



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
Monday, April 24, 2017, 7:00 p.m.
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. PROCLAMATION

- A. Affordable Housing Week - May 15-22, 2017
- B. Bike Month - May, 2017

VI. 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.

VII. CONSENT AGENDA

- A. Adopt City Council Meeting Minutes of March 20, 2017 and March 27, 2017
[Minutes](#)
[Minutes](#)
- B. The Following Checks and Electronic Payments are Approved for Payment:
Total Check Numbers 36616 through 36687 in the Amount of \$437,169.78.
Total Payroll Electronic Deposits Dated 3/31/2017 in the Amount of \$78,793.81.
[Check Vouchers](#)
- C. Authorize the City Manager to Execute a Contract for Construction

Management Services with Perteet for the NE 202nd Street Safe Route to Schools Project for the Amount \$105,180

[Agenda Item](#)

- D. Authorize the City Manager to Execute a Contract for Construction Management Services with Perteet for the 62nd Avenue NE Corridor Project for the Amount of \$110,828

[Agenda Item](#)

- E. Authorize the City Manager to Execute Contract No. 17-C1653 with EERG, Inc. for Construction of the NE 192nd St Culvert Replacement Project for an Amount Not to Exceed \$867,868

[Agenda Item](#)

- F. Ratify the April 17, 2017 Council Vote Authorizing the City Manager to Execute Change Order No. 1 to Agreement No. 17-C1654 with Iron Creek Construction, LLC for Arrowhead Drive and 82nd Avenue Improvements in the Amount of \$20,000

[Agenda Item](#)

- G. Authorize the City Manager to Execute Amendment No. 3 to Contract No. 16-C1502 with Macleod Reckord for Professional Services in the Amount of \$11,190

[Agenda Item](#)

- H. Authorize the City Manager to Execute an Agreement with Berger for Partnership to Develop an Interim Plan for Twin Springs Park

[Agenda Item](#)

VIII. PRESENTATION

- A. Puget Sound Energy Energize Eastside Project - Booga K. Gilbertson, Senior Vice President, Operations; Dom Amor, Local Government and Public Policy Manager; and, Kara Durbin, Senior Local Government Affairs Representative, Major Projects, Puget Sound Energy

[Agenda Item](#)

[Powerpoint Presentation](#)

IX. BUSINESS AGENDA

- A. Neighborhood Transportation Plan Program Update - Kris Overleese, Public Works Director and Brett Schock, Traffic Engineer

- Staff Presentation
- Opportunity for Public Comment
- Council Discussion and Direction

[Agenda Item](#)

[Powerpoint Presentation](#)

X. STAFF REPORT

XI. COUNCILMEMBER REPORTS, COMMENTS & INITIATIVES

XII. ADJOURNMENT

Upcoming Meetings:

Monday, May 1, 2017 - Special Council Meeting

Monday, May 8, 2017 - Regular Council Meeting

Monday, May 15, 2017 - Regular Council Meeting

Monday, May 22, 2017 - Regular Council Meeting

**City of Kenmore, Washington
City Council Regular Meeting Minutes
March 20, 2017**

Dinner was served at 6:30 p.m.

CALL MEETING TO ORDER – The Kenmore City Council regular meeting was called to order by Mayor Baker at 7:00 p.m.

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

Staff present: Rob Karlinsey, City Manager; Nancy Ousley, Assistant City Manager; Kris Overlesse, Public Works Director; Bryan Hampson, Development Services Director; Debbie Bent, Community Development Director; Rod Kaseguma, City Attorney and Kelly Chelin, City Clerk.

FLAG SALUTE

The Council led the flag salute.

JOINT MEETING WITH THE NORTSHORE UTILITY DISTRICT BOARD OF DIRECTORS

All City Councilmembers were in attendance along with the Northshore Utility District Board of Directors and Staff:

Don Ellis, Commissioner (President)
Matthew Breysse, Commissioner (Secretary)
Bruce Gardiner, Commissioner
Robert Peterson, Commissioner
Fanny Yee, General Manager
Al Nelson, Assistant General Manager
Dave Kaiser, Engineering Director
Steve Schommer, IT Director
Steve Hamilton, Finance Director

The Council provided an update to the board and staff on the following topics:

- Walkways and Waterways
- Capital Improvement Plan
- Downtown Redevelopment
- Lakepointe Development

Northshore Utility District provided an update to the City on the following topics:

- Change of Leadership at Northshore Utility District
- Capital Improvement Plan
- Operating and Financial Report

General Manager Fanny Yee reported that she will be retiring and Assistant General Manager Al Nelson will be taking over. The Council and the Board of Directors agreed that this joint meeting was useful and would like to commit to holding this meeting on an annual basis.

CITIZEN COMMENTS – 8:00 p.m.

Charlies Crouch, 7409 NE 200th Street, Kenmore.

Mr. Crouch said the parking impact fee and sidewalk codes are a burden on his business. He said fees in the amount of \$30,000 are out of reach for a business owner like him. He stated that the City of Shoreline waived those fees for small businesses.

Jim McPhetridge, 22811 58th Drive SE, Bothell.

Mr. McPhetridge stated that he goes to the Kenmore CrossFit that Mr. Crouch owns. He urged the Council to reconsider at the fees on small businesses.

Amanda McPhetridge, 22811 58th Drive SE, Bothell.

Ms. McPhetridge stated that she is 14 years old. She stated that she loves working out at Kenmore CrossFit. She said it's a community and it would be sad for it to go away.

Jocelyn Halverson, 1718 236th Place SW, Bothell.

Ms. Halverson stated she agreed that the fees are too high for Kenmore CrossFit.

Laura Simbulan, 18325 83rd Place NE, Kenmore.

Ms. Simbulan stated that CrossFit is so important. It would be a great loss to lose Kenmore CrossFit.

Spencer Getz, 7512 NE Bothell Way, Apt 214, Kenmore.

Mr. Getz stated that Mr. Crouch has been a mentor to him. He urged the Council to not assess high fees that would make Kenmore CrossFit go out of business.

Lauren Mau, 24022 26th Drive SE, Bothell.

Ms. Mau stated that she is 13 years old. She enjoys CrossFit and it's a big part of her life.

Casey Hromada, 15416 221st Avenue NE, Woodinville.

Mr. Hromada stated CrossFit means a lot to him and veterans.

Sonta Kotike, 15416 221st Avenue NE, Woodinville.

Dr. Kotike relayed that she is a clinical psychologist. She said Kenmore CrossFit is a community.

Donald Taylor, 418 Dayton St, Apt 1, Edmonds.

Mr. Taylor stated that he loves being part of Kenmore CrossFit. He urged the Council to look at the fees.

Bill Arnestad, 12709 NE 133rd Place, Kirkland.

Mr. Arnestad stated that he knows the Council has a hard job. He stated that he spends a lot of money in Kenmore because of Kenmore CrossFit.

Bill Abdella, 18210 5th Avenue NE, Shoreline.

Mr. Abdella stated he loves Kenmore CrossFit. He is in the best shape from working out there.

Mike Breer, 19903 Ken Lake Drive, Kenmore (Spelling and address not confirmed).

He stated that he supports Kenmore CrossFit. He doesn't believe the fees are fair.

Jennifer Anderson, 15448 85th Avenue NE, Kenmore.

Ms. Anderson stated that the Council had an ordinance previously that waived the fees for small businesses. She urged the Council to continue this program.

Elisabeth Lepine, 7638 NE 196th Street, Kenmore.

Ms. Lepine stated that Kenmore CrossFit is a community like no other.

Molly Burdeen, 16400 Inglewood NE, Kenmore.

Ms. Burdeen stated that as a woman, Kenmore CrossFit has given her empowerment.

Rene Holderman, 16023 84th Avenue NE, Kenmore.

Ms. Holderman urged the Council to not let Kenmore CrossFit go away.

Karyn Mlodosky, 6261 NE 184th Street, Kenmore.

Ms. Mlodosky also urged the Council to not assess high fees on Kenmore CrossFit.

Greg Krueger, 19128 112th Avenue NE, Apt 417, Bothell.

Mr. Krueger also urged the Council to save Kenmore CrossFit.

Christina Jenkins, 8827 NE 144th Street, Kirkland.

Ms. Jenkins stated that she shops in Kenmore because of Kenmore CrossFit.

Jacob Packley, 1701 121st Street SE, Everett.

Mr. Packley stated that Kenmore CrossFit is a real community.

Rudy Gothenquirst, 15610 92nd Court NE, Bothell.

Ms. Gothenquirst told the Council that he appreciates the gym at Kenmore CrossFit.

Mayor Baker thanked the citizens for their comments. He further stated that the Council will take these comments under advisement.

BUSINESS AGENDA

Housing Strategy Plan Prioritization of Strategies, Debbie Bent, Community Development Director and Lauri Anderson, Senior Planner

Director Bent explained that at the February 13, 2017 Council meeting, staff and ARCH introduced the direct assistance strategies to be considered as part of the Housing Strategy Plan. She stated the goals for tonight's meeting were the following:

1. Prioritize the five direct assistance strategies and determine which of these strategies, if any, should be added to the City Council work program for this year;
2. Determine whether the top four strategies recommended by the Planning Commission are appropriate;
3. Adopt the overall Housing Strategy Plan (overall report including priority strategies and unabridged matrix); and

4. Determine which one of the prioritized land use related strategies should be assigned to this year's Planning Commission docket.

In Attachment 1, staff has developed a priority recommendation for the direct assistance strategies, with the staff-recommended top priorities highlighted. Director Bent noted that as directed the Planning Commission did not consider or rank the direct assistance strategies, reserving that task for the City Council.

Attachment 2 identifies the four highest priority strategies recommended by the Planning Commission. As in Attachment 1, the staff recommendation for the top priority among the four Planning Commission strategies is highlighted. That strategy would have the Commission consider ways to preserve existing affordable housing, considering treatment of the manufactured housing communities and the ability to do density transfers from affordable properties. This issue is timely and would, potentially, protect already-existing affordable housing in Kenmore.

Attachment 3 is the unabridged matrix of strategies, including all of the Planning Commission recommendations. The matrix includes the review criteria for each strategy.

Attachment 4 is a response to the questions the City Council raised in February. Although the strategy selection is only the first step in analyzing whether or not an approach may be appropriate for Kenmore, this information will be useful moving forward as the related strategy is being assessed.

Council and staff discussed prioritizing the Housing Strategy Plan strategies for assignment to the Planning Commission docket and the City Council work program.

MOTION: Councilmember Herbig made a motion to have the source of income discrimination be moved from Tier 3 to a higher priority (making it a 5th bullet on attachment #2), Councilmember Baker seconded the motion. The motion failed 3-4 with Councilmember Curtis, Deputy Mayor Van Ness, Councilmember Smith and Councilmember Sperry voting no.

MOTION: Councilmember Denuski made a motion to approve the overall housing strategy plan, Councilmember Curtis seconded the motion. The motion passed unanimously.

Public Comment on Housing Strategies

Randy Bannecker, 820 4th Avenue, Seattle.

Mr. Bannecker stated that he was with the Association of Relators. He stated that here is a big demand for housing so looking at alternative housing is critical. He thanked the Council for all their work.

COUNCIL REPORT

Councilmember Smith reported there is a huge demand for housing. There were over 25 offers on a home in Kenmore recently.

Deputy Mayor Van Ness stated that he will report on the NLC Conference at the next meeting.

Mayor Baker reported that the City will be holding an event for Kenmore resident Gaby Borrromeo, who is a contestant on the TV show “The Voice” on Thursday from 5:30 to 7:30 p.m. The Mayor will be presenting a proclamation to Ms. Borrromeo.

ADJOURNMENT

Mayor Baker adjourned the meeting at 9:57 p.m.

David Baker, Mayor

ATTEST:

Kelly M. Chelin, City Clerk

**City of Kenmore, Washington
City Council Regular Meeting Minutes
March 27, 2017**

CALL MEETING TO ORDER – The Kenmore City Council regular meeting was called to order by Mayor Baker 7:00 p.m.

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

Staff present: Rob Karlinsey, City Manager; Nancy Ousley, Assistant City Manager; Kris Overlesse, Public Works Director; Joanne Gregory, Finance and Administration Director; Rod Kaseguma, City Attorney; Cliff Sether, Police Chief; Janet Quinn, Project Coordinator and Kelly Chelin, City Clerk.

FLAG SALUTE

The Council led the flag salute.

AGENDA APPROVAL

The agenda was approved as written.

CITIZEN COMMENTS

Todd Prince, 6706 NE 185th Street, Kenmore.

Mr. Prince spoke to a complaint he had with the police department.

Wendy Reynolds, 16416 84th Avenue NE, Kenmore.

Ms. Reynolds spoke about the planters that were installed by the City on 84th. She told the Council the turns are too tight. She urged the Council to address the issue.

John Adamski, 5906 NE Arrowhead Drive, Kenmore.

Mr. Adamski stated that he is a long-term resident. He spoke to the water quality sampling at Log Boom Park. He also relayed a few concerns he would have with a potential water taxi.

Bob Black, 8232 NE 166th, Kenmore.

Mr. Black spoke to the traffic revisions at 84th Avenue and the chicane on 75th. He stated its hazardous and emergency vehicles can't navigate.

Eric Adman, 7815 NE 192nd Street, Kenmore.

Mr. Adman handed out a Little Swamp Creek Stream Report to the Council.

John Hendrickson, 5919 NE 202nd W, Kenmore.

Mr. Hendrickson urged the Council to get a citizen timer at the meetings. He stated that he has asked the Council several times to address concerns about an email that he believes was a violation of the OPMA.

Mayor Baker thanked the citizens for their comments. City Manager Karlinsey stated that he trusted the Police Chief's judgement on the issue concerning Mr. Prince. He also addressed the concerns about the planters. The City is looking at all options.

Mayor Baker read a letter into the record from Oliver Wakeman. Mr. Wakeman is in the third grade and urged the Council to ban large cups of soda in the City.

CONSENT AGENDA

Councilmember Denuski moved to approve the consent agenda as submitted, Councilmember Sperry seconded the motion. The motion passed 7-0.

The consent agenda included the following:

The Following Checks and Electronic Payments are Approved for Payment:

Total Check Numbers 36412 through 36501 in the Amount of \$302,393.71.

Total Payroll Electronic Deposits Dated 03/03/2017 in the Amount of \$78,765.43.

Adopt Minutes for the February 27, 2017 and March 6, 2017 City Council Meeting

Authorize the City Manager to Execute Interlocal Agreement 17-C1669 with King County for Water Quality Sampling of Lake Washington at Log Boom Park

Reaffirm the City of Kenmore's Final Intent to Enter into an Interlocal Agreement with Regional Animal Services of King County Contingent on the Proposed Contract and Costs

Authorize the City Manager to Sign and Execute Consultant Services Agreement 17-C1668 with Muni Manage, LLC in an Amount Not to Exceed \$70,000

BUSINESS AGENDA

Annual Police Report - Chief Sether

Chief Sether reviewed the 2016 Police Report to the Council. Pedestrian and bicycle safety, including the City's Target Zero goal, continues to be a priority for the Kenmore Police Department. In the spring of 2016, the City added a police motorcycle to its fleet. The police motorcycle is another tool in enforcing pedestrian and bicycle traffic safety laws. Since the motorcycle unit has become operational, Officer Deppa has logged 156 hours. He has written 184 tickets since May 2016 and will continue to make pedestrian and bicycle safety a priority. The Chief explained that this year he is implementing a new strategy for trail enforcement. He will be deploying officers randomly throughout the weekdays as well as on the weekends.

MOTION: Councilmember Sperry made a motion to file the 2016 Kenmore Police Report, Mayor Baker seconded the motion passed unanimously.

Discussion and Potential Approval of City of Kenmore 2017 Requested Priorities for King County - Nancy Ousley, Assistant City Manager

Assistant City Manager Ousley reported that along with the City's State Legislative Agenda and Federal Legislative Agenda, the City has adopted priorities for King County that help guide the City's intergovernmental efforts. The document in the packet also provides a concise outline for King County officials of Kenmore's issues that will likely be discussed during the year.

As in previous years, transit service and commuter parking in downtown Kenmore are top issues. With the passage of Sound Transit 3 and Metro Transit planning, some of the transit level of

service items mentioned in the 2015 Priorities have been addressed. The item on aquatic vegetation management in the Sammamish River and North Lake Washington has been updated, now that a plan has been developed.

New issues include support for the proposed temporary use of the former King County Sheriff's Office Precinct for a temporary shelter for families and the heightened importance of introducing Water Taxi service between Kenmore and Seattle, as redevelopment plans for Lakepointe gain momentum.

MOTION: Deputy Mayor Van Ness made a motion to approve the City of Kenmore 2017 Requested Priorities for King County, Mayor Baker seconded the motion. The motion passed 7-0.

Resolution No. 17-293 Discussion of Proposed Revisions to Council Rules and Procedures – Rod Kaseguma, City Attorney and Janet Quinn, Project Coordinator.

Project Coordinator Quinn presented the proposed revisions to the rules and procedures and explained that City Councilmembers had wished to revise their rules and procedures for the conduct of City business and City Council meetings to include a section on Ethics and Conflicts of Interest. In addition, Resolution 14-238, Kenmore City Council Vacancy and Leave of Absence Policy & Procedure, is proposed to be incorporated into this Resolution as part of a newly adopted Council Rules and Procedures.

Other small revisions to the Council Rules and Procedures are included as well. It should be noted that Resolution 17-293, previously submitted as 16-289 & incorporating 14-238 and replaces 13-215.

Lastly, staff prepared two significantly different options for gift rules for Council consideration and is seeking direction from Council. City Attorney Kaseguma discussed the options to the Council.

After discussion, the Council provided feedback to the staff and this item will be brought back to a future Council meeting for adoption.

Approval to Pilot a Micro-Grant Program to Encourage Community Members to Design and Implement "Love Notes" in Kenmore - Leslie Harris, Community Relations Manager

Manager Harris explained to the Council that at the For the Love of Kenmore workshop in 2015, Kenmore businesses and individuals donated money to support a \$500 grant for the project that received the most votes. There were several great ideas presented at the workshop, including various community events, neighborhood block party, public art projects, Hank Heron stencil, t-shirt design, and others. While a few of the ideas came to fruition, additional projects may have been implemented if there was encouragement along with monetary support.

At the For the Love of Kenmore: To the Next Level workshop on April 3, 2017, instead of awarding a \$500 grant to a single project, another idea is to offer a micro-grant that encourages community members to design and implement a "Love Note" in Kenmore. A micro-grant is small, one-time-only, cash awards given to community groups or others for short-term community projects. The micro-grant projects (Love Notes) are designed and implemented by the community groups (co-creators) themselves.

