City. Shared costs include design, materials, conduit and vault placement, and inspection. 100% City costs include private conversions, City required upgrades, temporary services, prior relocations/conversions within 5 years, trenching, restoration and surveying.

Estimated cost reimbursement to PSE by the City: \$50,000 (rounded)

Staff Recommendation:

Staff has negotiated the terms of these project agreements and the language in the project agreements has been reviewed by the City Attorney. Staff recommends that Council approve the project agreements at this time.

FISCAL CONSIDERATION:

The estimated project budget is \$1,104,000 (rounded). The overall cost estimate is within the overall project budget. The utility undergrounding component of the project is estimated to cost roughly half of the \$400,000 that was budgeted for this work. Other bid items such as illumination, irrigation, modular block wall, pedestrian railing and traffic control are estimated to cost more than anticipated.

Final costs and reimbursements for these project agreements will be "trued up" once construction is complete and actual costs are known.

All costs for Northshore Utility District work will be fully reimbursed to the City.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

Council goal I: To focus and emphasize multimodal transportation safety in the City of Kenmore with a specific focus on pedestrian, bicycle and other means of travel.

Subject/Topic: Imagine Kenmore

Staff recommends that Council select a draft package to move forward with the statistically valid survey.

Prepared by: Kris Overleese, Debbie Bent, Joanne Gregory, Leslie Harris

Approved by City Manager:

jug 2/3/14
RJK

Exhibit 1: February 22, 2016 Imagine Kenmore Council Report

Appropriation Required \$0

- Logboom Park Water Access
- Tolt Trail Phase II (73rd to 80th Avenues NE)

- Rhododendron Park Boardwalk
- Squires Landing Park
- St. Edwards Athletic Fields

2) Sidewalks and Bicycle Lanes (\$17.7 M):

- 61st Avenue: sidewalk replacement NE 190th to NE 200th Streets
- 68th Avenue: sidewalk construction NE 182nd Street to Locust Way/61st Avenue NE
- Juanita Drive Grant match: sidewalk and bicycle lane construction NE 170th Street to City limits
- Sidewalk Gaps

3) Walkways and Waterways (\$18.9 M):

- 68th Avenue: sidewalk construction NE 182nd Street to Locust Way/61st Avenue NE
- Juanita Drive Grant match: sidewalk construction NE 170th Street to City limits
- Logboom Park Lakefront
- Rhododendron Park Boardwalk
- Squires Landing Park

Attachment D to Exhibit 1 shows the cost estimate for each individual project within each of the three packages.

NEXT STEPS:

The next steps include:

- Council selection of the preferred potential bond package to be tested through a statistically valid survey (3/14/16)
- Testing of the selected package through a statistically valid survey (March)
- Council decision on whether to take place a Bond Measure on the November ballot (April)

Note, that ultimately should the City move forward with a Bond Measure, staff recommends it go on the November ballot. A Bond Measure requires a 60% voter approval.

FINANCIAL IMPACT:

A voter approved bond measure would result in increased property tax revenue from the Kenmore community which would be used to pay back the bond. The table below demonstrates the average estimated cost to a Kenmore resident given different home values and an assumed bond measure of \$18,900,000.

Estimated Voted GO Bond Impact

2016 Assessed Value (AV)	\$3,619,618,281.00
Bond Size	\$18,900,000.00
Term of Bond in Years	20
Average Interest Rate of Bond	3%
Average Debt Service on the Bond	\$1,270,376.87
Tax Levy Impact per \$1,000 of AV	\$0.35
Average Monthly Impact on \$300,000 Value	\$8.77

Residence

Average Monthly Impact on \$400,000 Value Residence	\$11.70
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Average Monthly Impact on \$500,000 Value Residence	\$14.62
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The individual Park project sheets in Attachments A and C of Exhibit 1 show the estimated park annual maintenance costs which are not included in the capital costs of the projects. Sidewalk maintenance costs are minimal, however the level of landscaping and stormwater work associated with sidewalk and bike lane projects would result in the need for additional maintenance dollars. Funding strategies for annual maintenance will depend upon the selected package and will be developed at a later date.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

- 1 To focus on and emphasize multimodal transportation safety in the City of Kenmore with a specific focus on pedestrian, bicycle, and other means of travel.
2. To continue to implement the Economic Development Plan with an emphasis on the following key points:
 - Promote the image of Kenmore
 - Create a vibrant, walkable downtown
 - Support existing businesses
 - Advance the City's connection to the waterfront
- 4.To advance the public's access and connection to the waterfront.
5. To accelerate implementation of the Sidewalk Plan and pursue various funding options.
6. To identify, develop, and actively promote a walkable area in downtown.
8. To continue to implement a Parks Improvement and Financial Plan.



Business of the City Council
City of Kenmore, WA

Subject/Topic: Imagine Kenmore Potential Bond Measure Package Concepts Proposed Council Action/Motion: No formal action required.	For Council Meeting Agenda of: February 22, 2016 Department: Public Works, Planning & Community Development, Finance, and City Manager Prepared by: Kris Overleese, Debbie Bent, Joanne Gregory Initial & Date Approved by Department Head: KMO 2/12/16 Approved by City Attorney: NA Approved by Finance Director: [Signature] 2/16/16 Approved by City Manager: [Signature] Exhibits/Attachments: Attachment A: Parks Package Project List Attachment B: Transportation Package Project List Attachment C: Walkways and Waterways Project list Attachment D: Cost Estimate Summary of All Three Potential Bond Packages.	
Expenditure Required \$200,000	Amount Budgeted \$200,000	Appropriation Required \$0
<u>INFORMATION/BACKGROUND:</u> The purpose of this Council discussion is to present three potential 2016 Bond Measure package alternatives. These project packages were created from the feedback provided by the Kenmore community over the past year through the Imagine Kenmore community outreach process. As previously discussed with Council, the outreach process included: public meetings, online surveys, interactive project mapping tool, and a statistically valid survey. The intent of the Imagine Kenmore outreach process was to identify what projects, if any, the community would be likely to fund beyond what existing resources can provide. Please see the January 11, 2016 Council packet for a summary of the outreach process and the statistically valid survey results. The three potential packages are 1) Parks and Recreation Projects (Parks), 2) Sidewalk, Bicycle and Trail (Transportation) Improvements, 3) Walkways and Waterways (select projects from packages 1 and 2). These packages were developed given the feedback and guidance from the community. Staff and our consultant team have spent much time together crafting packages that we believe meets the feedback provided by the community. Please see Attachment A for the Parks and Recreation project descriptions, Attachment B for the Sidewalks and Bicycle Facilities project information, and Attachment C for the Walkways and Waterways project list. Note that the projects within the Walkways and Waterways (package 3 project list) are taken from both the Parks and Transportation lists. The following is a summary of the potential projects within each package:		

VIII. D. Imagine Kenmore Potential Project List Discussion a...

IX. E. Imagine Kenmore: Council Direction on Potential Ballo...

1) Parks and Recreation (\$16 M):

- Logboom Park Water Access
- Tolt Trail Phase II (73rd to 80th Avenues NE)
- Rhododendron Park Boardwalk
- Squires Landing Park
- St. Edwards Athletic Fields

2) Sidewalks, Bicycle and Trail (\$18.7 M):

- 61st Avenue: sidewalk replacement NE 190th to NE 200th Streets
- 68th Avenue: sidewalk construction NE 182nd Street to Locust Way/61st Avenue NE
- Juanita Drive Grant match: sidewalk construction NE 170th Street to City limits
- Tolt Boardwalk & Bridge Trail: 73rd to 80th Avenues NE

3) Walkways and Waterways (\$18.9 M):

- 68th Avenue: sidewalk construction NE 182nd Street to Locust Way/61st Avenue NE
- Juanita Drive Grant match: sidewalk construction NE 170th Street to City limits
- Logboom Park Water Access
- Rhododendron Park Boardwalk
- Squires Landing Park

Attachment D shows the cost estimate for each individual project within each of the three packages.

NEXT STEPS:

Staff asks that Council review the proposed packages and provide guidance at a near future Council meeting.

The next steps include:

- Council selection of the preferred potential bond package (February)
- Testing of the selected package through a statistically valid survey (March)
- Decision on whether to take a Bond Measure to the community for a vote (April)

Note that ultimately should the City move forward with a Bond Measure, staff recommends it go on the November ballot. A Bond Measure requires a 60% voter approval.

FINANCIAL IMPACT:

A voter approved bond measure would result in increased property tax revenue from the Kenmore community which would be used to pay back the bond. The table below demonstrates the average estimated cost to a Kenmore resident given different home values and an assumed bond measure of \$18,900,000.

Estimated Voted GO Bond Impact

2016 Assessed Value (AV)	\$3,619,618,281.00
Bond Size	\$18,900,000.00
Term of Bond in Years	20
Average Interest Rate of Bond	3%

VIII. D. Imagine Kenmore Potential Project List Discussion a...

IX. E. Imagine Kenmore: Council Direction on Potential Ballo...

Average Debt Service on the Bond	\$1,270,376.87
Tax Levy Impact per \$1,000 of AV	\$0.35
Average Monthly Impact on \$300,000 Value Residence	\$8.77
Average Monthly Impact on \$400,000 Value Residence	\$11.70
Average Monthly Impact on \$500,000 Value Residence	\$14.62

The individual Park project sheets in Attachments A and C show the estimated park annual maintenance costs which are not included in the capital costs of the projects. Sidewalk maintenance costs are minimal, however the level of landscaping and stormwater work associated with sidewalk and bike lane projects would result in the need for additional maintenance dollars. Funding strategies for annual maintenance will depend upon the selected package and will be developed at a later date.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

1. To focus on and emphasize multimodal transportation safety in the City of Kenmore with a specific focus on pedestrian, bicycle, and other means of travel.
2. To continue to implement the Economic Development Plan with an emphasis on the following key points:
 - Promote the image of Kenmore
 - Create a vibrant, walkable downtown
 - Support existing businesses
 - Advance the City's connection to the waterfront
4. To advance the public's access and connection to the waterfront.
5. To accelerate implementation of the Sidewalk Plan and pursue various funding options.
6. To identify, develop, and actively promote a walkable area in downtown.
8. To continue to implement a Parks Improvement and Financial Plan.

VIII. D. Imagine Kenmore Potential Project List Discussion a...

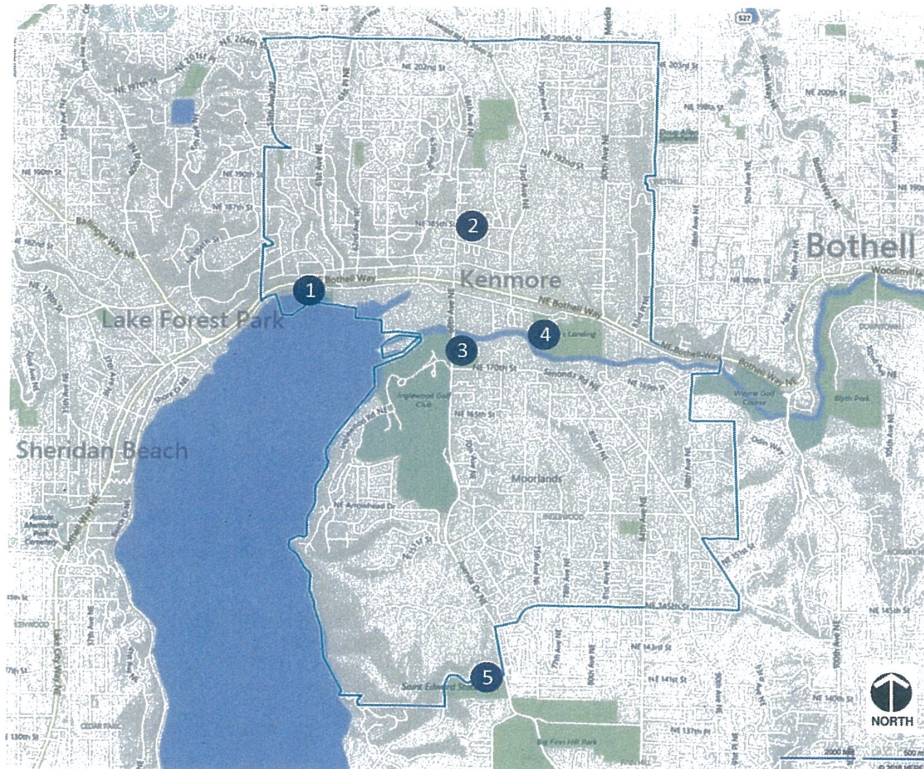
IX. E. Imagine Kenmore: Council Direction on Potential Ballo...