This pilot program could be funded by the Community Event Sponsorship budget. Kenmore City Council allocated \$20,000 in the 2017-2018 biennial budget to support community organized events. The 2015-2016 biennial budget supported events such as the Kenmore Hydroplane Cup, Kenmore Air Seaplane Fly-In, Kenmore Waterfront Activities Fair, and others that brought the community together. City staff recommendation would be to allocate \$5,000 toward a pilot micro-grant program for 2017-2018.

If the Council approves the idea of a pilot micro-grant program, staff will next establish micro-grant guidelines in anticipation of accepting applications later this spring. The micro-grant projects would be evaluated and selected by a city/citizen committee.

MOTION: Councilmember Smith made a motion to approve a pilot micro-grant program, Mayor Baker seconded the motion. The motion passed unanimously.

STAFF REPORT

City Manager Karlinsey reported that Peter Kageyama will be at the City next week on both April 3 and April 4 and possibly coffee with Council.

COUNCIL REPORT

Councilmember Smith reported on a meeting he had with Dr. Reid and the Bothell City Manager about the need for a pool/aquatics center in the area.

Councilmember Sperry reported on the NLC Conference in Washington D.C. She found the conference very informative. The conference really emphasized that Kenmore is doing a lot right. Lastly, she has a meeting with the Library Board and they may vote to disband.

Councilmember Denuski stated that the City of Kenmore is the second LMCTC All-Star Community. She also said there was cake tonight for the Mayor's birthday.

Deputy Mayor Van Ness also reported on the NLC Conference he attended.

Mayor Baker reported that the event for "The Voice" contestant Gaby Borromeo was outstanding. He also reported that the Council will do a proclamation at a future meeting for Evelyn LaBorn and her husband's 75th Anniversary.

ADJOURNMENT

Mayor Baker adjourned the meeting at 9:33 p.m.

David Baker, Mayor

ATTEST:

Kelly M. Chelin, City Clerk

Voucher Certification and Approval

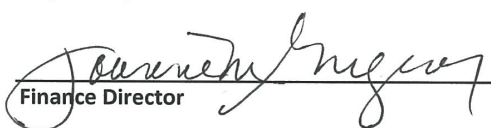
I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a 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: 36616 through 36687 \$ 437,169.78

Total Payroll electronic deposits dated: 03/31/2017 \$ 78,793.81

 14 APR 2017
 City Manager Date

 4-14-17
 Finance Director Date

Check #	Vendor Name	Description	Check Amount
36616	NATIONWIDE FINANCIAL 401a	Social Security Replacement Plan	12,795.57
36617	NATIONWIDE RETIREMENT SOLUTIONS 457	Deferred Comp Payroll Deduction	295.00
36618	ICMA RETIREMENT TRUST 457 - 304745	Deferred Comp Payroll Deduction	3,185.33
36619	BANK OF AMERICA 941	Payroll Taxes	17,363.03
36620	DEPARTMENT OF RETIREMENT SYSTEMS	WA State Retirement	19,208.36
36621	DEPARTMENT OF LABOR AND INDUSTRIES	Worker's Compensation	1,475.17
36622	UNITED WAY OF KING COUNTY	Employee Charitable Contribution	252.00
36623	STATE OF FLORIDA DISBURSEMENT UNIT	Payroll Deduction	275.00
36624	NAVIA	Medical & Dependent Care Flexible Spending Accts.	359.60
36625	AVIDIA HEALTH	Employee Health Savings Acct. Contributions	42.30
36626	BRAVO ENVIRONMENTAL SERVICE	Vactor Services	14,341.35
36627	CAPITAL ONE COMMERCIAL/ COSTCO	Business Meeting Refreshments	19.47
36628	DAILY JOURNAL OF COMMERCE	Ad for Bids - NE 192nd Culvert	192.00
36629	REPUBLIC SERVICES	March City Hall & Rhod. Park Solid Waste Services	662.53
36630	FRUHLING SAND & TOPSOIL	Asphalt Disposal	70.00
36631	HOME DEPOT CREDIT SERVICES	Plastic Sheeting for Bridge Cleaning	113.88
36632	INSLEE, BEST, DOEZIE & RYDER, P.S.	January & February Legal Services	53,223.70
36633	JET CITY PRINTING	NTPP Postcards	209.42
36634	KING COUNTY FLEET ADMIN	Sand Bags & Surface Water Tools	464.31
36635	KING COUNTY SHERIFF	Police Admin. Fees for SR522 CB Replacement Coverage	340.46
36636	KING COUNTY SHERIFF	Feb. Police School District Overtime Charges	7,788.32
36637	NORTHSHORE UTILITY DIST	1/15-3/15 Water/Sewer/Irrigation Fees	1,265.57
36638	NORTHSHORE UTILITY DIST	1/15-3/15 6728 NE 181st Town Green	314.45
36639	OFFICE DEPOT	Office Supplies	706.29
36640	PUGET SOUND ENERGY	2/13-3/15 Rhododendron Park Electricity	523.90
36641	SEATTLE TIMES	3/16 NE 192nd Culvert Project Advertising	187.32
36642	STAPLES ADVANTAGE	City Hall Maintenance Supplies	675.07
36643	TOTAL LANDSCAPE CORP	March NS Summit & Squire's Landing Parks Maint.	1,215.45
36644	COLUMBIA RIDGE LANDFILL	March Street Sweeper Debris Disposal	892.48
36645	UPS STORE	Public Records Request Photocopying	13.01
36646	ACF WEST INC	Bridge Cleaning & Drainage Materials	1,253.23
36647	AURORA RENTS	Bridge Cleaning Pressure Washer Rental	438.49
36648	KING COUNTY RECORDER'S OFFICE	Title Notice Violation Recording Fee	74.00
36649	SPERRY, LAURIE	NLC Conference Airfare, Meals, & Registration	1,231.98
36650	KONICA MINOLTA BUSINESS SOLUTIONS	Feb. SR522 Copier Charges & Final Billing	388.49

36651	GROUP FOUR INC.	17-C1661 St. Edward Ballfield Surveying	3,000.00
36652	A+ CONFERENCING	Conference Calls	54.26
36653	SHRED-IT USA LLC	March Shredding Services	61.50
36654	ALCALDE & FAY	March Government Affairs Consulting	5,616.38
36655	COMCAST BUSINESS	Incubator Bldg. Final Separate Internet Billing	9.25
36656	HORIZON DISTRIBUTORS INC	City Hall & Parks Supplies & Equipment	236.58
36657	PHSI PURE HEALTH SOLUTIONS INC.	3/16 City Hall Purified Water Systems Monthly Billing	100.63
36658	AGORA NW LLC	Incubator Bldg. Water Filter	112.13
36659	AGORA NW LLC	City Hall Water Dispenser Filters	224.26
36660	HOPKINS, CRAIG	3/2-3/30 Police Volunteer Mileage	60.99
36661	DEVRIES, DENIS	3/6-3/27 Police Volunteer Mileage	51.36
36662	MILLER STEPHENS, MARY	March Public Defense Svcs @ SCORE	1,250.00
36663	AUTOMATED CONTROLS	City Hall HVAC Control Maintenance	1,543.95
36664	BRIEN, GAYLYNN	Jan. Sales Tax Data Management	50.00
36665	TRINITY CONTRACTORS, INC.	NE 181st St North Sidewalk Improvements	5,703.17
36666	NEW PIG	Bridge Cleaning/Spill Control Dikes	1,397.04
36667	VERTICAL VISUAL SOLUTIONS INC.	Monument/Gateway/Burke Gilman Trail Signage	12,658.20
36668	HIGHWIRE	Squire's Landing Incline Press	1,885.59
36669	SCORE	Feb. Outside Health Services	736.60
36670	HANSEN, COREY	March Incubator Consulting Services	4,874.00
36671	HANSEN, COREY	March 5X Entrepreneur Series	3,855.00
36672	MARSHBANK CONSTRUCTION	SR522 West A Construction	1,917.33
36673	MARSHBANK CONSTRUCTION	SR522 Catch Basin Repairs	199,673.37
36674	STEWART TITLE COMPANY	Juanita Drive Title Search	321.93
36675	KPFF CONSULTING ENGINEERS	1/28-2/24 15-C1414 62nd Ave Improvements	880.88
36676	STATEWIDE RENT-A-FENCE INC.	Town Green Fence Rental	3,791.76
36677	NORTHWEST ARBORICULTURE LLC	62nd/191st & 18918 73rd Tree Evaluations	555.02
36678	DEPPA, DOUG	Training Registration Reimbursement	150.00
36679	EA ENGINEERING SCIENCE & TECHNOLOGY	16-C1582 St. Edward Lodge Professional Services	10,078.20
36680	QUINN, JANET	Mileage & Supply Reimbursement	74.68
36681	OLBRECHTS & ASSOCIATES, PLLC	Hearing Examiner for Lodge @ St. Edward	17,307.50
36682	CLARK & SONS EXCAVATING INC.	Retainage Release Contract 17-C1637	913.00
36683	NAZARIYA, ANATOLI	Per Diem Police Training 5/15-5/22/17	382.50
36684	SIMONDS COURT LLC	Refund Overpayment of CAO Signs	8.36
36685	TUFF SHED, INC	Storage Shed @ Senior Center	1,872.83
36686	YOM: FULL SERVICE COURT REPORTING	Lodge @ St. Edwards Hearing Transcripts	9,055.00
36687	WETHERHOLT & ASSOCIATES, INC	City Hall Roof Leak Investigation Service	4,850.00
3/31/2017	PAYROLL	Direct Deposit	80,936.61
			<u>\$ 518,106.39</u>

2017	PRIOR VENDOR ACTIVITY	TOTAL	FOR 2017
	A V CAPTURE ALL		4,718.57
	A+ CONFERENCING		127.13
	AAA PRINTING		605.11
	AFLAC		1,441.47
	ALCALDE & FAY		10,035.87
	ALPHAGRAPHS US718		239.95
	AM TEST, INC		225.00
	AMERICAN GENERAL LIFE GPO-400S		1,229.82
	AMERICAN PLANNING ASSOCIATION		1,065.00
	AMERICAN PUBLIC WORKS ASSOCIATION		1,295.00
	ARTS OF KENMORE		950.00
	ASSOCIATION OF WA CITIES		15,574.00
	AWC EMPLOYEE BENEFITS		146,569.59
	BAKER, DAVID		1,205.54
	BANK OF AMERICA 941		102,773.84
	BANNER BANK NO		467.89
	BANNER BANK BAKER		2,253.20
	BANNER BANK BH		211.10
	BANNER BANK CS		2,960.18
	BANNER BANK DB		275.00
	BANNER BANK JG		1,882.06
	BANNER BANK JGORDON		2,512.66
	BANNER BANK KENMORE		7,727.59
	BANNER BANK LD		3,240.00
	BANNER BANK NO		2,093.80
	BANNER BANK PS		617.09
	BANNER BANK RK		3,379.08
	BANNER BANK VAN NESS		731.20
	BASTYR UNIVERSITY		200.00
	BERGMANN, SEAN & LINETTE		9,500.00
	BEST HARBOUR DEVELOPMENT LLC		7,500.00
	BLACKBAUD		7,304.24
	BRAVO ENVIRONMENTAL SERVICE		18,008.51
	BRIEN, GAYLYNN		100.00
	BRUCE DEES & ASSOCIATES		236.51
	BUILDERS EXCHANGE OF WASHINGTON INC		365.35
	CALPORTLAND COMPANY		171.17
	CANYON VIEW ESTATES		7,561.70
	CAPITAL ONE COMMERCIAL/ COSTCO		158.29
	CASCADE PEST CONTROL		427.05
	CEMEX		655.59
	CITY OF BELLEVUE		8,131.00
	CITY OF LAKE FOREST PARK		261,779.44
	CITY OF SHORELINE		2,281.53
	CITYWORKS/ AZTECA SYSTEMS INC.		21,900.00
	CLARK & SONS EXCAVATING INC.		17,347.00
	CODE PUBLISHING COMPANY		3,562.89
	COLUMBIA RIDGE LANDFILL		1,170.78
	COMCAST		4,723.28
	COMCAST BUSINESS		2,069.93
	CONSOLIDATED PRESS		3,180.78
	CONTOUR FENCE CO. INC.		3,087.90

CSAT, LLC	1,200.00
D.R. HORTON	11,885.43
DACO ENTERPRISES, LLC	2,500.00
DAILY JOURNAL OF COMMERCE	1,300.80
DAY WIRELESS SYSTEMS	76.44
DEPARTMENT OF LABOR AND INDUSTRIES	7,581.35
DEPARTMENT OF RETIREMENT SYSTEMS	115,028.68
DEPPA, DOUG	77.52
DEVRIES, DENIS	48.69
DIGITAL REPROGRAPHICS SERVICES INC.	144.32
DRS 457	2,960.00
EA ENGINEERING SCIENCE & TECHNOLOGY	18,311.81
EAST JORDAN IRON WORKS	17,405.02
EASTSIDE HOMES, INC.	106,645.57
ECO-COUNTER	9,580.00
ECONOMIC DEV COUNCIL OF SEATTLE/KC	5,000.00
ECOSS	1,941.26
EMPLOYMENT SECURITY DEPT	249.00
ENVIRONMENTAL SYSTEMS RESEARCH INST	5,694.00
EVERGREEN SAFETY COUNCIL	299.00
FERGUSON ENTERPRISES INC #1539	3,466.47
FINANCIAL CONSULTING SOLUTIONS GROUP	18,844.79
FIRE PROTECTION, INC	246.42
FLEMINGS HOLIDAY LIGHTING LLC	3,241.27
FRONTIER	25,012.53
FRUHLING SAND & TOPSOIL	200.00
FUN RENTALS	710.66
GALLATIN PUBLIC AFFAIRS	7,000.00
GORDON THOMAS HONEYWELL	7,756.54
GORDON, JENNIFER	150.00
GOVDELIVERY, INC.	11,576.25
GRAINGER	314.55
GREATER BOTHELL CHAMBER OF COMMERCE	1,900.00
HANSEN, COREY	13,405.00
HDR ENGINEERING, INC	18,453.97
HERRERA ENVIRONMENTAL CONSULTANTS	13,130.55
HESTON VISUAL ARTS	465.38
HONEY BUCKET	655.05
HOPKINS, CRAIG	143.38
HORIZON DISTRIBUTORS INC	107.54
HSA BANK	42.30
ICMA RETIREMENT TRUST 457 - 304745	19,110.46
INC4INC, INC.	7,500.00
INDEPENDENT STATIONERS	148.96
INSLEE, BEST, DOEZIE & RYDER, P.S.	27,838.98
INTEGRA TELECOM	1,799.53
IWORQ SYSTEMS	2,800.00
JAYMARC - AV	46,455.78
JET CITY IMPROV	600.00
JET CITY PRINTING	324.40
JOYCE ZIKER PARKINSON	150.00
JSH PROPERTIES, INC.	420.12
KAMINS CONSTRUCTION INC.	34,828.50
KENMORE COMMERCIAL LLC	9,639.75

KENMORE HERITAGE SOCIETY	585.00
KING COUNTY ANIMAL SVCS	648.00
KING COUNTY FINANCE	145,126.17
KING COUNTY FINANCE W.L.R.D.	569.64
KING COUNTY MUNICIPAL CLERKS ASSOC	25.00
KING COUNTY RADIO COMM SERVICES	298.94
KING COUNTY RECORDER'S OFFICE	166.00
KING COUNTY SHERIFF	11,391.69
KING COUNTY TREASURY	11,183.52
KOMPAN, INC	2,169.20
KONICA MINOLTA BUSINESS SOLUTIONS	629.24
KPFF CONSULTING ENGINEERS	17,278.00
KUSTOM SIGNALS, INC.	492.26
LANDSCAPE FORMS, INC.	503.70
LANGUAGE LINE SERVICES, INC.	282.67
LAW OFFICE OF JOHN RONGERUDE, PS	300.00
LENTZ, FLORENCE K.	6,150.00
LIGHTHOUSE CONSULTING INC	12,075.61
LINCOLN NATIONAL LIFE INSURANCE	2,805.16
MAACO	383.25
MACLEOD RECKORD	70,499.97
MAIL FINANCE	703.00
MARSHBANK CONSTRUCTION	2,313.67
MCCLURE AND SONS, INC.	95,511.90
METROPOLITAN TRANS. COMMISSION	1,500.00
MICRONET, INC.	151.12
MILLER STEPHENS, MARY	3,750.00
MR. T'S TROPHIES	121.33
MUNIMANAGE, LLC	6,500.00
NATIONAL LIFE OF VERMONT	369.51
NATIONWIDE FINANCIAL 401a	78,062.64
NATIONWIDE RETIREMENT SOLUTIONS 457	1,320.00
NAVIA	4,161.10
NAZARIYA, ANATOLI	153.57
NEOPOST USA INC.	182.87
NICK MINZGHOR	850.00
NORTHSHORE FIRE DEPT	600.00
NORTHSHORE ROTARY CLUB	148.00
NORTHSHORE UTILITY DIST	12,812.72
NORTHWEST ARBORICULTURE LLC	4,714.05
NORTHWEST LANDSCAPE SERVICES	5,235.36
OFFICE DEPOT	1,478.51
OFFICE TEAM	574.80
OLBRECHTS & ASSOCIATES, PLLC	9,782.00
OLYMPIC ENVIRONMENTAL RESOURCES INC	6,108.30
OSBORN CONSULTING INC.	17,530.04
OWEN EQUIPMENT COMPANY	1,246.98
PACIFIC TOPSOILS	73.00
PAMPLIN MEDIA GROUP	190.00
PASSPORT TRAVEL AND TOURS	598.00
PAWS	360.00
PENDLETON, MICHAEL	3,745.50
PERSONAL BEST/ TOPHEALTH	117.74
PERTEET INC.	10,888.73