Attachment A: Draft Parks Package Project List

VIII. D. Imagine Kenmore Potential Project List Discussion a...

IX. E. Imagine Kenmore: Council Direction on Potential Ballo...

IMAGINE KENMORE: DRAFT PARKS AND RECREATION PACKAGE



- 1. Log Boom Waterfront Park
- 2. Tolt Trail Phase II
- 3. Rhododendron Park
- 4. Squire's Landing Park
- 5. Saint Edwards Athletic Fields

DRAFT: February 11, 2015

VIII. D. Imagine Kenmore Potential Project List Discussion a...

IX. E. Imagine Kenmore: Council Direction on Potential Ballo...

1

IMAGINE KENMORE: DRAFT PARKS & RECREATION PACKAGE

Project Name: Log Boom Park Water Access

Project Description: Provide water access at Log Boom Park to include a beach expansion, new trails, overlook, and a boat house for rentals and vendor use. New picnic areas, shoreline enhancements and wetland mitigation are also included.

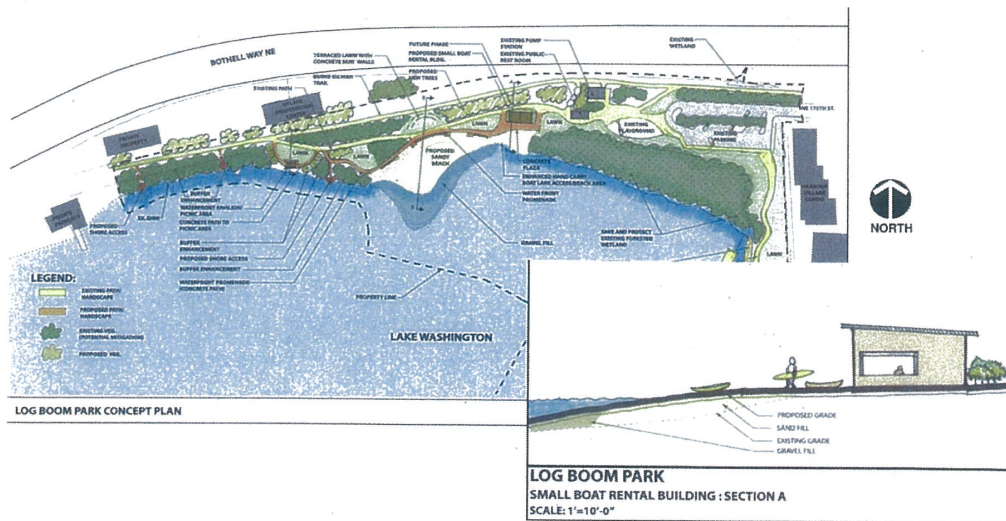
Cost Estimate

Construction Cost	\$	2,180,000
Admin / AE / Permit Cost	\$	1,020,000
Total Project Cost	\$	3,200,000*
Annual Maintenance Cost	\$	30,000

* Based on 2016 construction costs, escalation not include, maintenance costs are for newly improved acres only.

Key Features

- Trails
- Plaza
- Lawn Amphitheater
- Overlook
- Boat Rental Building
- Water Access
- Expanded Beach
- Interpretive Education



DRAFT: February 10, 2016

1

VIII. D. Imagine Kenmore Potential Project List Discussion a...

IX. E. Imagine Kenmore: Council Direction on Potential Ballo...

Project Name: Tolt Trail Phase II

Project Description: Complete the Tolt Trail along NE 185th Street from 73rd Avenue NE to 80th Avenue NE. This segment of the trail crosses Swamp Creek and an extensive wetland system adjacent to the creek. It will connect neighbors, provide educational opportunities, allow residents to experience a unique natural system in the city, and completes a missing link in a larger east-west regional trail system.

Cost Estimate

Construction Cost	\$ 2,900,000
Admin / AE / Permit Cost	<u>\$ 1,100,000</u>
Total Project Cost	\$ 4,000,000*
Annual Maintenance Cost	\$ 29,000

Key Features

- Trails
- Boardwalk
- Interpretive Education
- Overlooks
- Bird Watching Shelters

* Based on 2016 construction costs, escalation not included.



DRAFT: February 10, 2016

2

VIII. D. Imagine Kenmore Potential Project List Discussion a...

IX. E. Imagine Kenmore: Council Direction on Potential Ballo...

3

IMAGINE KENMORE: DRAFT PARKS & RECREATION PACKAGE

Project Name: Rhododendron Park

Project Description: Enhance water access to the Sammamish River by hand-carry boats (kyaks, canoe, etc.) with an improved access drive adjacent to 68th Ave. NE and drop-off area for a future boat house. The new access and parking will be connected to the existing park improvements with a boardwalk and trail through the wetland area.

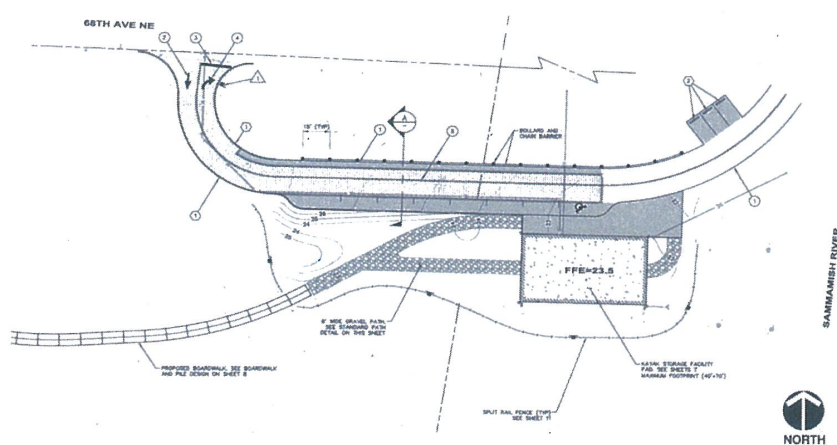
Cost Estimate

Construction Cost	\$	640,000
Admin / AE / Permit Cost	\$	160,000
Total Project Cost	\$	800,000*
Annual Maintenance Cost	\$	11,500

Key Features

- Trails
- Boardwalk
- Water Access
- Vehicular Drive/Drop-Off
- Interpretive Education

* Based on 2016 construction costs, escalation not include, maintenance costs are for newly improved acres only.