PETTY CASH CUSTODIAN	424.85
PHSI PURE HEALTH SOLUTIONS INC.	302.89
PHSI PURE WATER FINANCE	301.86
PLANTS NORTHWEST, INC.	3,269.30
PUGET SOUND CLEAN AIR AGENCY	17,756.00
PUGET SOUND ENERGY	39,980.23
PUGET SOUND FINANCE OFFICERS ASSOC	50.00
PUGET SOUND REGIONAL COUNCIL	8,294.00
QUALITY BUSINESS SYSTEMS INC.	2,677.14
RANDALL, BRIAN	411.40
REDFIELD PROPERTIES LLC	2,500.00
REPUBLIC SERVICES	1,323.06
RESOURCE EXPLORATION, LLC	8,000.00
RYCO EQUIPMENT, INC.	216.81
SARAH ROBERTS	21,672.18
SCORE	59,746.65
SEATTLE PHOTO BOOTHS	565.02
SEATTLE TIMES	1,355.84
SHI INTERNATIONAL CORP.	375.59
SHRED-IT USA LLC	175.93
SITTS & HILL ENGINEERS, INC.	228.00
SKYWARD CONSTRUCTION	58,921.18
SNOHOMISH COUNTY	2,113.00
SOFTWAREONE, INC.	9,830.69
SOUND CITIES ASSOC	14,189.83
SOUND PUBLISHING, INC.	1,459.65
SPERRY, LAURIE	34.78
STAPLES ADVANTAGE	207.71
STARDOM SERVICES, INC.	1,020.00
STATE OF FLORIDA DISBURSEMENT UNIT	1,650.00
STATE OF WA DEPT. OF LICENSING	30.00
STEWART MACNICHOLS HARMELL, INC.	15,000.00
STEWART TITLE COMPANY	37,527.84
SUMMIT TREE AND LAND, INC.	4,489.50
TELESYSTEMS WEST	175.20
TOP TO BOTTOM JANITORIAL, INC.	7,000.00
TOTAL LANDSCAPE CORP	16,737.93
TOWN CENTER HARDWARE	257.66
TRINITY CONTRACTORS, INC.	43,661.30
TYLER TECHNOLOGIES, INC.	843.75
UFF DA LOGISTICS	283.59
UNITED STATES POSTMASTER	1,586.32
UNITED WAY OF KING COUNTY	1,512.00
UPS STORE	89.15
URBAN FORESTRY SERVICES, INC.	850.00
US POSTAL SERVICE (HASLER)	2,739.69
VAN NESS, ALLAN	81.51
VELLAT, MARC H.	32,050.00
VERIZON WIRELESS	1,583.38
VERSATILE MOBILE SYSTEMS	260.88
W.S.S.O. Advanced Training	780.00
WA ASSOC OF BUILDING OFFICIALS	2,450.00
WA ASSOC OF CODE ENFORCEMENT	35.00
WA ASSOC OF PUBLIC RECORDS OFFICERS	350.00

WA CITIES INSURANCE AUTHORITY	265,141.00
WA FINANCE OFFICERS ASSOCIATION	150.00
WA STATE DEPT OF LABOR & INDUSTRIES	141.60
WA STATE DEPT OF TRANSPORTATION	1,572.53
WAGE WORKS	288.00
WASHINGTON ENERGY SERVICES CO. LLC	28.00
WASHINGTON STATE DEPT OF REVENUE	4,877.35
WASHINGTON STATE PATROL	897.24
WELLS FARGO FINANCIAL	1,233.82
WETLANDS & WOODLANDS INC	9,677.06
WINTERBOURNE LANDSCAPE	574.88
ZONAR SYSTEMS	525.33
	<u>\$ 2,554,150.26</u>



City Council Business Agenda Item City of Kenmore, WA

Subject/Topic: NE 202nd Safe Routes to Schools
Project Construction Management Award
Authorization

For Council Meeting Agenda of: April 24, 2017

Department: Public Works

Prepared by: John Vicente, Capital Projects Manager

Proposed Council Action/Motion:

Authorize the City Manager to execute a contract for Construction Management Services with Perteet for the NE 202nd Safe Routes to Schools Project for the amount of \$105,180.

Approved by Department Head:

Approved by City Attorney:

Approved by Finance Director:

Approved by City Manager:

Exhibits/Attachments: N/A

Initial & Date

NA 4/14/17

NA

John 4/14/17

Expenditure Required

\$1,269,904 (2017-2018 biennium)

Amount Budgeted

\$1,190,950 (2017-2018 biennium)

Appropriation Required

\$78,954

INFORMATION/BACKGROUND:

Project Description: The NE 202nd Street Safe Routes to Schools project will install new sidewalk along the south side of NE 202nd Street from NE 201st Place to 66th Ave NE and new sidewalk along both sides of 66th Ave NE from NE 202nd Street to Kenmore Junior High School. The new sidewalk will be 6 feet wide and will have a 4-foot wide amenity strip separating the sidewalk from the travel lane. Perteet will provide construction inspection and documentation management for the project during construction.

Project Status:

The project was formally advertised on February 13, 2017 and bids were opened on March 7th. Construction is expected to start on June 23rd and will be completed late in the summer/early fall of this year.

Recommendation: Staff recommends that City Council authorize the City Manager to execute a contract with Perteet for the NE 202nd St Safe Routes to Schools Project in the amount of \$105,180, which is the contract amount of \$95,619 plus a 10% contingency of \$9,561.

FISCAL CONSIDERATION:

The project budget is \$1,190,950 (2017-2018 biennium). The overall cost estimate for construction management services exceeds the available project budget. The appropriation required is due to:

- Bids received were higher than the Engineer's Estimate
- Additional cost needed during design
- Funds approved in the prior biennium were not spend and need to be carried over.

A budget amendment will be necessary to cover the projected cost for Construction Management services during construction. This amendment will be brought to Council at a later date.

Below is a breakdown on total project cost and approved budget for the project (2015/2016 and 2017/2018 Biennium):

EXPENDITURES

Design:		
Staff and other Direct Expenses	\$3,000	
Consultant Design Contract	\$167,210	
Total Design		\$170,210
Right of Way Acquisition:		
Property Acquisitions	\$42,185	
Consultant Design Contract	\$18,500	
Total Right of Way		\$60,685
Construction:		
Staff and other Direct Expenses	\$4,600	
Engineering Services during Construction	\$11,615	
Construction Management Services	\$105,180	
Construction Contract (Welwest Cons.)	\$973,944	
Total Construction		\$1,095,339
Contingency		\$97,394
Total Project Cost		\$1,423,628

BUDGET

Safe Routes to Schools Grant	\$814,056
Complete Streets Grant	\$500,000
Transportation Fund	\$30,618
Total Revenue	\$1,344,674

A budget amendment of \$78,954 will be needed. \$1,731 is the carry-over amount approved in the prior biennium. An additional \$77,223 will need to be added to the budget to account for project costs that exceeded prior estimates. Sufficient revenue to cover this amount is available in the Real Estate Excise Tax Fund and the General Fund.

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.



City Council Business Agenda Item City of Kenmore, WA

Subject/Topic: 62nd Avenue NE Corridor Project Construction Management Award Authorization

For Council Meeting Agenda of: April 24, 2017

Department: Public Works

Prepared by: John Vicente

Proposed Council Action/Motion:

Authorize the City Manager to execute a contract for Construction Management Services with Perteet for the 62nd Avenue NE Corridor Project for the amount of \$110,828.

Approved by Department Head:

Approved by City Attorney:

Approved by Finance Director:

Approved by City Manager:

Initial & Date

CMO 4/14/17

NA

John 4/14/17

NKS 4/14/17

2017

Exhibits/Attachments: N/A

Expenditure Required

\$907,720 (2017-2018 biennium)

Amount Budgeted

\$785,505 (2017-2018 biennium)

Appropriation Required

\$124,215

INFORMATION/BACKGROUND:

Project Description: The 62nd Avenue NE Corridor Sidewalk project will install new sidewalk along the east side of 62nd Avenue NE from just south of NE 181st Street to NE 185th Street. The new sidewalk will tie into the new sidewalk constructed by the SR522 West A Project. The new sidewalk will be 6 feet wide and will have a 4-foot wide amenity strip separating the sidewalk from the travel lane. The amenity strip will be landscaped with shrubs and trees and will also contain mailboxes and utility poles. The project will also construct new traffic circles at the NE 182nd, NE 184th, and NE 185th Street intersections. Perteet will provide construction inspection and documentation management for the project during construction.

Project Status:

The project was formally advertised on February 22, 2017 and bids were opened on March 22nd. Construction is expected to start on June 12th and will be completed late in the summer/early fall of this year.

Recommendation: Staff recommends that City Council authorize the City Manager to execute a contract with Perteet for the 62nd Avenue NE Corridor Project in the amount of \$110,828 which includes a 10% contingency.

FISCAL CONSIDERATION:

The project budget is \$785,505 (2017-2018 biennium). The overall cost estimate for construction management services exceeds the available project budget. The appropriation required is due to:

- A retaining wall adjacent to the new sidewalk that appeared stable prior to and during design, began to show signs of failure near the end of the design phase. Replacing the wall now was in the best interest of the City as continued failure was unavoidable and would have resulted in replacement at a later date.
- Redesign efforts to address concerns from residences within the construction area.
- Funds approved in the prior biennium were not spend and need to be carried over.

A budget amendment will be necessary to cover the projected cost for Construction Management services during construction. This amendment will be brought Council at a later date.

S:\0196 62nd Ave NE Corridor Improvements\0100 Project Administration\130 Council\Construction Management Award Agenda Bill_62nd Ave NE Corridor_20170417.docx

Below is a breakdown on total project cost and approved budget for the project (2015/2016 and 2017/2018 Biennium):

EXPENDITURES			
Design:			
	Staff and other Direct Expenses	\$16,255	
	Consultant Design Contract	\$120,400	
	Total Design		\$136,655
Construction:			
	Staff and other Direct Expenses	\$6,500	
	Engineering Services During Construction	\$19,100	
	Construction Management Services	\$110,828	
	Construction Contract (Kamins Const.)	\$689,961	
	Total Construction		\$826,389
	Construction Contingency		\$68,996
Total Project Cost			\$1,032,040

BUDGET	
Highway Safety Improvement Program Grant	\$813,200
Transportation Fund	\$94,625
Total Revenue	\$907,825

A budget amendment of \$124,215 will be needed. \$9,950 is the carry-over amount approved in the prior biennium. An additional \$114,265 will need to be added to the budget to account for project costs that exceeded prior estimates. Sufficient revenue to cover this amount is available in the Real Estate Excise Tax Fund and the General Fund.

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.



City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic: NE 192nd St Culvert Replacement Project Construction Contract Award Authorization

For Council Meeting Agenda of: April 24, 2017

Department: Public Works

Prepared by: Zack Richardson, Civil Engineer

Proposed Council Action/Motion:

Authorize the City Manager to execute Contract 17-C1653 with EERG, Inc for construction of the NE 192nd St Culvert Replacement Project for an amount not to exceed \$867,868 (includes a 10% construction contingency).

Approved by Department Head:

Approved by City Attorney:

Approved by Finance Director:

Approved by City Manager:

Exhibits/Attachments:

N/A

Initial & Date

KMO 4/14/17

N/A

4/14/17

14 APR 2017

Expenditure Required

\$867,868

Amount Budgeted

\$885,634

Appropriation Required

\$0

INFORMATION/BACKGROUND:

Project Description: The NE 192nd St Culvert Replacement project will remove and replace the existing culvert for the Little Swamp Creek crossing at NE 192nd St. Work will include removal of the existing culvert and installation of a new 60-ft long 14-ft x 7-ft concrete box culvert meeting Washington Department of Fish and Wildlife (WDFW) fish passage requirements. As part of the culvert installation, approximately 200-ft of roadway will be replaced and raised approximately 6-inches, and existing utilities will be rerouted as necessary. Additionally, 1,400-SF of streambed area will be regraded to improve areas of scour and sedimentation near the culvert. After construction, these impacted areas will be revegetated by hydro-seeding or planted with native trees and shrubs to restore cover. Flow from Little Swamp Creek will be temporarily rerouted during construction using a pumped stream bypass and fish will be captured and removed from the work area. All work water-ward of the ordinary high water line must be completed within the WDFW fish window as specified in the HPA.

Project Status: The project was formally advertised on March 9, 2017 and bids were opened on March 28. Four bids were received and EERG, Inc was determined to be the lowest responsible bidder at an amount of \$788,970.60. The Engineer's estimate for this project was \$779,771.

City staff has verified that EERG, Inc. meets the responsibility criteria defined by law and the City contract documents. Construction is expected to start on June of this year and will be completed late in the fall of this year.

Recommendation: Staff recommends that City Council authorize the City Manager to execute a contract with EERG, Inc for construction of the NE 192nd St Culvert Replacement Project in the amount of \$867,868, which is the base bid of \$788,971 plus a 10% contingency of \$78,897.

FISCAL CONSIDERATION:

The project budget is \$885,634 (2017-2018 biennium). The overall cost estimate for construction is within the available project budget. However, total project cost will likely exceed the budget and require additional resources. A budget amendment may be necessary to cover the projected cost for Construction Management services during construction if the full contingency and the full value of the construction management task are both utilized. Below is a breakdown on total project cost.

EXPENDITURES**Design:**

Staff and other Direct Expenses	\$ 9,000	
Consultant Design Contract	\$203,759	
Total Design		\$212,759

Construction:

Construction Contract	\$788,971	
Construction Contingency	\$ 78,897	
Total Construction		\$867,868

Construction Management:

Staff and other Direct Expenses	\$ 2,400	
Construction Management Services	\$118,800	
Total Construction Management		\$121,200

Total Project Cost	\$1,201,827
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REVENUE

King County Sub-Regional Fund	\$167,000
King County Flood Reduction Grant	\$330,000
N.U.D. Reimbursement per ILA	\$125,020
Past Years City Surface Water Funds	\$204,226
2017 City Surface Water Funds	\$258,000
Total Revenue	\$1,084,246

A budget amendment of \$117,581 may be needed at a later date.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

1. Council goal 7: To address watershed and water quality issues affecting the City.



City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic: Arrowhead Drive and 82nd Avenue Improvements Project – Change Order No. 1 Proposed Council Action/Motion: Ratify the April 17, 2017 Council vote authorizing the City Manager to execute Change Order No. 1 to agreement No. 17-C1654 with Iron Creek Construction, LLC for Arrowhead Drive and 82nd Avenue Improvements in the amount of \$20,000 (which includes \$1,450 contingency).	For Council Meeting Agenda of: April 24, 2017 Department: Public Works Prepared by: Brett Schock, PE <table style="width: 100%;"> <tr> <td style="width: 70%;">Approved by Department Head:</td> <td style="width: 30%; text-align: center;"><u>Initial & Date</u> KMD 4/19/17</td> </tr> <tr> <td>Approved by City Attorney:</td> <td style="text-align: center;">N/A</td> </tr> <tr> <td>Approved by Finance Director:</td> <td style="text-align: center;">Jmg 4/20/17</td> </tr> <tr> <td>Approved by City Manager:</td> <td style="text-align: center;">[Signature]</td> </tr> </table> Exhibits/Attachments: None	Approved by Department Head:	<u>Initial & Date</u> KMD 4/19/17	Approved by City Attorney:	N/A	Approved by Finance Director:	Jmg 4/20/17	Approved by City Manager:	[Signature]
Approved by Department Head:	<u>Initial & Date</u> KMD 4/19/17								
Approved by City Attorney:	N/A								
Approved by Finance Director:	Jmg 4/20/17								
Approved by City Manager:	[Signature]								
<table style="width: 100%;"> <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>\$73,642</td> <td>\$53,642</td> <td>\$20,000</td> </tr> </table>	Expenditure Required	Amount Budgeted	Appropriation Required	\$73,642	\$53,642	\$20,000			
Expenditure Required	Amount Budgeted	Appropriation Required							
\$73,642	\$53,642	\$20,000							
<u>INFORMATION/BACKGROUND:</u> The City of Kenmore solicited bids for a project to construct improvements on Arrowhead Drive. The project will widen the “curve” in Arrowhead Drive, north of NE 154th Street, providing additional space for pedestrians and sharpening the turn radius to calm vehicle speeds through this section of roadway. The City desires to expand the area of asphalt overlay on Arrowhead Drive to include all pavements within the project limits. The original bid included only a small section of overlay required to tie the new and old pavement. The City Manager asked the Council for a vote on this change order at the April 17, 2017 meeting, during the staff report agenda item. Council approved the Change Order by a vote of 7-0. This Council agenda bill seeks to ratify that vote.									
<u>FISCAL CONSIDERATION:</u> The funding for the original project is provided for in the 2017-18 budget, through the Neighborhood Transportation Plans Program. The additional appropriation for Change Order No. 1 is outside of the approved budget for the 2017-18 Neighborhood Transportation Plans Program. The base bid contract price for the project (including Arrowhead Drive and 82nd Avenue NE improvements) is \$48,765. The bid price for Change Order No. 1 is \$18,550 plus a \$1,450 contingency to total the requested change order authority of \$20,000.									
<u>COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:</u> 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.									



City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic: Contract Amendment to Contract No. 16-C1502 with Macleod Reckord for the Moorlands Park Improvements project. Proposed Council Action/Motion: Authorize the City Manager to execute amendment no. 3 to Contract No. 16-C1502 with Macleod Reckord for Professional Services in the amount of \$11,190.	For Council Meeting Agenda of: April 24, 2017 Department: Community Development Prepared by: Ann Stanton, Parks Project Manager <table><tr><td></td><td><u>Initial & Date</u></td></tr><tr><td>Approved by Department Head:</td><td>OS. 4/17/17</td></tr><tr><td>Approved by City Attorney:</td><td>N/A</td></tr><tr><td>Approved by Finance Director:</td><td>June 4/17/17</td></tr><tr><td>Approved by City Manager:</td><td>RJK</td></tr></table> Exhibits/Attachments: Amendment #3 to Contract #16-C1502		<u>Initial & Date</u>	Approved by Department Head:	OS. 4/17/17	Approved by City Attorney:	N/A	Approved by Finance Director:	June 4/17/17	Approved by City Manager:	RJK
	<u>Initial & Date</u>										
Approved by Department Head:	OS. 4/17/17										
Approved by City Attorney:	N/A										
Approved by Finance Director:	June 4/17/17										
Approved by City Manager:	RJK										
Expenditure Required \$11,190.00	Amount Budgeted \$1,980,000	Appropriation Required NA									
<u>INFORMATION/BACKGROUND:</u> The Moorlands Park Improvements project will upgrade the athletic field, add new paths, restroom, landscaping, and playground. The project is on schedule to start construction in summer 2017. Macleod Record is the landscape architecture firm that prepared the 2006 master plan and updated it in 2016. On 2/11/16 Council authorized execution of Contract No. 16-C1502 with MacLeod Record for an amount not to exceed \$194,990.20 to prepare construction documents and provide construction oversight. Amendment #1 authorized an increase of \$32,323.50 on 10/5/16 to add a tree assessment, outfield underdrainage analysis and 30% cost estimate. Amendment #2 completed additional surveying, design and permit support services. The proposed amendment #3 will provide additional permit support services for tree protection coordination and design of new surface water quality treatment requirements. Staff recommends Council authorize execution of amendment # 3 to Contract No. 16-C1502 with Macleod Reckord in the amount of \$11,190.											
<u>FISCAL CONSIDERATION:</u> There is sufficient budget to cover this amendment. On 2/13/17, Council authorized a \$412,980 budget appropriation, increasing the project budget to \$1,980,000. If amendment #3 is approved, the total contract amount for Macleod Reckord will be \$256,091.35, or 19% of the estimated cost of construction.											
<u>COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:</u> Council Goal #6 To continue to implement a Parks Improvement and Financial Plan.											