DRAFT: February 10, 2016

3

VIII. D. Imagine Kenmore Potential Project List Discussion a...

IX. E. Imagine Kenmore: Council Direction on Potential Ballo...

4

IMAGINE KENMORE: DRAFT PARKS & RECREATION PACKAGE

Project Name: Squire's Landing Park

Project Description: New park development to enhance water access to the Sammamish River. The park will include parking, pocket beach, plaza and boat house. Trails will provide passive recreation and connect the park to Swamp Creek, Sammamish River, and the adjacent Burke-Gilman Trail along NE 175th Street.

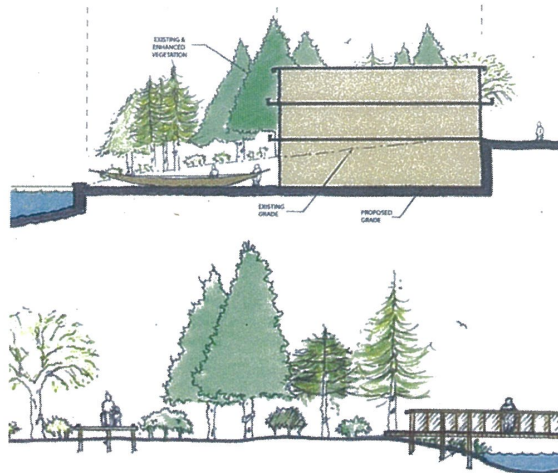
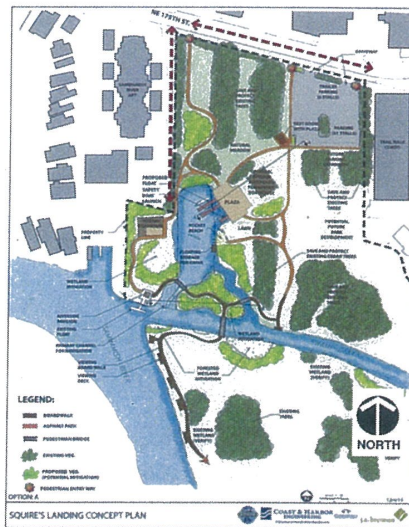
Cost Estimate

Construction Cost	\$	3,430,000
Admin / AE / Permit Cost	\$	<u>1,570,000</u>
Total Project Cost	\$	5,000,000*
Annual Maintenance Cost	\$	\$80,000-\$115,000

* Based on 2016 construction costs, escalation not include, maintenance costs are for newly improved acres only.

Key Features

- Trails
- Boardwalk
- Water Access
- Docks / Floats
- Overlooks
- Restrooms
- Interpretive Education
- Parking (37 stalls)



DRAFT: February 10, 2016

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VIII. D. Imagine Kenmore Potential Project List Discussion a...

IX. E. Imagine Kenmore: Council Direction on Potential Ballo...

5

IMAGINE KENMORE: DRAFT PARKS & RECREATION PACKAGE

Project Name: Saint Edwards Athletic Fields

Project Description: Improve two baseball fields at Saint Edwards State Park with synthetic turf to increase capacity and use of an existing facility. Enhancing existing support facilities for the dugouts, access and fencing is also included.

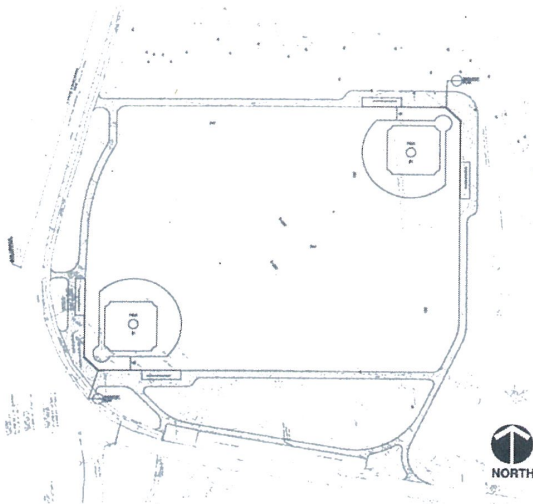
Cost Estimate

Construction Cost	\$ 2,600,000
Admin / AE / Permit Cost	\$ 400,000
Total Project Cost	\$ 3,000,000*
Annual Maintenance Cost	\$ 44,000

Key Features

- Synthetic Turf
- Dugouts
- Backstop Fencing
- Parking Improvements
- Lighting
- Trails

* Based on 2016 construction costs, escalation not include, maintenance costs are for newly improved acres only.



DRAFT: February 10, 2016

5

VIII. D. Imagine Kenmore Potential Project List Discussion a...

IX. E. Imagine Kenmore: Council Direction on Potential Ballo...

Attachment B: Draft Transportation Package Projects List

VIII. D. Imagine Kenmore Potential Project List Discussion a...

IX. E. Imagine Kenmore: Council Direction on Potential Ballo...

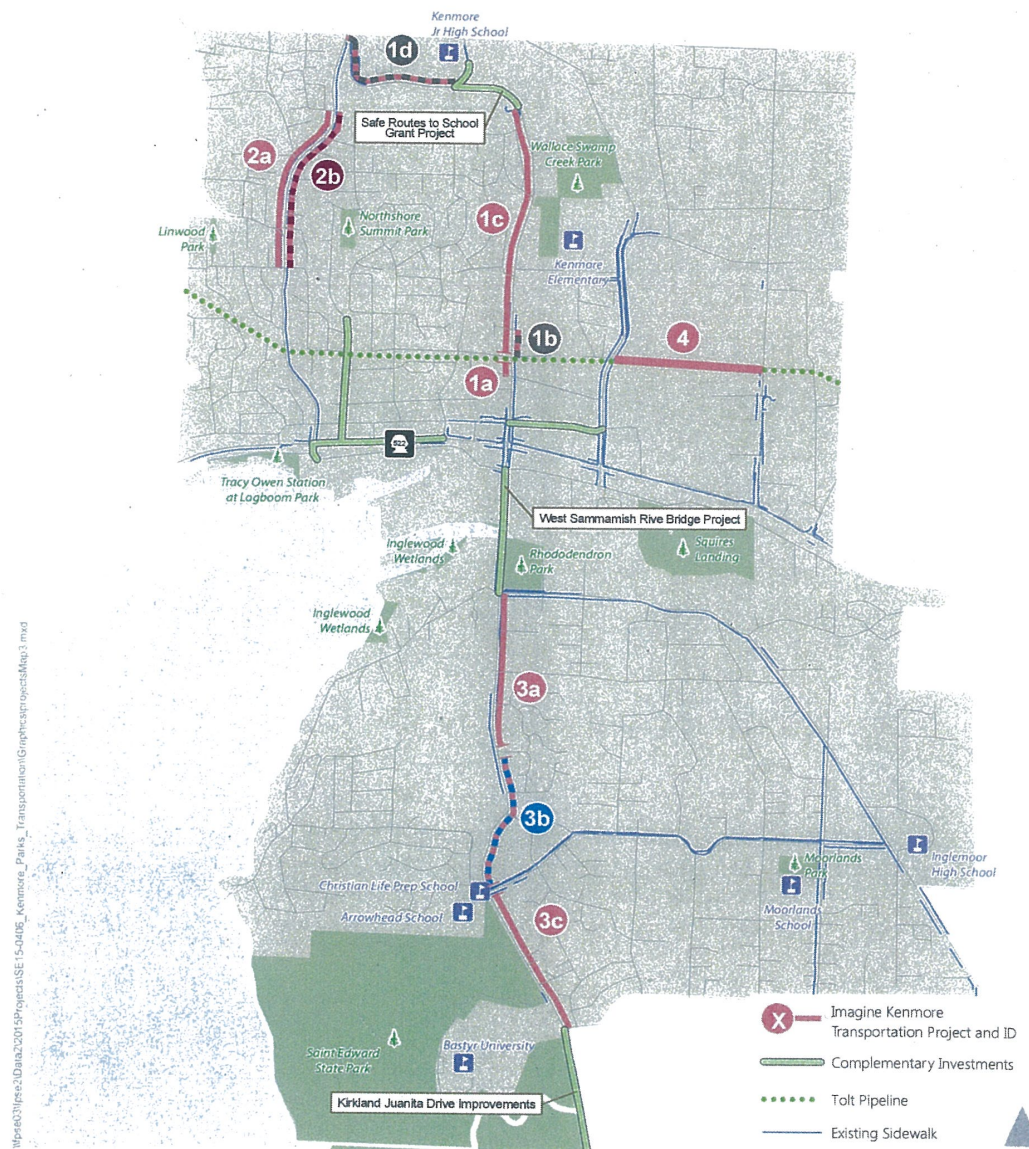


Figure 1
Imagine Kenmore Transportation Projects

VIII. D. Imagine Kenmore Potential Project List Discussion a...

IX. E. Imagine Kenmore: Council Direction on Potential Ballo...

1

IMAGINE KENMORE: DRAFT BIKE/PEDESTRIAN PACKAGE

Project Name: 68th Ave NE/ NE 202nd St

Project Description: This project completes the sidewalk on the east side of 68th Ave NE by adding a cantilever sidewalk in front of Northshore Utility District. Sidewalk is added on the west side from NE 182nd St to NE 201st St, where the project meets the Safe Routes to School grant funded project. The project also includes sidewalk on the north side of NE 202nd St from 66th Ave NE, where the Safe Routes to School project ends, to 61st Ave NE.

The project is separated into 4 segments:

Segment a: Sidewalk on west side of 68th Ave NE from NE 182nd St to NE 185th St

Segment b: Sidewalk on east side of 68th Ave NE from NE 185th St to meet existing

Segment c: Sidewalk on west side of 68th Ave NE from NE 185th St to NE 201st St

Segment d: Sidewalk on north side of NE 202nd St from 66th Ave NE to 61st Ave NE

Cost Estimate:

Segment a: \$230,000

Segment b: \$240,000

Segment c: \$2,800,000

Segment d: \$1,630,000

Total: \$4,900,000

Key Features:

With the Safe Routes to School grant funded project, this project creates a continuous sidewalk on 68th Ave NE.

The cost estimate assumes replacement of all existing sidewalk in the study area.



Location of Cantilevered Sidewalk



West side of 68th Ave NE



The project will meet the Safe Routes to School project

DRAFT: February 11, 2016

1

VIII. D. Imagine Kenmore Potential Project List Discussion a...

IX. E. Imagine Kenmore: Council Direction on Potential Ballo...

2

IMAGINE KENMORE: DRAFT BIKE/PEDESTRIAN PACKAGE

Project Name: 61st Ave NE

Project Description: This project replaces existing deteriorating sidewalk on 61st Ave NE from NE 190th St to NE 200th St

The project is separated into 2 separate segments:

Segment a: Sidewalk on west side of 61st Ave NE from NE 190th St to NE 200th St

Segment b: Sidewalk on east side of 61st Ave NE from NE 190th St to NE 200th St

Cost Estimate:

Segment a: \$2,850,000

Segment b: \$1,950,000

Total: \$4,800,000

Key Features:

This cost estimate assumes replacement of all existing sidewalk and trees in the study area to provide a more usable sidewalk between NE 190th St and NE 200th St.



Deteriorating sidewalk and trees to be replaced

DRAFT: February 11, 2016

2

VIII. D. Imagine Kenmore Potential Project List Discussion a...

IX. E. Imagine Kenmore: Council Direction on Potential Ballo...

3

IMAGINE KENMORE: DRAFT TRANSPORTATION PACKAGE

Project Name: Juanita Drive

Project Description: This project adds sidewalk to the east side of Juanita Drive and bike lanes on both sides with a 2 foot buffer from NE 170th St to the southern City Limits. The project involves some roadway widening and estimated right-of-way acquisition. The project cost could vary if right-of-way acquisition requirements change. The project includes adding and extending existing left turn lanes as proposed in the "Skinny Juanita" section of the 2008 Juanita Drive report.

The project is separated into three segments:

Segment a: Add sidewalk and bike lanes from NE 170th St to NE 160th St

Segment b: Add sidewalk and bike lanes from NE 160th St to NE 153rd Pl

Segment c: Add sidewalk and bike lanes from NE 153rd Pl to NE 143rd St (City limits)

Cost Estimate:

Segment a: \$3,064,746

Segment b: \$4,258,508

Segment c: \$5,408,860

Total: \$12,732,114

Key Features:

The project, together with Kirkland's planned bicycle and pedestrian improvements to the south and the West Sammamish Bridge Project to the north, will provide continuous and greatly enhanced pedestrian and bicycle facilities on Juanita Drive. The project includes adding and expanding left turn lanes consistent with the "Skinny Juanita" plan. The project includes widening around the NE 155th St curve.