City of Kenmore
Contract No. 16-C1502
Amendment #3

The following sections of the contract for professional services dated 3/1/2016, between the City of Kenmore ("City") and Macleod Reckord PLLC ("Consultant") is amended to read in its entirety as set forth below or attached. All other terms and conditions of the underlying contract shall remain in full force and effect.

Section 1. Scope of Services to be performed by Consultant: The Consultant shall perform the additional services described in Attachment A. The Consultant shall comply with all federal, State and local laws and regulations applicable to the services. The consultant shall perform the services diligently and completely and in accordance with professional standards of conduct and performance.

Section 2. Compensation and Method of Payment: The Consultant shall request payment for work performed using the billing invoice form at Exhibit "C" in the original contract. The City shall pay Consultant a sum not to exceed \$11,190.00 according to the fees and rates described in Attachment A.

Section 3. Duration of Agreement: This agreement shall be in full force and effect through December 31, 2018. Time is of the essence of this Agreement in each and all of its provisions in which performance is required.

Dated this _____.

CONSULTANT

CITY OF KENMORE

By: _____
Connie Reckord
Title: Principal

By: _____
Rob Karlinsey
Title: City Manager

Date: _____

Date: _____

ATTACHMENT A

**Moorlands Park
Contract No. 16-C1502
Amendment #3
April 14, 2017**

Scope of Work

1.0 Water Quality Treatment Design

- 1.1 Update 100% level design layout and grading plans, detail sheets, Technical Information Report, cost estimate and specifications to accommodate new requirements established by the City for water quality treatment of the underdrained ballfield area.

2.0 Drainage Revisions

- 2.1 Update 100% level design layout and grading plans and cost estimate to revise drainage along 84th Street frontage.

3.0 Followup Review Comments to 90% and 100% Submittal

- 3.1 Address review comments from City on 90% submittal on 3/13/2017, 3/30/2017, and 4/5/2017. Contract notes single review set for each formal submittal.
- 3.2 Address review comments from arborist on 100% submittal. Contract does not allow for response to review comments on 100% submittal.

The scope of work is premised on a Notice-to-Proceed date of approximately April 14, 2017, and Tasks noted above will be completed as soon as possible, but no later than April 28, 2017.

Please let me know if you have questions or require additional information.

Thank you,



Connie Reckord, Principal

Moorlands Park

Amendment # 1

Fee Summary (see attached derivations)

April 14, 2017

Task/Team	MacLeod Reckord	PACE	Subtotal
1.0 Water Quality Treatment Design			
1.1 Revisions	2,555.00	6,000.00	8,555.00
2.0 Drainage Revisions			
2.1 Revisions	585.00		585.00
3.0 Followup Review Comments to 90% and 100%			
3.1 Comment review/response	1,450.00		1,450.00
Subtotal	4,590.00	6,000.00	10,590.00
Direct Expenses			-
Admin. Mark-up (10%)			600.00
Total	4,590.00	6,000.00	11,190.00

Moorlands Park**Amendment #1**

MacLeod Reckord Fee Derivation

April 14, 2017

		MacLeod Reckord					
		PC	PM	PD	DR	AD	SUBTOTAL
Task	SCOPE OF WORK	\$160.00	\$130.00	\$100.00	\$100.00	\$95.00	
1.0	Water Quality Treatment Design						
1.1	Revisions as noted below						\$0
	Coordination with City and PACE	2	2				\$580
	Layout and grading plan revisions (access path, underdrainage, shelter)	2	6		2		\$1,300
	Detail sheet revisions		1				\$130
	Cost estimate revisions		0.5				\$65
	Specification review and revisions	2					\$320
	Project Management	1					\$160
	Subtotal:	7	9.5	0	2	0	\$2,555
2.0	Drainage Revisions						
2.1	Revisions as noted below						\$0
	Layout and grading plan revisions (upper & lower swales)	0.5	2		1		\$440
	Cost estimate revisions		0.5				\$65
	Project Management	0.5					\$80
	Subtotal:	0	0	0	0	0	\$585
3.0	Followup Review Comments to 90%/100%						
3.1	90% multiple review/response	3	2				\$740
3.2	100% revisions per arborist	1	3				\$550
	Project Management	1					\$160
	Subtotal:	5	5	0	0	0	\$1,450
	Subtotal	12	15	0	2	0	\$4,590
Direct Expenses:							
SUBTOTAL:							\$4,590



ADDITIONAL SERVICES AGREEMENT # 3

TO: Connie Reckord
MacLeod Reckord
110 Prefontaine Place South #600
Seattle, WA 98104

PROJECT NAME: Moorlands Park

PROJECT #: 16440

FROM: Phil Cheesman

DATE: April 13, 2017

SUBJECT: Address Ballfield Stormwater Quality to meet 2016 King County Surface Water Design Manual

This Service Agreement is intended to advise that a request for services has been made which are not currently in our Scope of Services or Fee. The subject contract is herein amended to incorporate the following scope of services:

I. Scope of Services

Per our telephone conference conversation on April 7, 2017, PACE understands that the City of Kenmore is now requiring the runoff from the underdrained ballfield area to be considered a pollution generating surface and needs to be treated to meet the requirements of the 2016 King County Surface Water Design Manual. In a follow-up conversations with Zach Richardson at the City of Kenmore on April 13, 2017 direction was given to model the hydrology of the underdrained ballfield area as 75% pervious surface and 25% impervious surface for the purposes of peak flow determination and sizing of the required treatment facilities.

Deliverable: An updated stormwater Technical Information Report (TIR) with updated narrative and calculations supporting the new design parameters, updated 100% level design plans with additional detail sheet depicting the new filtration facilities to meet the new design parameters, updated 100% level book specifications to include the new filtration facilities and updated 100% level opinion of construction costs to include the new filtration facilities.

II. Fee

Client agrees to pay PACE for the above services on the basis of:

Hourly Cost per the attached PACE 2017 HOURLY RATE SCHEDULE not to exceed **\$6,000**, plus reimbursable expenses as set forth in the prime contract.

All services provided within the scope of this ASA will be performed as per the terms and conditions approved under the above-mentioned base contract for the project, unless stated in the scope within this document. If you have any questions, require any additional information, or would like to discuss this project further, please do not hesitate to contact us at your earliest convenience.

ACCEPTED:

Authorized Representative Signature

Printed Name

Title

Date



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

Subject/Topic: Contract with the Berger Partnership to develop an interim plan for Twin Springs Park Proposed Council Action/Motion: Motion authorizing the City Manager to execute Contract 17-C1681 with the Berger Partnership for an amount not to exceed \$40,000	For Council Meeting Agenda of: April 24, 2017 Department: <u>Community Development</u> Prepared by: <u>Debbie Bent</u> <u>Initial & Date</u> Approved by Department Head: <u>DB 4/19/17</u> Approved by City Attorney: _____ Approved by Finance Director: <u>[Signature] 4/20/17</u> Approved by City Manager: <u>[Signature]</u> Exhibits/Attachments:
Expenditure Required: \$40,000 Amount Budgeted: \$40,000 Appropriation Required: \$0	
<u>INFORMATION/BACKGROUND:</u> At the 4/17/17 Council meeting staff presented a proposed outline for a scope of work to develop a near-term interim plan for Twin Springs Park. Staff is working with the Berger partnership to refine the scope based on Council comments regarding public participation to consider outreach methods and different tools for providing input. Potential scope/timing for development of an interim plan: 1. <u>Inventory and Analysis (two months, April/June):</u> Data gathering and review of existing documents to understand the sites physical assets and limits as well as regulatory realities. Development of a high-level inventory and analysis graphic that includes the physical limits of opportunity zones for development of park elements. This phase would also include public outreach. A meeting to update council would also be anticipated. 2. <u>Site Program Development (one month, July):</u> Development of 1-2 scenarios for how various near-term opportunities can exist on the site and document higher investment longer-term ideas generated from the first public outreach effort. Second public outreach effort to obtain feedback on the near-term scenarios. 3. <u>Interim Plan Documentation (one month, August):</u> Develop a narrative and graphic package and a high-level cost assumption document. The plan would also address parking, access and pedestrian routes along 80th Ave NE. This package would also be a tool to help forward funding of future park improvements through grants and other opportunities. Background: The Twin Springs 25-acre property was transferred to the City from King County on May 18, 2016 by Quit Claim Deed. The property must be used for public park, recreation or open space. The Interagency Agreement (Contract 16-C1509) and Surface Access Easement Agreement (Contract 16-C1509) between King County and the City (approved by Council 2/8/16) outline conditions of property transfer. Although the property now belongs to the City, King County continues to have certain maintenance responsibilities on the City property for Several years. On 7/25/16 Council direction was to keep Twin Springs park closed to the public pending: 1. Development of an interim use plan; 2. Resources are allocated for implementation of the plan;	

3. The recommendations of the Public Works Service Analysis in relation to bringing on a new park facility are available to consider in developing a maintenance plan for Twin Springs.

FISCAL CONSIDERATION: \$40,000 of King County Levy funds are included in the Park Capital Improvement Program for development of an interim plan in 2017 for Twin Springs Park. No funds are currently allocated for funding implementation of interim plan improvements.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED: Consistent with the adopted Park, Recreation and Open Space (PROS) plan. Consistent with Council Goal #5, to continue to implement a Parks Improvement and Financial Plan.



City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic: Puget Sound Energy Energize Eastside Project Presentation Proposed Council Action/Motion: Presentation and Discussion	For Council Meeting Agenda of: 24 April 2017 Department: Executive Prepared by: Nancy Ousley, Assistant City Manager <u>Initial & Date</u> Approved by Department Head: _____ Approved by City Attorney: _____ Approved by Finance Director: _____ Approved by City Manager: <u>NKO for RK</u> 14 APR 2017 Exhibits/Attachments: 1. PSE Energize Eastside Fact Sheet
Expenditure Required \$0 Amount Budgeted \$n/a Appropriation Required \$0	
<u>INFORMATION/BACKGROUND:</u> In response to service area growth and energy needs, Puget Sound Energy is proposing to upgrade approximately 18 miles of existing transmission lines between Redmond and Renton, and build one new substation. Booga K. Gilbertson, Senior Vice President, Operations and Dom Amor, Local Government Affairs and Public Policy Manager, Puget Sound Energy, will present information on the project.	
<u>FISCAL CONSIDERATION:</u> 	
<u>COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:</u> Improved energy service and reliability for Kenmore is a key interest for the Council and Administration as Franchise negotiations with Puget Sound Energy continue.	



PSE **PUGET SOUND ENERGY**

energize**EASTSIDE**

fact sheet

The project

Puget Sound Energy's (PSE) Energize Eastside project will build a new substation and upgrade approximately 18 miles of existing transmission lines from Redmond to Renton. Combined with continued aggressive electric conservation efforts, Energize Eastside will keep the lights on in our Eastside communities for years to come.

The Eastside has grown and it's time for our infrastructure to catch up

The last major upgrade to the backbone of the Eastside's electric grid was in the 1960s. Since then, our population has grown eight-fold and our economy depends on reliable power in ways that it did not 50 years ago.

This growth will only continue. Projections by the Puget Sound Regional Council show the Eastside population will likely grow by another third and employment will grow by more than three-quarters over the next 25 years.

Now is the time to upgrade

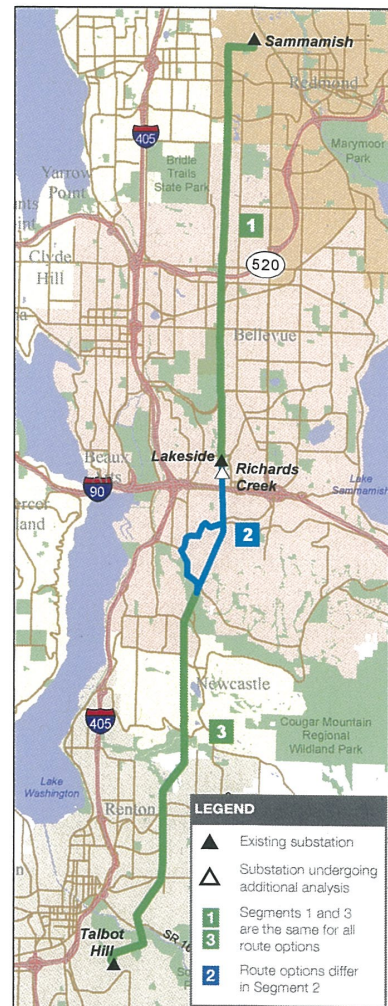
Studies project that growth on the Eastside could cause demand for electricity to exceed the capacity of the backbone of the Eastside's transmission system as early as winter 2017-18.

Federal regulations require PSE to have sufficient infrastructure to meet foreseeable load requirements or plan for intentional rolling blackouts to customers. If PSE plans to use rotating blackouts to meet our federally mandated requirements, we must discuss that plan publicly. Our studies show that if no action is taken to upgrade the backbone of the Eastside's transmission system, PSE may have to utilize additional Corrective Action Plans that resort to intentional rolling blackouts. This could affect more than 130,000 customers as early as the summer of 2018, at a cost of tens of millions of dollars to the local economy.

Energize Eastside will provide the necessary infrastructure to meet federally-mandated requirements without having to plan for rotating blackouts and without having a public discussion of the need to plan for blackouts. No responsible utility – or community, particularly those that value sophisticated technology industries – wants to use intentional rolling blackouts as a federal compliance strategy. That certainly is not PSE's desire.

pse.com/energizeeastside | January 2017

PSE's route options primarily use the existing corridor



The map shows the Willow 2 route option, which is being studied along with other route options. Visit our website to learn more.



The photo simulations above show what the new transmission lines might look like, along with an image of existing conditions for comparison. Visit pse.com/energizeeastside to view additional photo simulations.

Energize Eastside solves the Eastside's electrical problem

The most reliable and cost-effective solution is Energize Eastside: a combination of continued, aggressive conservation efforts and building a new substation and higher capacity transmission lines. The new substation will provide additional capacity to ensure the local electric system can accommodate our customers' growing energy usage, while the transmission lines will ensure we can deliver that additional capacity to Eastside communities.

Other solutions analyzed

Early on in the planning process, we tried to see if we could address the Eastside's electrical needs with other solutions rather than building new infrastructure. We considered using batteries to store energy, increasing use of renewable power, building a new local power plant or simply conserving more. These solutions were studied in our solutions report and during environmental review, but were eventually eliminated. They either didn't solve the problem, didn't meet federal planning standards, would be difficult to permit or rely on voluntary participation.

pse.com/energizeeastside

2 of 4

Conservation alone is not enough

While conservation is an important component for addressing Eastside demand, conservation alone is not enough. PSE works hard to encourage our customers to conserve electricity. However, our conservation programs are voluntary – it's the customer's choice to make a change.

Our route options primarily use the existing corridor

Our preference is to use the existing transmission line corridor, and we're studying route options that reflect this value. The Willow 1, Willow 2, Oak 1 and Oak 2 route options primarily use the existing corridor and vary in the Factoria area of Bellevue. See the project map on page 1 for reference.

All four of these route options solve the Eastside's electrical problem, address community concerns and are being analyzed in the Environmental Impact Statement (EIS) process.

We're also studying two East Bellevue Community Council (EBCC) bypass route options that were developed to avoid risking a potential permitting delay. These route options are also being studied in the EIS.

We're listening to the community's input

Over the past three years, we've held 22 public meetings and heard from nearly 2,000 people about the project. We spent 11 months working with a 24-member Community Advisory Group to help evaluate transmission line routes and are now designing route options based on the advisory group's recommendation.

Through the environmental review process, the project team has continued to listen to feedback from our customers. We've learned that pole height, view impacts and safety are key concerns for residents along the corridor.

Design

Based on community feedback and what we heard in the EIS, our current design:

- Uses the existing corridor as much as possible, avoiding new corridors and sensitive areas.

- Replaces the four existing poles with one or two new poles.
- Increases the distance between new poles and the Olympic pipeline.
- Typically locates new poles in the same or similar locations as existing poles.
- Does not condemn any homes.
- Will be safe and better than what we have now.

What about pole heights?

Our design minimizes pole heights as much as possible. Most pole design options range from 85 feet to 100 feet above ground. In some instances, poles could be as short as 65 feet, while some poles may need to be taller than 100 feet in certain locations, such as crossing a highway.

How will PSE minimize effects to trees?

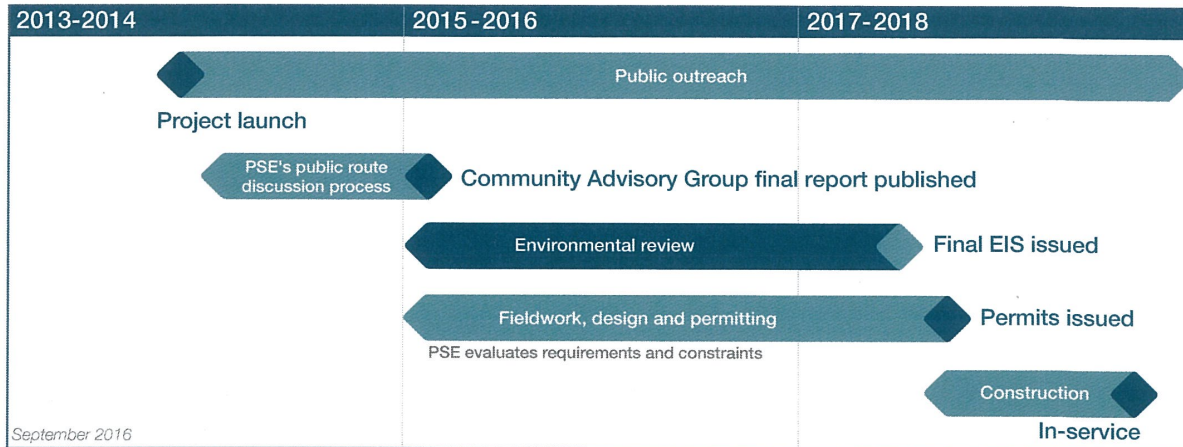
According to federal standards, PSE is required to maintain safe clearances between vegetation and our lines. With the upgraded transmission lines, we will have to comply with PSE's 230 kV vegetation management standards. As our engineers design Energize Eastside, they assume all trees directly under the lines and in the wire zone with a mature height of more than 15 feet must be removed. Outside of that zone, but within the right of way, we may need to selectively trim and/or remove trees to maintain safe clearances and protect the transmission line.