Existing Conditions on Juanita Drive



Rendering of cross-section courtesy of the
City of Kirkland

DRAFT: February 9, 2015

VIII. D. Imagine Kenmore Potential Project List Discussion a...

IX. E. Imagine Kenmore: Council Direction on Potential Ballo...

4

IMAGINE KENMORE: DRAFT PARKS & RECREATION PACKAGE

Project Name: Tolt Trail Phase II

Project Description: Complete the Tolt Trail along NE 185th Street from 73rd Avenue NE to 80th Avenue NE. This segment of the trail crosses Swamp Creek and an extensive wetland system adjacent to the creek. It will connect neighbors, provide educational opportunities, allow residents to experience a unique natural system in the city, and completes a missing link in a larger east-west regional trail system.

Cost Estimate

Construction Cost	\$ 2,900,000
Admin / AE / Permit Cost	\$ <u>1,100,000</u>
Total Project Cost	\$ 4,000,000*
Annual Maintenance Cost	\$ 29,000

* Based on 2016 construction costs, escalation not included.

Key Features

- Trails
- Boardwalk
- Interpretive Education
- Overlooks
- Bird Watching Shelters



DRAFT: February 10, 2016

2

VIII. D. Imagine Kenmore Potential Project List Discussion a...

IX. E. Imagine Kenmore: Council Direction on Potential Ballo...

Attachment C: Draft Walkways and Waterways Project List

VIII. D. Imagine Kenmore Potential Project List Discussion a...

IX. E. Imagine Kenmore: Council Direction on Potential Ballo...

1

IMAGINE KENMORE: DRAFT BIKE/PEDESTRIAN PACKAGE

Project Name: 68th Ave NE/ NE 202nd St

Project Description: This project completes the sidewalk on the east side of 68th Ave NE by adding a cantilever sidewalk in front of Northshore Utility District. Sidewalk is added on the west side from NE 182nd St to NE 201st St, where the project meets the Safe Routes to School grant funded project. The project also includes sidewalk on the north side of NE 202nd St from 66th Ave NE, where the Safe Routes to School project ends, to 61st Ave NE.

The project is separated into 4 segments:

Segment a: Sidewalk on west side of 68th Ave NE from NE 182nd St to NE 185th St

Segment b: Sidewalk on east side of 68th Ave NE from NE 185th St to meet existing

Segment c: Sidewalk on west side of 68th Ave NE from NE 185th St to NE 201st St

Segment d: Sidewalk on north side of NE 202nd St from 66th Ave NE to 61st Ave NE

Cost Estimate:

Segment a: \$230,000

Segment b: \$240,000

Segment c: \$2,800,000

Segment d: \$1,630,000

Total: \$4,900,000

Key Features:

With the Safe Routes to School grant funded project, this project creates a continuous sidewalk on 68th Ave NE.

The cost estimate assumes replacement of all existing sidewalk in the study area.



Location of Cantilevered Sidewalk



West side of 68th Ave NE



The project will meet the Safe Routes to School project

DRAFT: February 11, 2016

1

VIII. D. Imagine Kenmore Potential Project List Discussion a...

IX. E. Imagine Kenmore: Council Direction on Potential Ballo...

3

IMAGINE KENMORE: DRAFT TRANSPORTATION PACKAGE

Project Name: Juanita Drive

Project Description: This project adds sidewalk to the east side of Juanita Drive and bike lanes on both sides with a 2 foot buffer from NE 170th St to the southern City Limits. The project involves some roadway widening and estimated right-of-way acquisition. The project cost could vary if right-of-way acquisition requirements change. The project includes adding and extending existing left turn lanes as proposed in the "Skinny Juanita" section of the 2008 Juanita Drive report.

The project is separated into three segments:

Segment a: Add sidewalk and bike lanes from NE 170th St to NE 160th St

Segment b: Add sidewalk and bike lanes from NE 160th St to NE 153rd Pl

Segment c: Add sidewalk and bike lanes from NE 153rd Pl to NE 143rd St (City limits)

Cost Estimate:

Segment a: \$3,064,746

Segment b: \$4,258,508

Segment c: \$5,408,860

Total: \$12,732,114

Key Features:

The project, together with Kirkland's planned bicycle and pedestrian improvements to the south and the West Sammamish Bridge Project to the north, will provide continuous and greatly enhanced pedestrian and bicycle facilities on Juanita Drive. The project includes adding and expanding left turn lanes consistent with the "Skinny Juanita" plan. The project includes widening around the NE 155th St curve.



Existing Conditions on Juanita Drive



Rendering of cross-section courtesy of the
City of Kirkland

DRAFT: February 9, 2015

VIII. D. Imagine Kenmore Potential Project List Discussion a...

IX. E. Imagine Kenmore: Council Direction on Potential Ballo...

IMAGINE KENMORE: DRAFT PARKS & RECREATION PACKAGE

Project Name: Log Boom Park Water Access

Project Description: Provide water access at Log Boom Park to include a beach expansion, new trails, overlook, and a boat house for rentals and vendor use. New picnic areas, shoreline enhancements and wetland mitigation are also included.

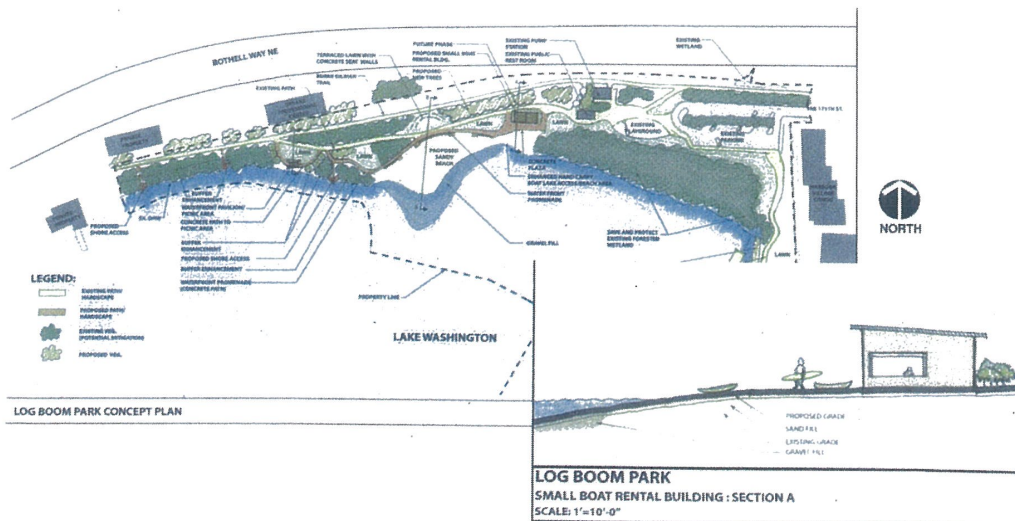
Cost Estimate

Construction Cost	\$ 2,180,000
Admin / AE / Permit Cost	<u>\$ 1,020,000</u>
Total Project Cost	\$ 3,200,000*
Annual Maintenance Cost	\$ 30,000

Key Features

- Trails
- Plaza
- Lawn Amphitheater
- Overlook
- Boat Rental Building
- Water Access
- Expanded Beach
- Interpretive Education

* Based on 2016 construction costs, escalation not include, maintenance costs are for newly improved acres only.