However, PSE's Vegetation Management team will work with each property owner to develop a vegetation strategy for the property, which could include preserving specific trees, and determining replacement options for trees that require removal.



In 2016, we coordinated with Olympic Pipe Line Company on the work plan and safe construction practices to replace two poles in Newcastle.

Project schedule



Safety is our top priority

As we continue to engage in a community dialogue about Energize Eastside, we've heard residents and businesses emphasize the need for this project to be designed and constructed safely. We couldn't agree more. PSE approaches every project, from the smallest natural gas service installation to the largest transmission line, with the same priority: the safety of our customers, the communities we work in and our fellow co-workers.

The backbone of our transmission system on the Eastside shares a utility corridor with Olympic Pipe Line Company's (Olympic) underground petroleum pipelines, which are known as Olympic pipeline. It's been this way for decades, and co-locating utilities is encouraged by many Eastside jurisdictions.

Our engineers are rigorously analyzing the design for Energize Eastside to ensure safe construction and operation of the line within the shared corridor. Newer technology and strict safety requirements allow PSE to build to the highest safety standards, which our design will meet or exceed. We've also worked with DNV-GL, a leading national expert in pipeline safety, to assist with developing design parameters that help ensure the safe operation of the co-located utilities.

We coordinate closely with Olympic now and will continue to keep each other informed of activity within the corridor during and after construction.

Next steps for 2017

- **Environmental review continues**, which includes preparation of a Washington State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS). The City of Bellevue is leading the environmental review process in cooperation with Kirkland, Newcastle, Redmond and Renton. The Phase 2 Draft EIS is expected to be published in spring 2017.
- The project team is **continuing outreach to customers** along the existing corridor. We will remain in touch as the project progresses to keep you in the loop.
- Using input heard from property owners and community members, along with the results of the EIS, we will submit applications for the necessary permits. The **permitting process** will also have opportunities for the public to provide input.

Staying involved

For more information about the EIS and opportunities for public comment, visit **EnergizeEastsideEIS.org**.

To learn more about the project, view photo simulations of the upgraded transmission lines, and read the latest news, visit **pse.com/energizeeastside**.

Thank you for your interest in Energize Eastside.

 pse.com/energizeeastside

 1-800-548-2614

 energizeeastside@pse.com

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Energize Eastside

Kenmore City Council

energize**EASTSIDE**

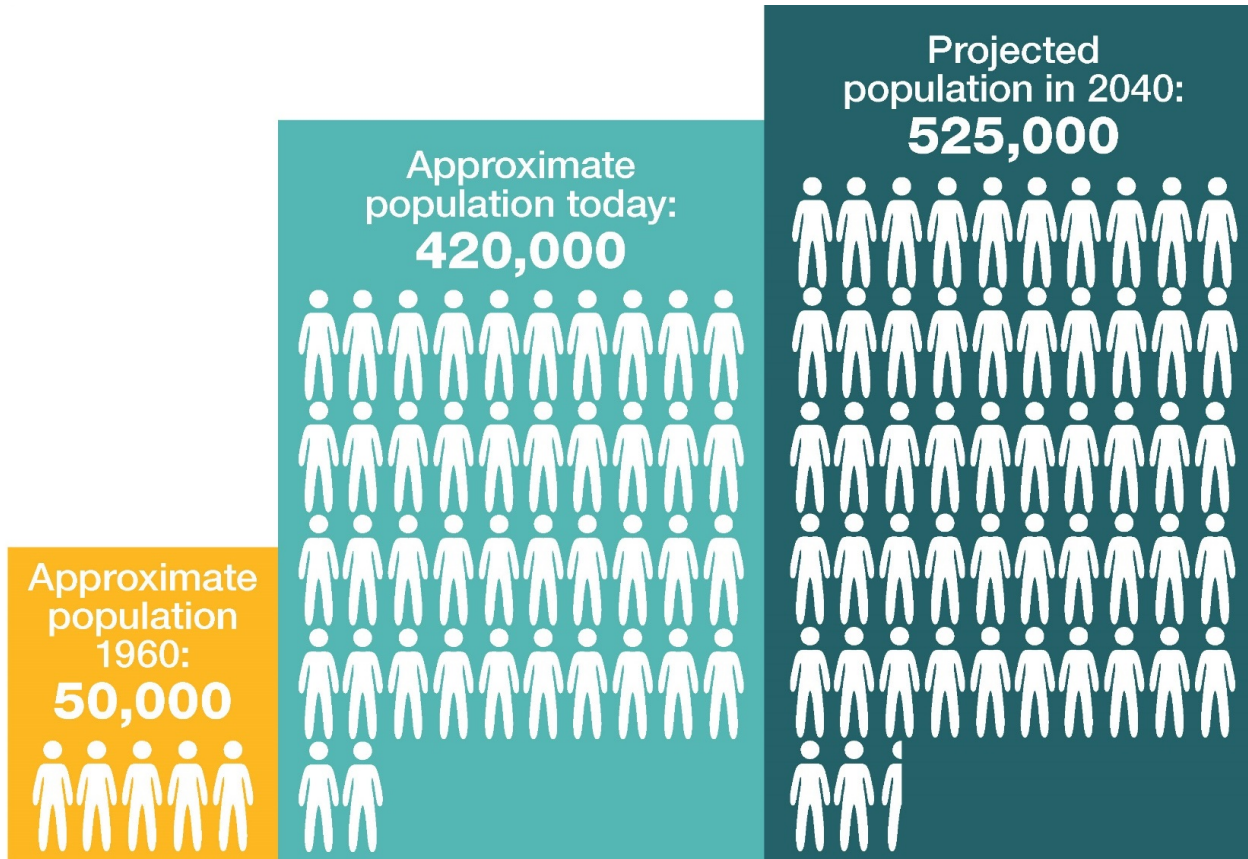
April 24, 2017

Energize Eastside overview

- The Eastside has grown and it's time for our infrastructure to catch up
- Conservation alone is not enough
- Now is the time to upgrade for reliability
- Project meets mandated regulations

Energize Eastside will build a new substation and upgrade existing transmission lines to keep the lights on for years to come

Eastside continues to grow



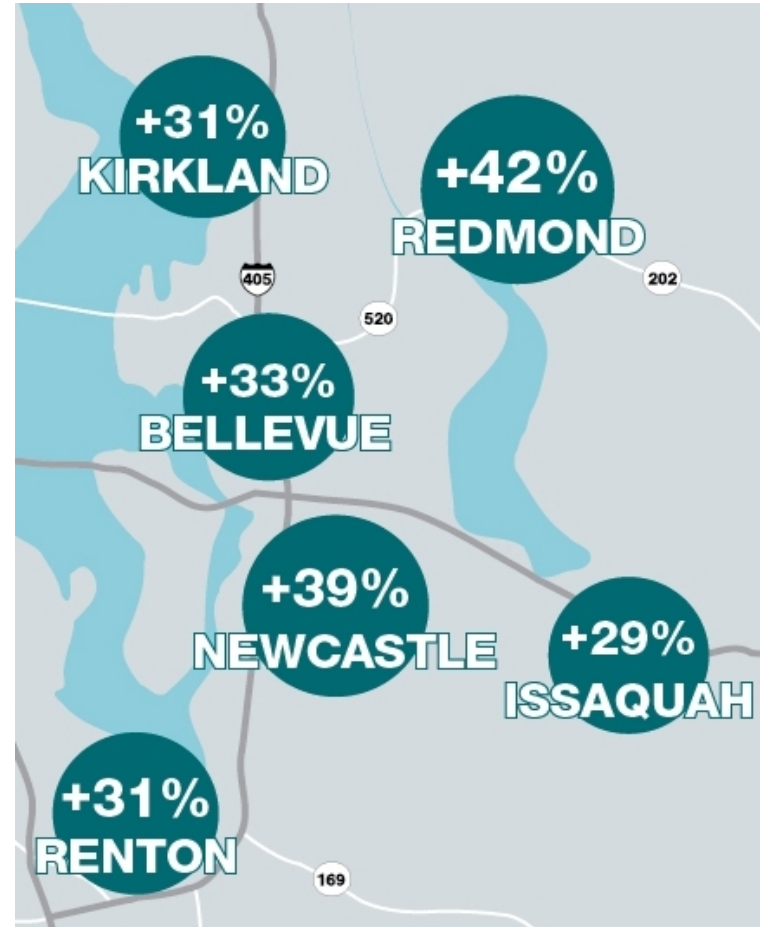
Source: Puget Sound Regional Council.

Growth is straining the system

Regional growth

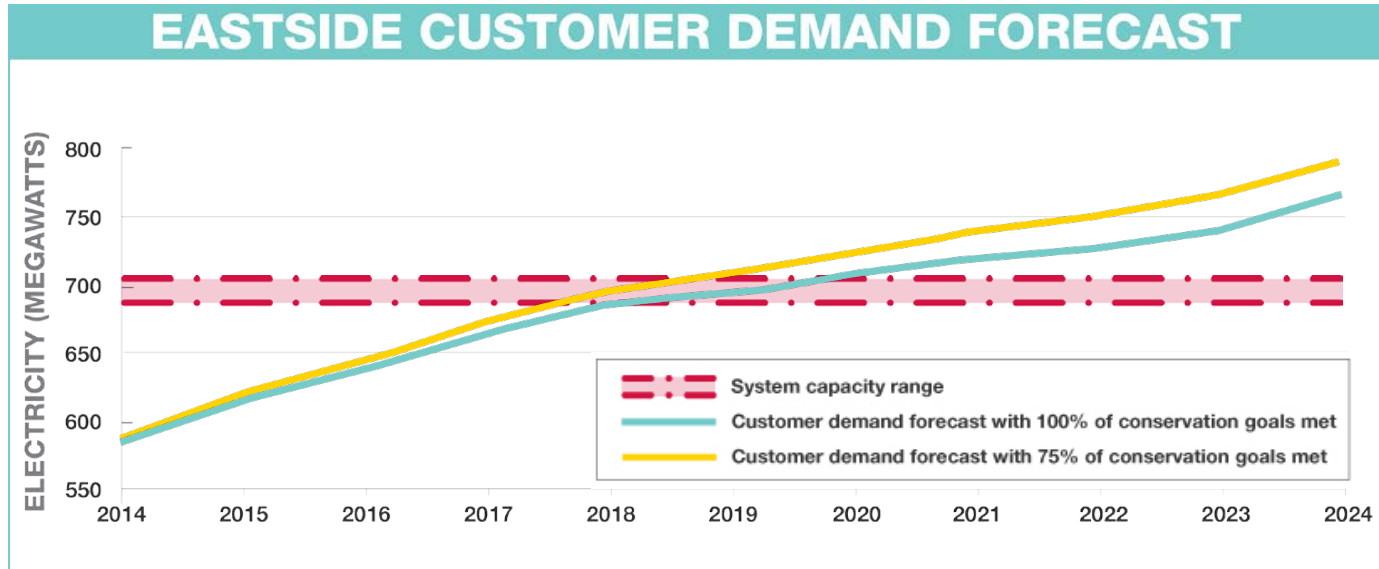
- Population predicted to grow by more than a third
- Employment to grow 73% between 2010 and 2040

Updated 7/2014 based on Puget Sound Regional Council data published 4/2014

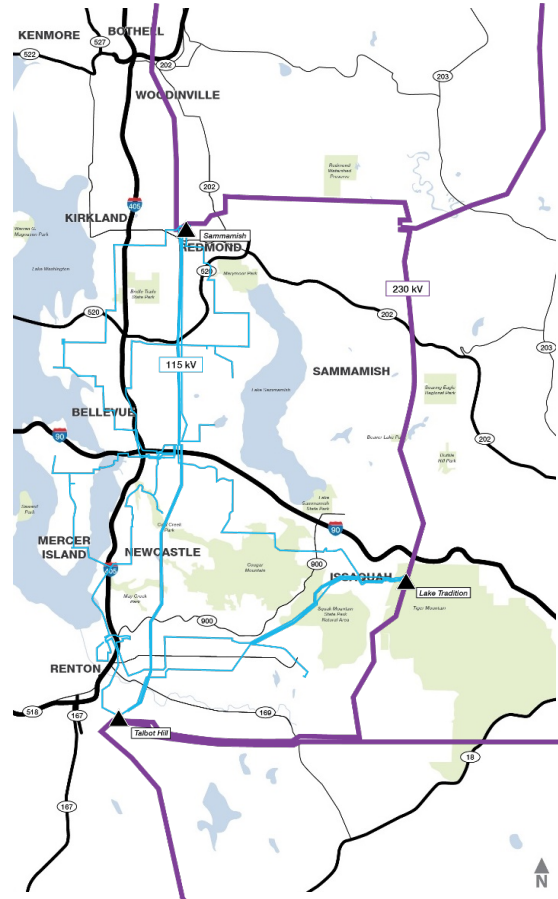
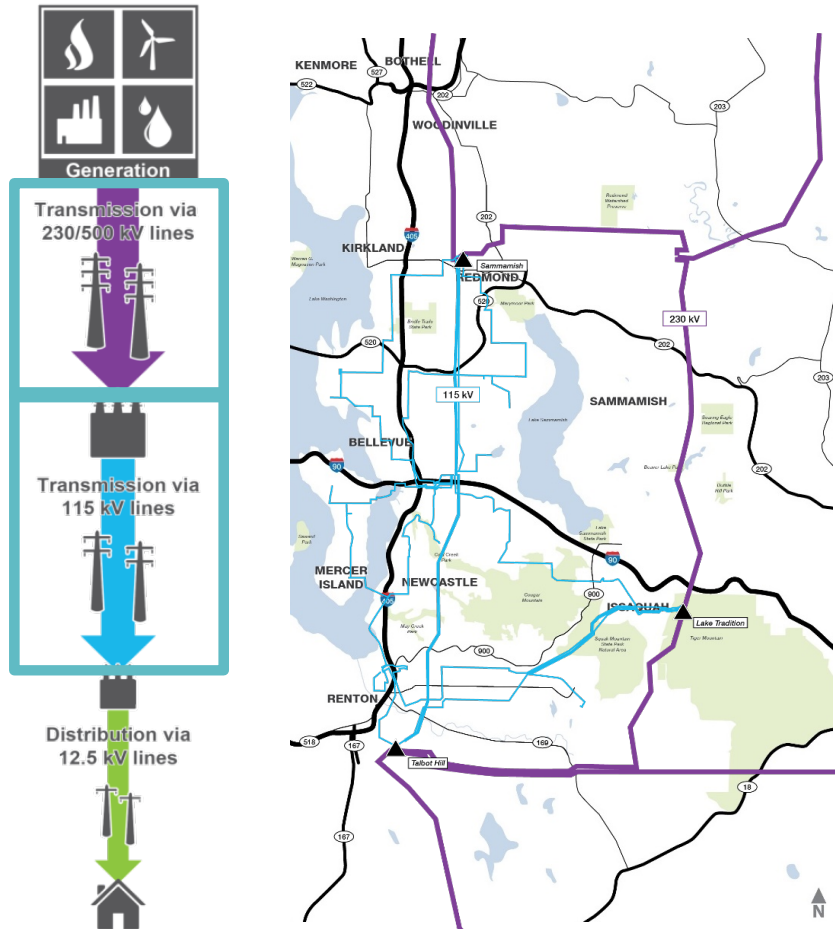


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Demand forecast



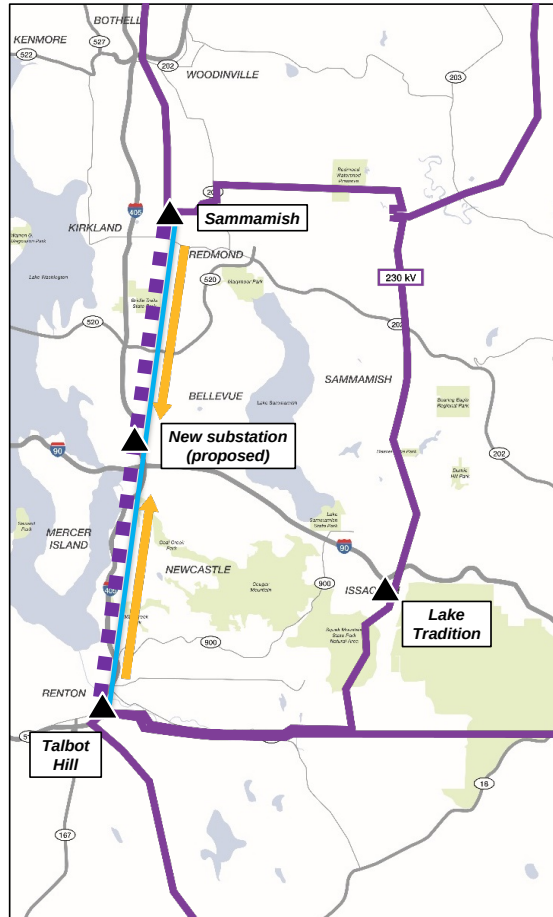
How power gets to the Eastside



Legend

- Existing bulk transmission lines (230 kV)
- Existing transmission lines (115 kV)
- ▲ Substations

The “missing link” in the Eastside



Legend

- Existing bulk 230 kV transmission lines
- Existing 115 kV transmission line corridor
- - - Energize Eastside project
- New 230 kV power flow
- ▲ Substations

What if no solution is implemented?

- 2017/2018 – More complex corrective action plans (CAPs) required
- **2018** – Planning for potential rolling blackouts for more than **130,000 customers** to ensure system reliability
- CAPs that include plans for rolling blackouts will be announced publicly



Legend

- Existing bulk 230 kV transmission lines
- Existing 115 kV transmission line corridor
- Substations

Ways to solve the problem

We've looked at many ways to solve the Eastside's electrical problem



Use batteries to store energy



Use more renewable power



Build a new local power plant



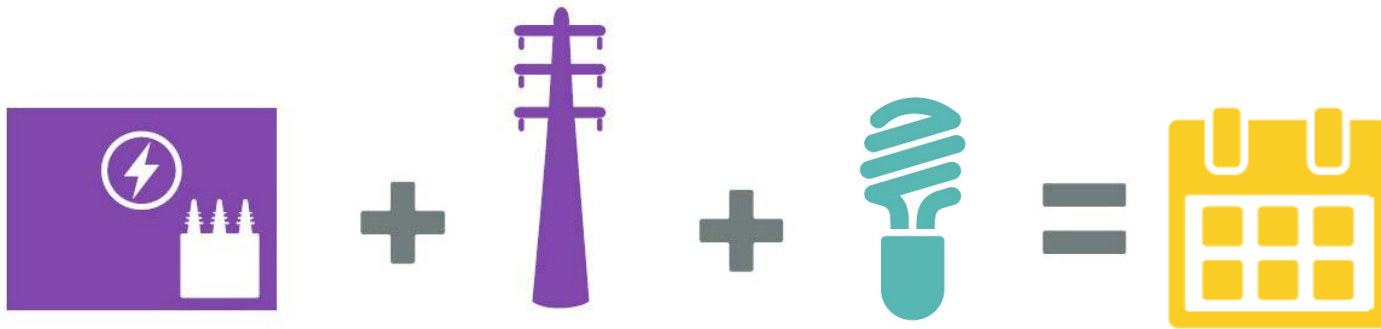
Conserve power



Build new infrastructure

PSE's solution

The most reliable and cost-effective solution is
Energize Eastside



A new substation
to provide additional
capacity

Upgraded transmission lines
within the existing corridor to
deliver additional power to
homes and businesses

**Continued
conservation**

Energize Eastside
to provide dependable
power for years to come

Project schedule



Next milestone: Phase 2 Draft Environmental Impact Statement expected May 2017

For background information



energizeeastside@pse.com



1-800-548-2614



pse.com/energizeeastside

PSE Contact

Kara Durbin, Senior Local Government Affairs Representative

Kara.Durbin@pse.com / 425-456-2377



City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic: Neighborhood Transportation Plan Program project update

For Council Meeting Agenda of: April 24, 2017

Department: Public Works

Prepared by: Brett Schock, PE

Proposed Council Action/Motion:

Discussion and possible feedback on options addressing citizen comments on the following projects: 75th and 67th Avenue NE chicane projects, 84th Avenue NE/Simonds Road intersection treatments, and implementation of intersection projects at 62nd Avenue NE/NE 196th Street, 62nd Avenue NE/NE 197th Street and 66th Avenue NE/NE 194th Street.

Approved by Department Head: KHO 4/21/17
Approved by City Attorney: N/A
Approved by Finance Director:
Approved by City Manager: RBS 4/21/17

Exhibits/Attachments:

Attachment A – 84th Avenue NE/Simonds Road:
 Project description, renderings and matrix
 Attachment B – 75th and 67th Avenues NE Chicanes:
 Project description and renderings
 Attachment C – 62nd and 66th Avenues NE Traffic
 Circles: Project renderings, plan and notification maps
 Attachment D – Neighborhood Transportation Plan
 Program project maps

The following is a report on the Neighborhood Transportation Plan Program (NTPP), including why the program was created, how it worked, and progress to date. The NTPP has been citizen-driven, meaning the projects installed came from requests from residents who attended the neighborhood meetings. Over 80 of these neighborhood projects have been completed over the last year, and all but three projects (installed at the end of March) have been generally well-received. This report will give an overview of these projects, but the report will focus on several recent NTPP projects that received numerous comments from the community. These projects include:

- The planters installed at 84th Avenue NE and Simonds Road
- Chicanes on the residential streets 75th Avenue NE and 67th Avenue NE

Because of the reaction to the planters at 84th Avenue NE and Simonds Road, the City Manager recommends removing the planters and creating a capital project to beautify these two corners with permanent curbing, landscaping, and extended sidewalks. Additional detail on this recommendation is included later in this report. This proposed capital project may take several months to design and construct. The City may wish, as an interim measure, to remove the planters and replace them with an extruded 6" curb (painted white) as soon as possible. This curb (or portions thereof) may be able to be incorporated into the final improvement. As for the chicanes on 75th Avenue NE and 67th Avenue NE, compiled results of a survey of residents on those streets (which closed on Friday, April 21st) will be presented and options will be discussed with City Council. Staff also seeks Council direction on upcoming residential traffic circles on 66th and 62nd Avenues NE, proposed for the "Yellow North" NTPP neighborhood.

INFORMATION/BACKGROUND:

The Neighborhood Transportation Plan program (NTPP) was authorized by the City Council as a part of the City's Target Zero initiative in support of the City Council's #1 goal focusing on the safety of pedestrians and bicyclists. The creation of a Neighborhood Transportation Plan Program was one of the 14 recommendations of the Pedestrian and Bicycle Ad-Hoc Committee formed in response to the recent pedestrian and bicycle fatalities including two pedestrian fatalities in March of 2014. The 2015-16 City budget included \$350,000 to support the advertisement of the program, meetings with citizens and implementation of projects in neighborhoods. In 2015, the City developed the program, which included and delineated neighborhoods based on geographic criteria, setting minimums for participation by neighborhood residents, identifying candidate types of projects and setting meeting schedules. A total of fifteen neighborhood areas were designated for the purpose of the program.

The budget for the entire NTPP (from the 2015-16 biennium budget) was \$350,000. \$110,000 of this funding was carried into the 2017-18 biennium budget because of projects that were not completed by the end of 2016. The budget for each neighborhood was allocated proportionally by the number of households in each neighborhood as a percentage of all households in the City. Non-participating neighborhoods' budgets were reallocated to participating neighborhoods on the same percentage basis. Neighborhood budgets ranged from \$6,000 to \$47,000.

NEIGHBORHOOD OUTREACH AND PROCESS TO IDENTIFY SAFETY IMPROVEMENT PROJECTS:

The first neighborhood meetings were held in late 2015. Meetings were advertised via direct mail postcards to all addresses within a neighborhood, postings on the City website and email bulletins, advertisements in the City quarterly newsletter and yard signs within neighborhoods. Each neighborhood was offered two meetings:

1. to identify multimodal concerns on residential streets.
2. to work with City staff identifying possible solutions to address those concerns.
3. to prioritize concerns and solutions.

To maximize the number of safety improvements within the program budget, innovative, creative projects were encouraged. The intent of the program was to present the proposed projects for each neighborhood at a third public meeting. Since these third meetings were poorly attended, staff began to email a map and description of proposed projects. Program participants were given a final opportunity to comment and provide input on proposed projects and priorities before the list of projects for each neighborhood was finalized.

Projects with a significant change to traffic operations, including the chicane projects on 75th and 67th Avenues NE and the proposed traffic circles on 62nd and 66th Avenues, had additional outreach. For each of these projects, postcards were mailed to specific areas most affected by the changes, describing the coming projects and the process that led to their selection. Residents directly affected by proposed elements in front of their properties were made aware of the projects through door-to-door outreach.

Of fifteen neighborhoods designated across the City, twelve neighborhoods participated, resulting in several projects per neighborhood proposed to address concerns raised by residents at the meetings. A total of 145 residents participated in at least one meeting or submitted a comment online for the program.

Across all neighborhoods, a total of 90 projects will be installed between early 2016 and the conclusion of the program in mid-2017 (81 have been installed as of this writing), including:

- **Pedestrian improvements**, 14 projects, including rectangular rapid-flash beacon (RRFB) enhanced crosswalks, reduced pedestrian crossing distances and added pavement for pedestrian walkways
- **Roadway striping changes**, 16 projects, including on-pavement symbols, reflective raised pavement markers, changes to fog lines and centerlines to address vehicle speed concerns, pedestrian and cyclist connections
- **Signage changes**, 22 projects, for intersection control, traffic calming, pedestrian visibility and on-street parking conflicts with vehicle visibility or available pedestrian space
- **Improved roadway lighting**, 12 projects, with LED overhead fixtures

- **Traffic calming**, 11 projects, including feedback signs and physical devices such as chicanes, the 84th Avenue NE/Simonds intersection improvements and traffic circles.
- 15 other projects were in other categories, such as bicycle improvements and vegetation trimming for visibility

Attachment D includes a map of the City and the neighborhood delineations as well as a project map for each NTPP neighborhood. Each project map shows the type of comments received by the community and the projects implemented.

The City has made modifications to projects in response to citizen comments. An advantage of most of our NTPP projects is that they are able to be modified. In addition to giving a Council an update of the overall NTPP Program, a goal of this report is to obtain Council feedback on three implemented and one proposed project; traffic calming chicanes on 75th and 67th Avenues NE, intersection modification treatments at 84th Avenue NE and Simonds Road, and proposed traffic circles on 62nd and 66th Avenues NE. Some modifications options would exceed the program budget.

PEDESTRIAN AND BICYCLE SAFETY IMPROVEMENTS AT 84TH AVENUE NE/SIMONDS ROAD

One of the top five priorities in the “Grey South” neighborhood was to address pedestrian safety and vehicle speeds at the intersection of 84th Avenue NE and Simonds Road. This skewed intersection was also identified as a concern by City staff and through the Citizen Action Request system prior to the NTPP. 90-degree intersections have been proven, by research conducted locally, to be significantly safer than skewed angled intersections for pedestrians. The intersection accommodated comfortable vehicles turns at the posted 35 mile per hour speed limit, despite sight distance limitations. There were no marked crosswalks across 84th Avenue NE or Simonds Road and the crossing distance for pedestrians was 120 feet (the longest pedestrian crossing in Kenmore, including the 522 crossings) with limited sight distance to pedestrians for southbound vehicles.

The proposed modification for this intersection (which was presented to program participants) included:

1. Removal of the existing right turn lane
2. Restriping for a tighter turning radius (which conforms to City, County and nationally accepted engineering standards) and extending the buffered bike lanes by 80' in each direction
3. Modification of the approaches of 84th Avenue NE to be perpendicular to Simonds Road.

The striping changes were accompanied by concrete planters to guide vehicles to follow the new striping pattern and provide additional protection for pedestrians. The new right turning radius calms vehicle speeds through the turn. By reshaping the intersection for vehicles, the pedestrian and bicyclist crossing distance for 84th Avenue NE was reduced to 1/3 of the previous length (from 120' to 40'). A shorter crossing distance is a proven method to enhance pedestrian safety.

The planters, as a pedestrian protection method, represented a lower cost alternative to a more permanent barrier. The cost of each planter was under \$400, not including tax and delivery. The striping changes, planter enhancement and placement, performed by a contractor, cost \$11,000. The total cost of the improvements at this intersection is \$20,746 which is within (but, combined with other projects in this neighborhood, uses all) the budget for the “Grey South” neighborhood. The intersection modification, including concrete planters, was completed in March of 2017.

The City received feedback following the implementation of these changes. The feedback through our citizen action request system (CARS) was mixed, with a few positive comments, but mostly negative. A total of 70 comments were received through CARS.

- 33% of the comments received by the City were concerned with the aesthetics of the planters.
- 13% of commenters felt there were no problems with the previous intersection configuration.
- 33% of the commenters felt the new turning radius was too tight for vehicles, especially larger vehicles.

In response to these comments, the City adjusted the number and arrangement of the planters. The adjusted and reduced planters retain the desired traffic calming effect on right turns to 84th Avenue NE, as well as the pedestrian and bicycle protection. The adjustments allow oversteer room for larger vehicles, but do not change the radius of the turn, which meets City and County standards for intersecting arterials and is consistent with the curb radius at other intersecting streets along NE 170th Street and Simonds Road. The City installed crosswalk markings on April 21 to increase the pedestrian enhancements and continue to address vehicle operations concerns.

For traffic and pedestrian safety purposes, staff believe the current striping and planter configuration are functioning as intended.

To address citizen concerns with aesthetics, while retaining the desired traffic calming and pedestrian safety elements of the project, staff has identified two new possible alternative treatments, in addition to a “no build” option. Renderings of the two new alternatives (2 and 3 below) are included in Attachment A. The options for the Council to consider are:

1. Retain the existing planters (“no build” option).
2. Install full-height (6”) extruded curb along the new fog lines, removing the planters
3. Develop a capital project to construct a permanent intersection treatment with curbing, sidewalks and landscaped islands, removing the planters after construction.

Request for Council Feedback

City staff would like Council feedback on any modifications desired for 84th Avenue NE and Simonds Road. The cost of changes are outside of the current approved 2017-18 budget of the Neighborhood Transportation Plan program and would need additional appropriation by the City Council.

TRAFFIC CALMING CHICANES – 75TH AND 67TH AVENUES NE

Traffic calming on two residential streets, 75th Avenue NE and 67th Avenue NE, was identified in the NTPP as a high priority in those two neighborhoods. On both streets, the proposed treatment was traffic calming chicanes. To maximize the use of neighborhood budgets, a chicane of paint, raised pavement markers and a concrete planter was proposed. The City sent project notification postcards to residents along these two roads (maps of notification areas can be found in Attachment B) and door-to-door outreach to residents whose property would be directly affected by chicanes.

Following implementation of the chicanes in March of 2017, the City (through CARS) received mixed feedback from the wider community on the chicanes. Several residents believe that the chicanes were not what was represented in project communications. This is understandable as the City depicted examples of chicanes that were different from the chicanes that were installed. Much of the negative feedback on the chicanes was not received from residents living directly on 75th or 67th Avenues NE (or cul-de-sacs only accessing 75th Avenue NE). Early feedback from residents along 75th Avenue NE was neutral or positive. One comment was received from a resident on 67th Avenue NE regarding impact to mail delivery which was resolved by City staff working with the postmaster and help from the affected property owner.

Because of the mixed feedback and the attention that the changes received across the City, an online survey was created to collect feedback from those benefitting from the traffic calming chicanes. Postcards were mailed to the same addresses which received advanced notification of the chicanes in the fall of 2016 to direct them to the survey. The deadline for feedback is April 21, 2017 and therefore is not summarized in this report. A summary of the citizen feedback will be presented in person for Council’s consideration at the April 24, 2017 meeting.

In the feedback survey, citizens were asked to provide their opinion on five possible approaches to traffic calming on their residential streets. Those approaches are:

1. Retain the existing chicanes with planters
2. Replace the planters with curbing and provide soil. Citizens would be asked to maintain approved types of vegetation as a pilot program.
3. Replace the planters with curbing and stamped concrete fill
4. Replace the chicanes with speed cushions – speed bumps with openings for emergency vehicle access
5. Remove all physical traffic calming devices

Renderings of each of these alternatives, or pictures of similar devices (identified as samples that are representative of the physical device concept) were provided on the website. Those renderings are included in Attachment B.

Request for Council Feedback

City staff would like Council feedback as to whether modifications should be made on 75th and 67th Avenues NE regarding traffic calming. Results of the citizen feedback surveys will be presented in person at the April 24, 2017 meeting for the Council's consideration. Any recommended changes to the existing painting and planters would be outside of the current approved 2017-18 budget of the Neighborhood Transportation Plan program.

RESIDENTIAL TRAFFIC CIRCLES – 62ND AND 66TH AVENUES NE

At three intersections in the “Yellow North” neighborhood, participants in the NTPP identified concerns with vehicle speeds and failure to yield. The intersections identified are 62nd Avenue NE and NE 196th Street, 62nd Avenue NE and NE 197th Street and 66th Avenue NE and NE 194th Street. Residents suggested implementing traffic circles at these intersections. City staff developed a traffic circle concept using painted splitter islands and a center raised curb island which fit within the NTPP neighborhood budget and achieved the goals of providing additional guidance on vehicle right of way while calming vehicle speeds through these intersections. The concept was approved by NTPP participants.

The City notified, by postcard, all residents near (and who would likely travel through) each of the three proposed traffic circles. These postcards invited citizens to provide feedback on the proposed design. The City also reached out through door-to-door communication and door hangers to residents whose property would be directly adjacent to the traffic circles. Design changes were made as a result of feedback.

The following feedback was received for the traffic circles:

- Residents living adjacent to the two circles on 62nd Avenue NE were supportive of the designs and the effort to calm vehicle speeds. The center of these circles would be stamped concrete because of large vehicle accommodations.
- Residents adjacent to the circle on 66th Avenue NE (not NTPP participants) were not supportive of the traffic circle concept
- The circle on 66th Avenue NE is located about 400 feet from the recently installed chicanes on 67th Avenue NE. The circle on 66th Avenue NE was proposed at the NTPP meetings by residents living on 67th Avenue NE, not within the immediate vicinity of the intersection.

A rendering of one traffic circle, plan layout for each intersection and sample of a mountable, stamped concrete island are included in Attachment C.

In sum, the NTPP participants asked for the traffic circles identified above. Our staff outreach with the neighbors helped to ensure the design work for the community. However, feedback from neighbors in the immediate vicinity of the 66th Avenue NE circle was not positive.

Request for Council Feedback

City staff would like Council feedback on the implementation of these traffic circles. If the Council recommends continuing with the installation of the traffic circles, City staff would notify residents again of the coming project. The project would be put out to bid and, weather permitting, be installed by later this Spring. Council could also recommend that we put installation of the traffic circles to a vote of the neighborhood given that the number of residents providing feedback (through the NTPP or postcard responses) was not high. We took this approach for the McDonald Highlands neighborhood when a NTPP project concept became controversial. The neighborhood vote in that instance resolved the conflict.

FISCAL CONSIDERATION:

The budget for the “Grey South” neighborhood, including the 84th Avenue NE and Simonds intersection, was fully spent on 10 different projects. The budget for the “Yellow North” neighborhood, including the 67th Avenue NE chicane and the three traffic circles, is estimated to be fully spent on 14 different projects. The budget for the “Teal South” neighborhood, including the 75th Avenue NE chicanes, was underspent by \$1,500 on 6 projects. The underspending in this neighborhood is due to some striping projects coming in under initially estimated costs.

Any future changes to these projects would be outside of the currently adopted 2017-18 budget for completion of the Neighborhood Transportation Plan program.

The three traffic circles, as designed, are included in the currently adopted 2017-18 budget for the completion of the Neighborhood Transportation Plan program. Changes which increase the construction cost of these projects may exceed the currently adopted budget.