DRAFT: February 10, 2016

1

VIII. D. Imagine Kenmore Potential Project List Discussion a...

IX. E. Imagine Kenmore: Council Direction on Potential Ballo...

3

IMAGINE KENMORE: DRAFT PARKS & RECREATION PACKAGE

Project Name: Rhododendron Park

Project Description: Enhance water access to the Sammamish River by hand-carry boats (kyaks, canoe, etc.) with an improved access drive adjacent to 68th Ave. NE and drop-off area for a future boat house. The new access and parking will be connected to the existing park improvements with a boardwalk and trail through the wetland area.

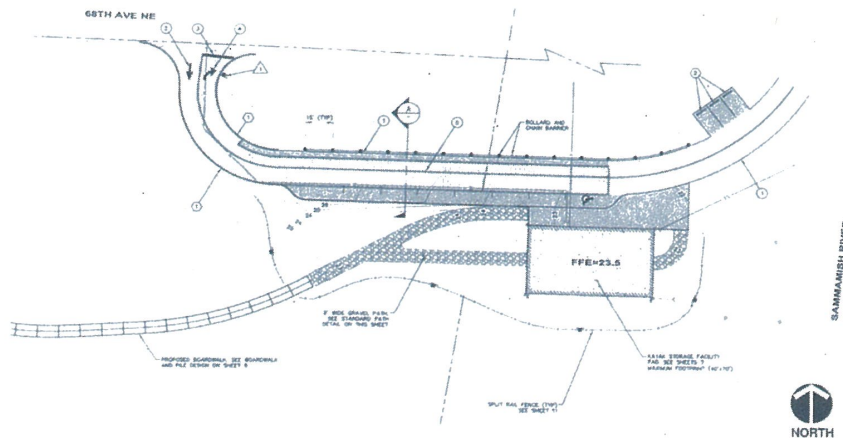
Cost Estimate

Construction Cost	\$ 640,000
Admin / AE / Permit Cost	\$ 160,000
Total Project Cost	\$ 800,000*
Annual Maintenance Cost	\$ 11,500

Key Features

- Trails
- Boardwalk
- Water Access
- Vehicular Drive/Drop-Off
- Interpretive Education

* Based on 2016 construction costs, escalation not include, maintenance costs are for newly improved acres only.



DRAFT: February 10, 2016

3

VIII. D. Imagine Kenmore Potential Project List Discussion a...

IX. E. Imagine Kenmore: Council Direction on Potential Ballo...

4

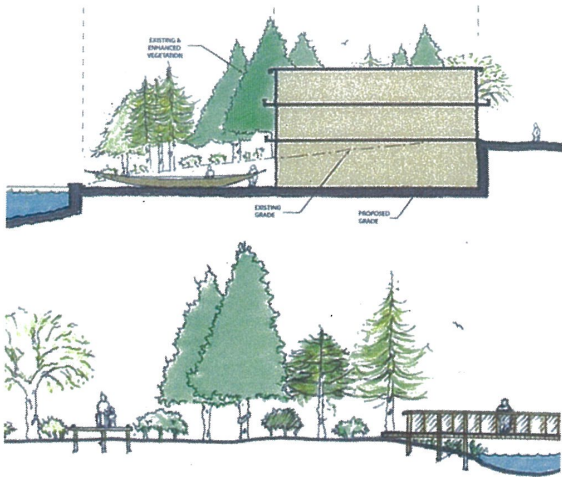
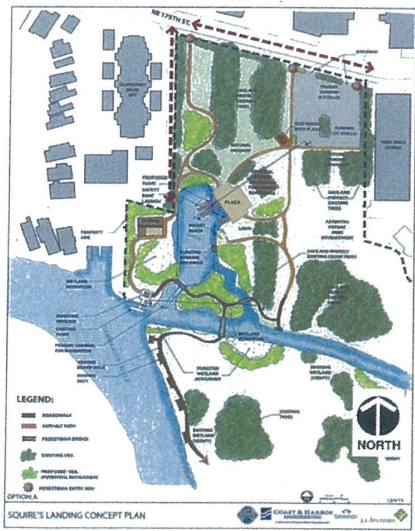
IMAGINE KENMORE:
DRAFT PARKS & RECREATION PACKAGE

Project Name: Squire's Landing Park

Project Description: New park development to enhance water access to the Sammamish River. The park will include parking, pocket beach, plaza and boat house. Trails will provide passive recreation and connect the park to Swamp Creek, Sammamish River, and the adjacent Burke-Gilman Trail along NE 175th Street.

Cost Estimate		Key Features
Construction Cost	\$ 3,430,000	• Trails
Admin / AE / Permit Cost	\$ 1,570,000	• Boardwalk
Total Project Cost	\$ 5,000,000*	• Water Access
		• Docks / Floats
		• Overlooks
		• Restrooms
		• Interpretive Education
		• Parking (37 stalls)
Annual Maintenance Cost	\$ \$80,000-\$115,000	

* Based on 2016 construction costs, escalation not include, maintenance costs are for newly improved acres only.