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



City Council Business Agenda Item
City of Kenmore, WA

Attachment A – 84th Avenue NE and Simonds Road Intersection
Project description, renderings and matrix

Neighborhood Transportation Plan Program

The intersection of 84th Avenue NE and Simonds Road was identified as a concern through the Neighborhood Transportation Plan program (NTPP). The concerns at this intersection were:

- The skewed design of the intersection allowed right turns by vehicles from Simonds Road onto 84th Avenue NE at the posted 35 mph speed limit (or higher) without slowing. Combined with other roadside vegetation, this limited visibility of pedestrians on the sidewalks and crossing 84th Avenue NE on the south side of Simonds Road.
- Pedestrian and cyclists crossing 84th Avenue NE had a significant distance exposed to vehicle traffic.
- Crossing of Simonds Road at 84th Avenue NE had no marked crosswalk.

While the NTPP did not support improvements along arterial roads (Simonds Road is an arterial), improvements at the intersections with arterials, including RRFB crosswalks connecting neighborhoods across arterials, were eligible in the program.

In the early part of 2017, the City installed a RRFB-enhanced crosswalk of Simonds Road just south of 84th Avenue NE. The location of the crosswalk outside of the intersection was necessary due to the vertical geometry of Simonds Road. This change addressed the concern of the crossing of Simonds Road at 84th Avenue NE. The crosswalk improvement was made using funds from the City's Strategic Opportunities fund for pedestrian improvements. The City had, in 2016, identified a few candidate crosswalks for improvements from this fund. The identification of the concerns at this crossing at NTPP meetings advanced the City's timeline for this crosswalk.

To address the citizen concerns at this intersection, a modification of the intersection using roadway striping and concrete planters was proposed. The modifications:

- Removed the existing right turn lane for Simonds Road southbound to 84th Avenue NE south.
- Reduced the turning radius to 84th Avenue NE in both directions to a City and County standard 35'.
- Relocated the intersections of 84th Avenue NE with Simonds Road to be perpendicular to Simonds Road, eliminating the skew. Perpendicular intersections are recommended by national AASHTO roadway engineering standards over skewed intersections.
- Spaced the intersections of 84th Avenue NE as far apart as possible to reduce potential conflicts from vehicles turning towards each other on Simonds Road.

- Reduced the pedestrian crossing distance from 120' to 40' across both sides of 84th Avenue NE.
- Added 80' of buffered bicycle lane in either direction, reducing the bicycle lane exposure to the 84th Avenue NE intersection to 40' in either direction.

The modifications required the removal of existing striping, including the right turn pocket, striping of new channelization on both sides of 84th Avenue and Simonds Road for vehicles and bike lanes, and placement of concrete planters. The concrete planters were chosen because of their low height which did not impact the sight distance for vehicles on either side of 84th Avenue NE at the intersection with Simonds Road. A concrete planter with a lighter color was chosen for visibility and each planter was enhanced with additional reflectors to increase nighttime visibility. The planters were initially fitted with a false bottom and a top layer of decorative rock was placed as a low maintenance fill option. It was the City's intention to offer citizens the opportunity to maintain approved plantings within the planters after implementation. The long-term maintenance of vegetation in the planters was not within the NTPP budget.

Alternative Intersection Treatments

The City is committed to continuing to address citizen concerns with the intersection modifications at 84th Avenue NE and Simonds Road while retaining the desired traffic calming and pedestrian protection elements of the project. Staff has identified two new possible alternative treatments

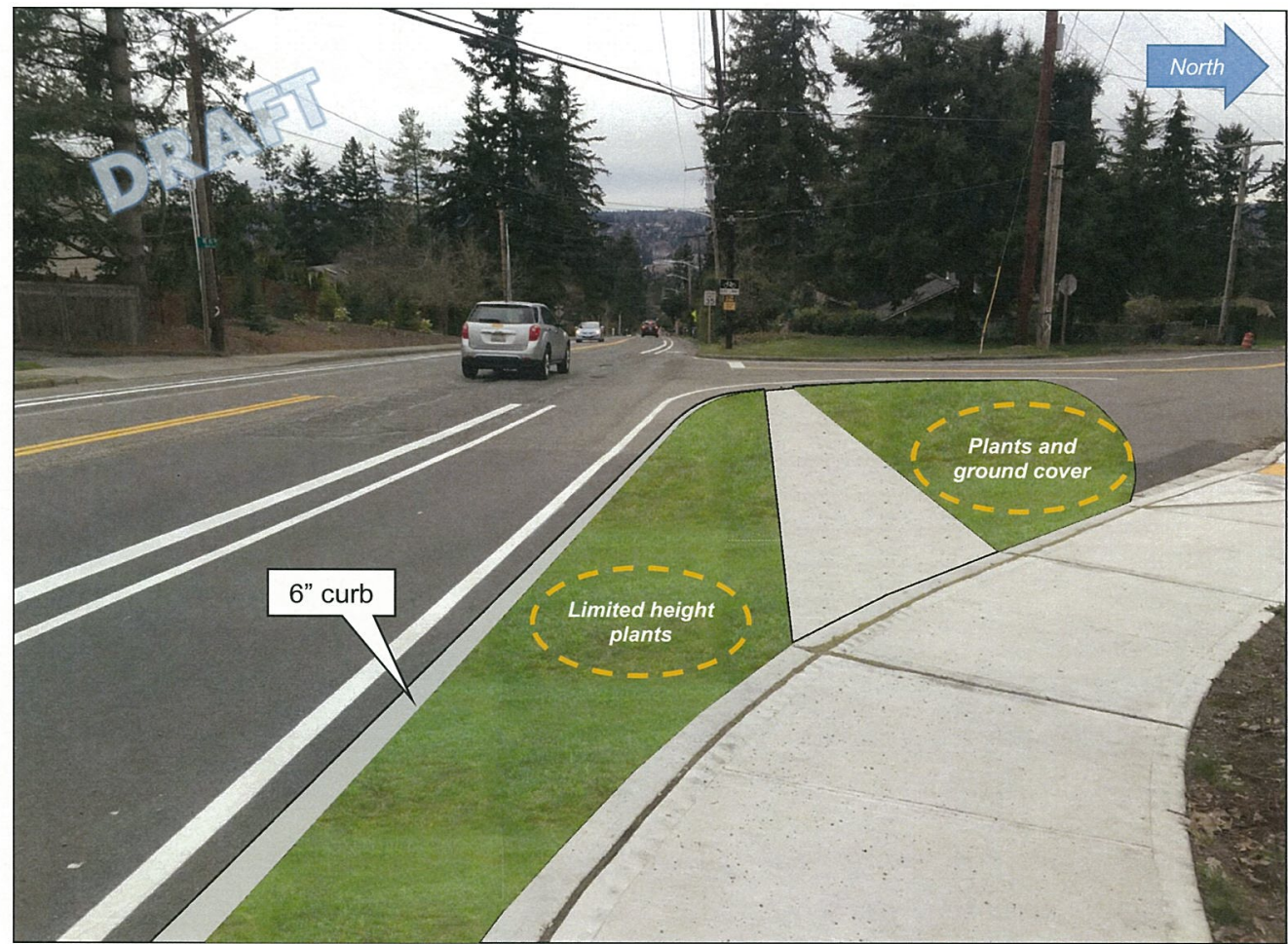
1. Retain the existing planters
All project/program reviews include the "keep things as they are" option. The City could keep the existing planters to provide pedestrian protection and force vehicles to follow the striped lane lines. However, this option does not address the aesthetic concerns expressed by citizens.
2. Install full-height (6") extruded curb along the new fog lines
The City would remove the existing planters. Extruded curb, similar to what is in place along the west shoulder of 84th Avenue, would be installed 3' behind the fog lines along Simonds Road and around the radius to 84th Avenue. The curbing would be painted white. The curbing would be doweled into the existing pavement for additional strength. A rendering of this treatment is shown in Figure 1.
3. Develop a capital project to construct a permanent intersection treatment with curbing, sidewalks and landscaped islands
A capital project would be initiated to design and construct curbing and landscaped islands along the modified edge striping on 84th Avenue NE north and south of Simonds Road. The planters would remain in place for pedestrian protection until the project is ready for construction and would be removed at that time. The final design of the landscaped islands would be at Council's direction. A rendering of a possible version of this treatment is shown in Figure 2.

Each treatment has advantages and disadvantages. All three proposed options are a significant improvement to pedestrian and bicycle safety at this intersection over the conditions prior to the striping changes and planter installation. The cost for option 2 will likely be under \$25,000. The cost for option 3 would be determined after preliminary design is performed, but may be in the range of \$150,000 to \$250,000. If the City Council wishes to explore this option, Council can direct staff to initiate preliminary design and return to present a cost estimate.

Figure 1 – Extruded Curb Treatment



Figure 2 – Curbed Islands with Sidewalk and Landscaped Islands – 0% Design Level Draft Rendering





City Council Business Agenda Item
City of Kenmore, WA

Attachment B – 75th and 67th Avenue NE Chicanes
Project description and renderings

Neighborhood Transportation Plan Program

Calming of high vehicle speeds was a concern on two residential streets in two neighborhoods participating in the Neighborhood Transportation Plan program (NTPP). These streets are 75th Avenue NE between NE 155th Street and NE 148th Street ("Teal South" neighborhood) and 67th Avenue NE between NE 191st Street and NE 194th Street ("Yellow North" neighborhood). Both streets are low-volume streets, but are mostly straight roads.

75th Avenue NE had a marked centerline and had a previous traffic calming treatment consisting of a series of raised pavement marker rumble strips. 75th Avenue NE has a hill in the middle which causes sight distance concerns. The pavement width on 75th Avenue NE is 20 feet.

67th Avenue NE had no pavement markings or calming treatments. The pavement width on 67th Avenue NE is a minimum of 22 feet.

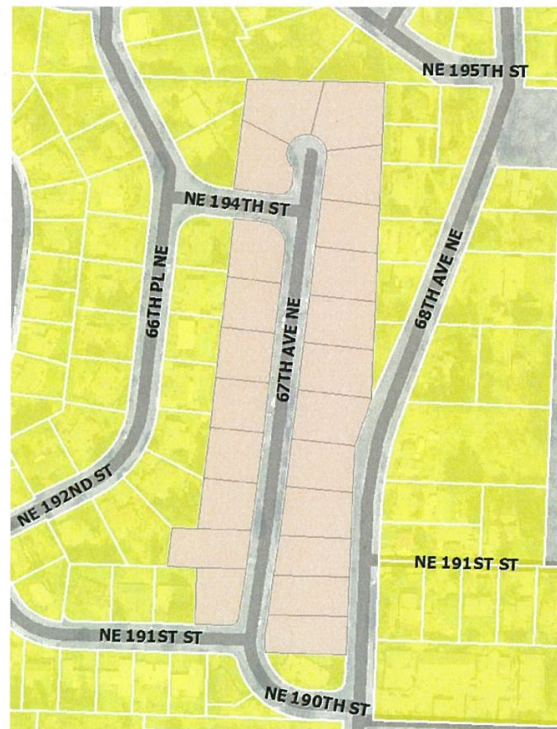
Chicanes were proposed on both streets as a traffic calming physical device. To maximize the use of neighborhood budgets, a chicane created with paint, raised pavement markers and a concrete planter, instead of a concrete curb, was proposed. A concrete planter with a lighter color was chosen for visibility and each planter was enhanced with additional reflectors to increase nighttime visibility. The City offered citizens the opportunity to maintain approved plantings within the planters after implementation. The long-term maintenance of vegetation in the planters was not within the NTPP budget.

Prior to placement of the chicanes, City staff went door-to-door to residents whose property would be directly affected by the placement of a painted chicane and planter. Residents on 75th Avenue NE were generally interested in the opportunity to maintain plantings in the planters at these door-to-door meetings. Based on this feedback, the planters on 75th Avenue were fitted with a false bottom and a layer of soil for residents to plant and maintain. Residents on 67th Avenue NE were not interested in maintaining the planters. The planters on 67th Avenue NE were fitted with a false bottom and a top layer of decorative rock as a low maintenance fill.

In addition to the door-to-door outreach, the City sent postcards advertising the project and soliciting feedback to residents living on 75th and 67th Avenues NE, as well as the cul-de-sacs that only access 75th Avenue NE. Figures 1 and 2 show maps of the addresses which received notification postcards. The postcard sent to 75th Avenue is included as Figure 3. These postcards were sent in the fall of 2016. There was limited

feedback from these postcards. Most feedback was concerned with impacts to mailboxes, fire hydrants and the operation of a chicane. Some adjustments to the placement of the chicanes was made to accommodate these concerns with roadside fixtures. The Northshore Fire Department was consulted about setback from hydrants, and the Bothell Postmaster was contacted regarding a minimum clearance to mailboxes. The planters were placed within the chicanes to meet these requirements while still providing a physical means of traffic calming.

Figure 1 – 67th Avenue NE Postcard Notifications



Note: Highlighted parcels are those with mailing addresses who received a postcard

Figure 2 – 75th Avenue NE Postcard Notifications



Note: Highlighted parcels are those with mailing addresses who received a postcard

Figure 3 – Sample Project Notification Postcard (75th Avenue)

Notice of Proposed Traffic Change

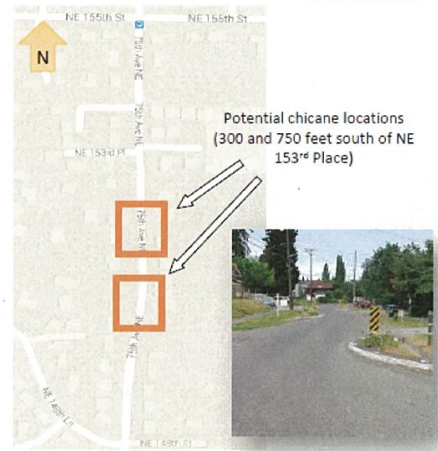
75th Avenue NE Traffic Calming



What: As a result of the Neighborhood Transportation Plan program (NTPP) and its public outreach process, the City of Kenmore is planning to modify traffic calming on 75th Avenue NE. The existing centerline and rumble strips will be removed. Chicanes will be placed 300 and 750 feet south of NE 153rd Place. A chicane uses two small offset islands to create a one-way S-curve on the roadway. This calming device will impact on-street parking for nearby property owners.

Why: This project was developed in collaboration with the neighborhood's citizens participating in the NTPP who identified the need for additional traffic calming on 75th Avenue NE. City staff reviewed this location and determined that a chicane would enhance traffic calming.

When: Comments on this proposed change are being accepted through August 12, 2016. Final design and installation of the project will not commence prior to this date.



Questions or comments: please contact Brett Schock, Traffic Engineer at bschock@kenmorewa.gov or (425) 286-1733

Traffic Calming Survey

The City is committed to addressing citizen concerns with the design and implementation of the chicanes on 75th and 67th Avenues NE. The City is focused on the feedback of residents living on 75th and 67th Avenues NE, as well as the cul-de-sacs that only access 75th Avenue NE. These residents see the most benefit from the traffic calming, and are most affected by the aesthetics and design of the physical devices. Earlier this month, Postcards advertising an online survey, hosted on the City website, were mailed to the same addresses as previous project advertisements, shown in Figures 1 and 2.

The online survey presented five approaches to traffic calming, as shown below. This text and photos are taken from the 75th Avenue NE survey. The 67th Avenue NE survey shows similar approaches:

1. Retain existing chicanes

No further changes would be made to 75th Avenue NE. Residents on 75th Avenue NE are free to install plantings in the boxes. The City would continue to monitor the effectiveness of traffic calming and could modify the chicanes as needed.



2. Curb and planted

The chicanes would be curbed and filled with soil. As a pilot project, residents on 75th Avenue NE would be responsible for the installation and maintenance of approved plantings. The sample photo shows a typical curbed chicane installation with plantings.



3. Stamped concrete chicanes

This chicane style would be permanent, in or near the existing locations, with concrete mountable curbing and a stamped concrete fill. The right photo shows a recently installed median island at the intersection of NE 181st Street and 67th Avenue NE. This is a similar treatment to the proposed design of the permanent chicanes.



4. Install speed cushions

Speed cushions (speed humps with at-grade breaks to accommodate emergency response vehicles, but not cars or trucks) could be installed on 75th Avenue NE. The sample photo shows a typical speed cushion installation.



5. Remove physical devices

Remove the existing chicanes, including striping, planters and signage. The photo shows 75th Avenue NE without traffic calming.



The postcards were mailed to residents on April 7, 2017 with responses due by April 21, 2017. The results of the feedback survey, including the preferred approach of residents on both streets, will be presented in-person at the April 24, 2017 Council meeting.



City Council Business Agenda Item City of Kenmore, WA

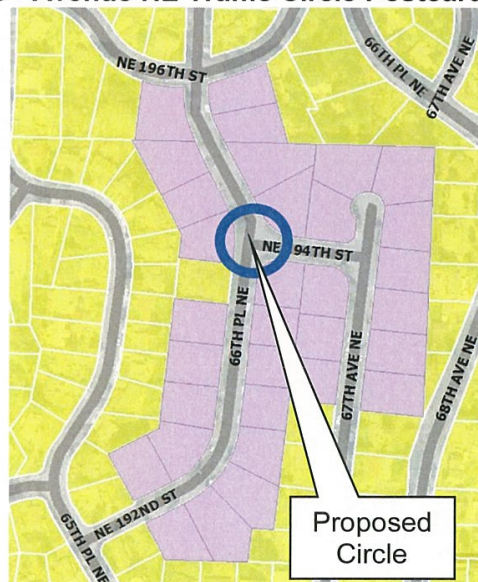
Attachment C – 62nd and 66th Avenue NE Traffic Circles Project Renderings, Plan and Notification Maps

Traffic Circle Advanced Notifications

In 2016, the City sent postcards advertising the traffic circle project and soliciting feedback from residents living near the proposed circles. Any property whose primary ingress/egress from their neighborhood would likely pass through a traffic circle intersection received a notification and invitation to comment on the project. The City also went door-to-door to notify residents whose property would be directly adjacent to a traffic circle and gather feedback. Sample images (identified as examples, and not the final design) and draft plans depicting the traffic circles were included on the postcards and door-to-door materials. Maps showing the distribution of postcards are included as Figures 1 and 2. The postcards are shown in Figures 3 and 4.