DRAFT: February 10, 2016

VIII. D. Imagine Kenmore Potential Project List Discussion a...

IX. E. Imagine Kenmore: Council Direction on Potential Ballo...

Attachment D: Cost Estimate Summary

VIII. D. Imagine Kenmore Potential Project List Discussion a...

IX. E. Imagine Kenmore: Council Direction on Potential Ballo...

Draft Cost Estimates Imagine Kenmore: February 11, 2016
(Planning-level estimates only, based on 0% design)

Parks & Recreation Package

- Log Boom Park Water Access \$3,200,000
 - Tolt Trail Phase II \$4,000,000
 - Rhododendron Park \$800,000
 - Squire's Landing Park \$5,000,000
 - Saint Edwards Synthetic Turf Fields \$3,000,000
- Total \$16,000,000**

Pedestrian/Bike Package

- 68th Ave/202nd Street Sidewalks \$4,900,000
 - 61st Street Sidewalk Replacement/Completion \$4,800,000
 - Juanita Drive Grant Match* \$5,000,000
 - Tolt Trail Phase II** \$4,000,000
- Total \$18,700,000**

* Does not include full cost, see detail in Pedestrian/Bike Package
See detail in **Parks Package (#2)

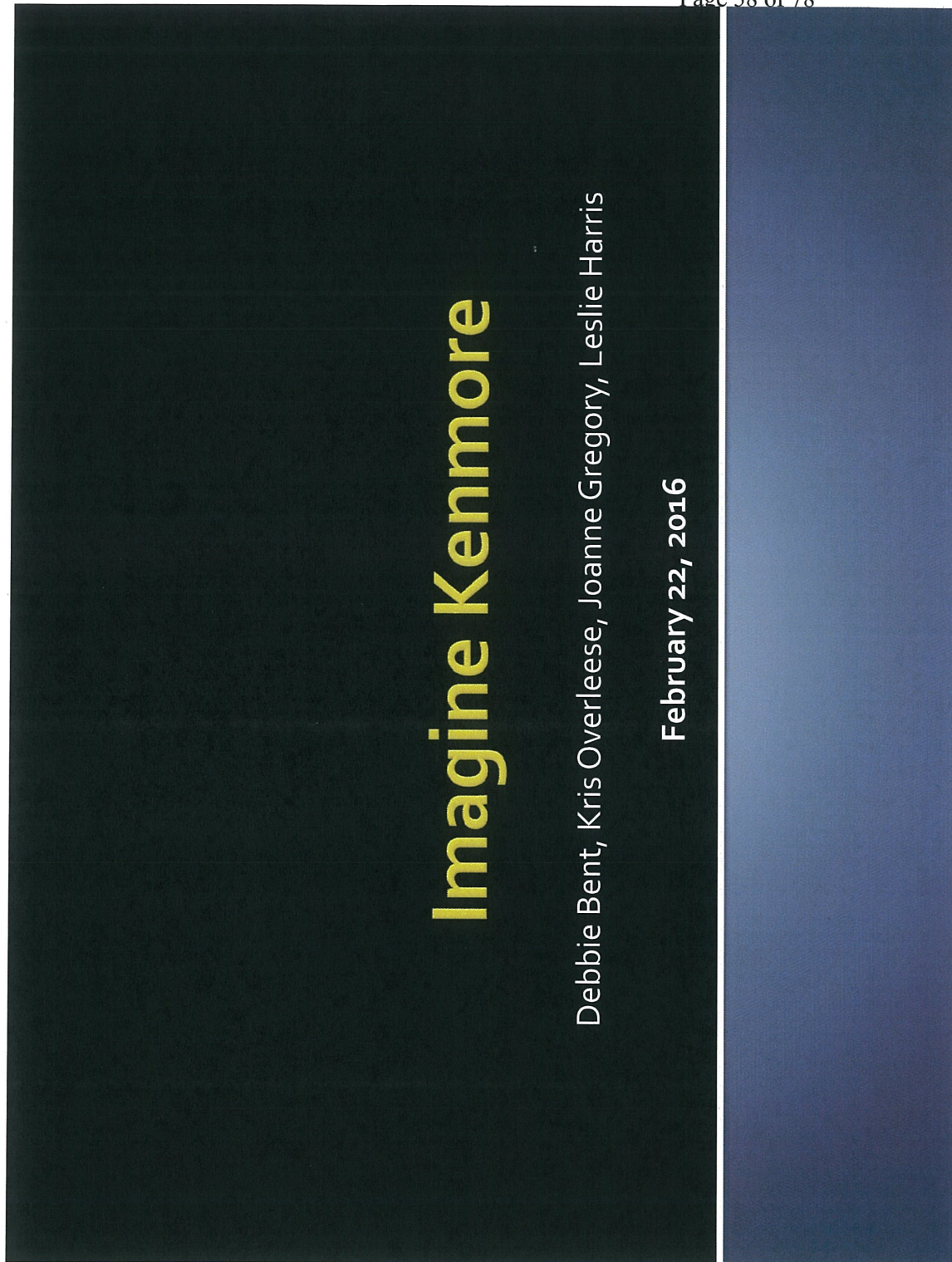
Walkways and Waterways

- 68th Ave/202nd Street Sidewalks \$4,900,000
 - Juanita Drive Grant Match* \$5,000,000
 - Log Boom Park Water Access \$3,200,000
 - Rhododendron Park \$800,000
 - Squire's Landing Park \$5,000,000
- Total \$18,900,000**

* Does not include full cost, see detail in Pedestrian/Bike Package
See detail in **Parks & Recreation Package and Bike and Pedestrian Package**

VIII. D. Imagine Kenmore Potential Project List Discussion a...

IX. E. Imagine Kenmore: Council Direction on Potential Ballo...



VIII. D. Imagine Kenmore Potential Project List Discussion a...

IX. E. Imagine Kenmore: Council Direction on Potential Ballo...

Parks & Recreation Package (\$16M)

- Log Boom Park Water Access
- Tolt Trail Phase II (73rd to 80th Avenues NE
- Rhododendron Park Boardwalk
- Squire's Landing Park
- St. Edward Athletic Fields

VIII. D. Imagine Kenmore Potential Project List Discussion a...

IX. E. Imagine Kenmore: Council Direction on Potential Ballo...

Sidewalks, Bicycle & Trail (\$18.7M)

- 61st Avenue
 - Sidewalk replacement (NE 190th to NE 200th Streets)
- 68th Avenue
 - Sidewalk construction (NE 182nd to 61st Ave NE/Locust Way)
- Juanita Drive Grant Match
 - Sidewalk design/construction NE 170th St south to City limits
- Tolt Trail Phase II (NE 73rd to NE 80th Avenues NE)

Walkways & Waterways (\$18.9M)

- 68th Avenue
 - Sidewalk construction (NE 182nd to 61st Ave NE/Locust Way)
- Juanita Drive Grant Match
 - Sidewalk design/construction NE 170th St south to City limits
- Log Boom Park Water Access
- Rhododendron Park Boardwalk
- Squire's Landing Park

Next Steps

- March 14 – Community Open House 6 p.m.
- March 14 – Council selects package to test
- March/April – Statistically valid survey
- April/May – Council decides: 1) whether to put an item on the fall ballot and 2) if yes, which project package

VIII. D. Imagine Kenmore Potential Project List Discussion a...

IX. E. Imagine Kenmore: Council Direction on Potential Ballo...