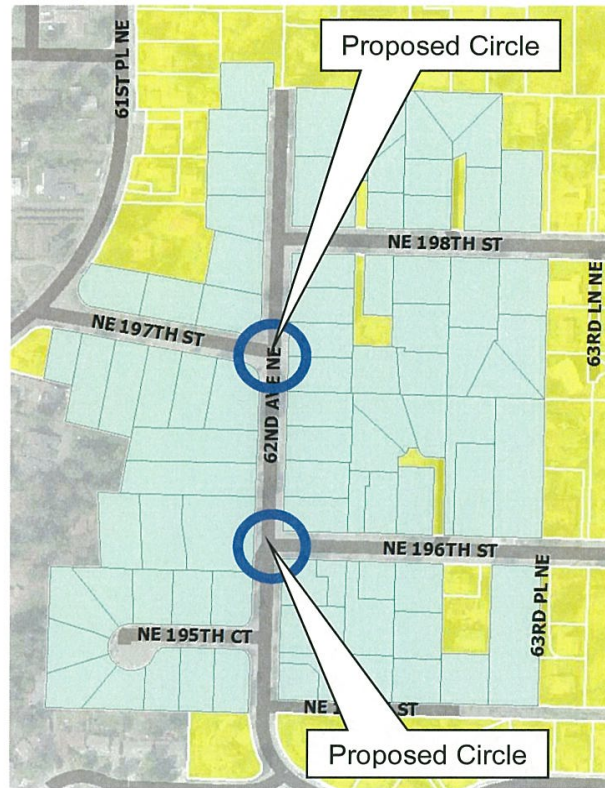
Based on feedback received from residents who received a postcard, adjustments were made to the design of the circles to accommodate certain larger vehicles, account for existing school bus stops and walking routes, and provide additional pedestrian space where existing pavement allowed. In general, the door-to-door feedback and postcards near the two circles on 62nd Avenue was positive and supported the project goals and approach. The door-to-door feedback near the circle on 66th Avenue was not supportive of the project.

Figure 1 – 66th Avenue NE Traffic Circle Postcard Notifications



Note: Highlighted parcels are those with mailing addresses who received a postcard

Figure 2 – 62nd Avenue NE Traffic Circle Postcard Notifications



Note: Highlighted parcels are those with mailing addresses who received a postcard

Figure 3 – 66th Avenue NE Traffic Circle Postcard

Notice of Proposed Traffic Change

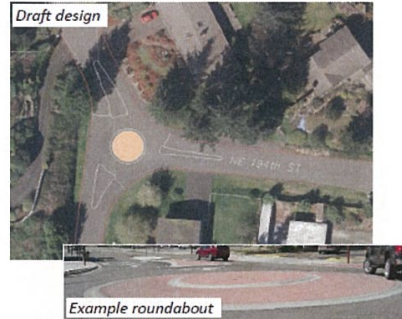
66th Place NE & NE 194th Street Intersection Modifications



What: As a result of the Neighborhood Transportation Plan program (NTPP) and its public outreach process, the City of Kenmore is planning to install a "mini roundabout" at the intersection of 66th Place NE and NE 194th Street. This roundabout will be created primarily with painted lines and rolled curbs. Trucks, school busses and other large vehicles will be able to pass over the center island as if it was a "circular speed hump".

Why: This project was developed in collaboration with the neighborhood's citizens participating in the NTPP who requested a roundabout at this intersection for traffic control. City staff agreed with this intersection treatment.

When: Comments on this proposed change are being accepted through September 2, 2016. Final design and installation of the project will not commence prior to this date.



Questions or comments: please contact Brett Schock, Traffic Engineer at bschock@kenmorewa.gov or (425) 286-1733

Figure 4 – 62nd Avenue NE Traffic Circle Postcard

Notice of Proposed Traffic Change

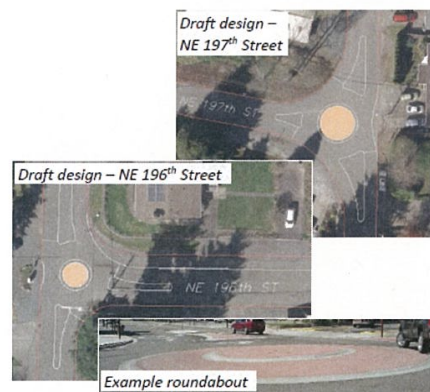
62nd Avenue NE Intersection Modifications



What: As a result of the Neighborhood Transportation Plan program (NTPP) and its public outreach process, the City of Kenmore is planning to install "mini roundabouts" on 62nd Avenue NE. Both the intersections with NE 196th and NE 197th Street will be modified. These roundabouts will be created primarily with painted lines and rolled curbs. Trucks, school busses and other large vehicles will be able to pass over the center island as if it was a "circular speed hump".

Why: This project was developed in collaboration with the neighborhood's citizens participating in the NTPP who identified the need for traffic calming at these two intersections on 62nd Avenue NE. City staff determined that mini roundabouts were a good fit to address these concerns.

When: Comments on this proposed change are being accepted through September 2, 2016. Final design and installation of the project will not commence prior to this date.



Questions or comments: please contact Brett Schock, Traffic Engineer at bschock@kenmorewa.gov or (425) 286-1733

Traffic Circle Design

The current design of the traffic circles consists of painted fog lines and splitter islands entering the traffic circle from all directions. The center island of each traffic circle has a mountable curb. Because of large vehicle considerations (school busses, fire trucks and trailers) at the two intersections on 62nd Avenue, the center of those circles is proposed as a stamped concrete fill. The circle on 66th Avenue can be designed with a stamped concrete fill, or a planted/vegetation fill. Maintenance of the vegetation would be the responsibility of adjacent property owners.

The following figures show plan views of each traffic circle, a sample rendering of one circle (at 62nd Avenue and NE 197th Street) and a picture of a stamped concrete island with mountable curb recently installed at the intersection of 67th Avenue NE and NE 181st Street. This island is a representative sample of the look of the central island proposed for the two circles on 62nd Avenue NE.

Figure 5 – 62nd Avenue NE and NE 196th Street Proposed Traffic Circle Plan

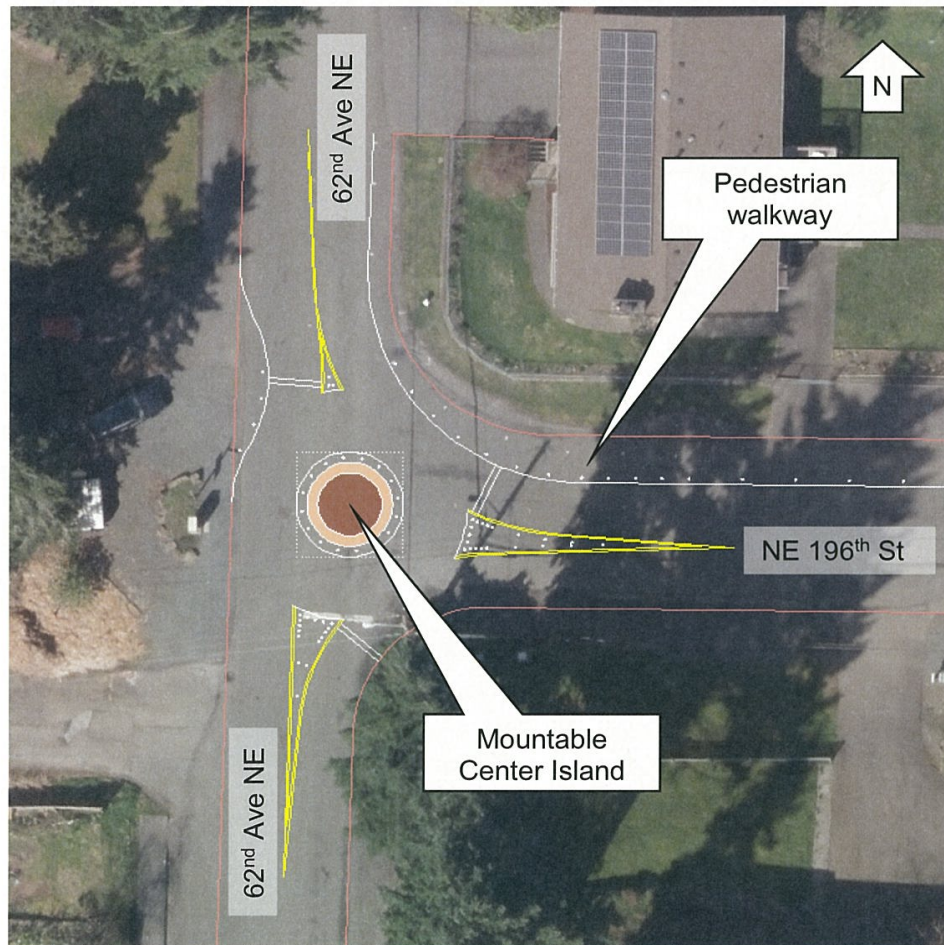


Figure 6 – 62nd Avenue NE and NE 197th Street Proposed Traffic Circle Plan



Figure 7 – 66th Avenue NE and NE 194th Street Proposed Traffic Circle Plan

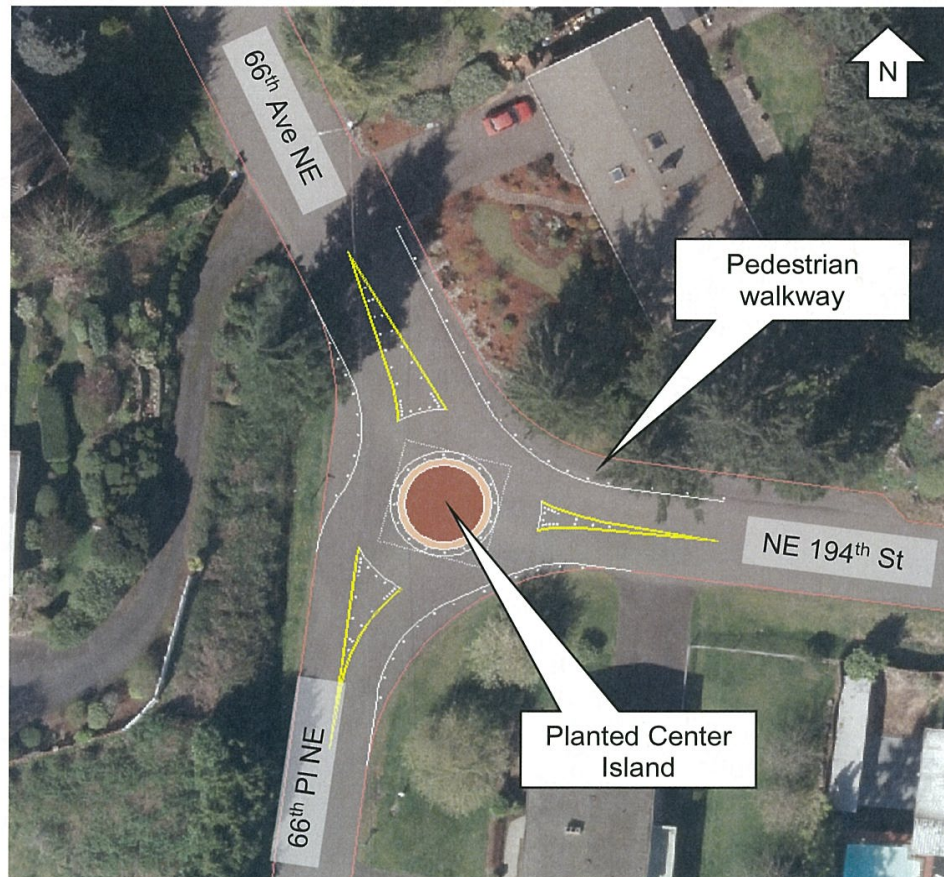


Figure 8 – 62nd Avenue NE and NE 197th Street Proposed Rendering

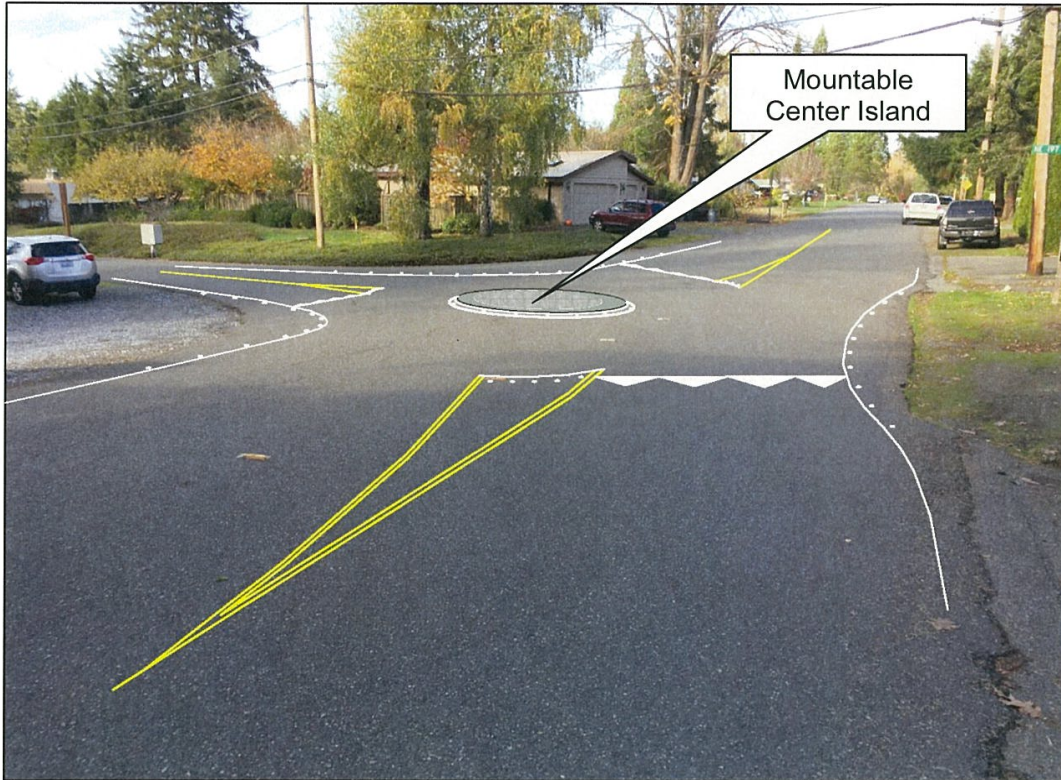


Figure 9 – Sample Stamped Concrete Island – 67th Avenue NE and NE 181st Street

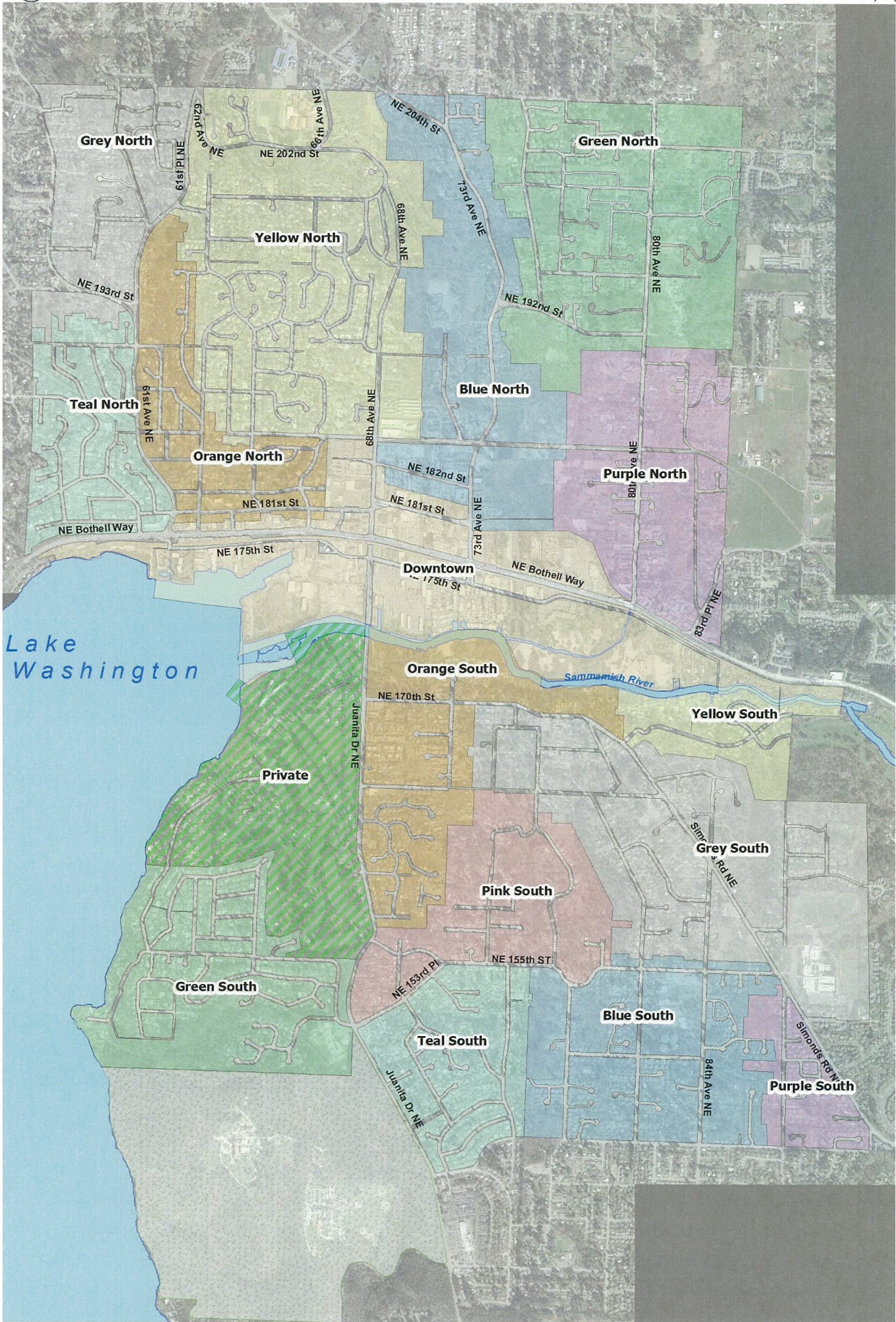




City Council Business Agenda Item
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Attachment D – Neighborhood Transportation Plan
Program project maps

1. Neighborhood Transportation Plan Program – Neighborhoods Overview
2. Blue North Neighborhood Plan
3. Blue South Neighborhood Plan
4. Green North Neighborhood Plan
5. Green South Neighborhood Plan
6. Grey North Neighborhood Plan
7. Grey South Neighborhood Plan
8. Orange North Neighborhood Plan
9. Purple North Neighborhood Plan
10. Teal North Neighborhood Plan
11. Teal South Neighborhood Plan
12. Yellow North Neighborhood Plan
13. Yellow South Neighborhood Plan





City of Kenmore

Yellow North Neighborhood Transportation Plan



Legend

Comment and Project Types

Pedestrian

Traffic

Lighting

Signs

Visibility

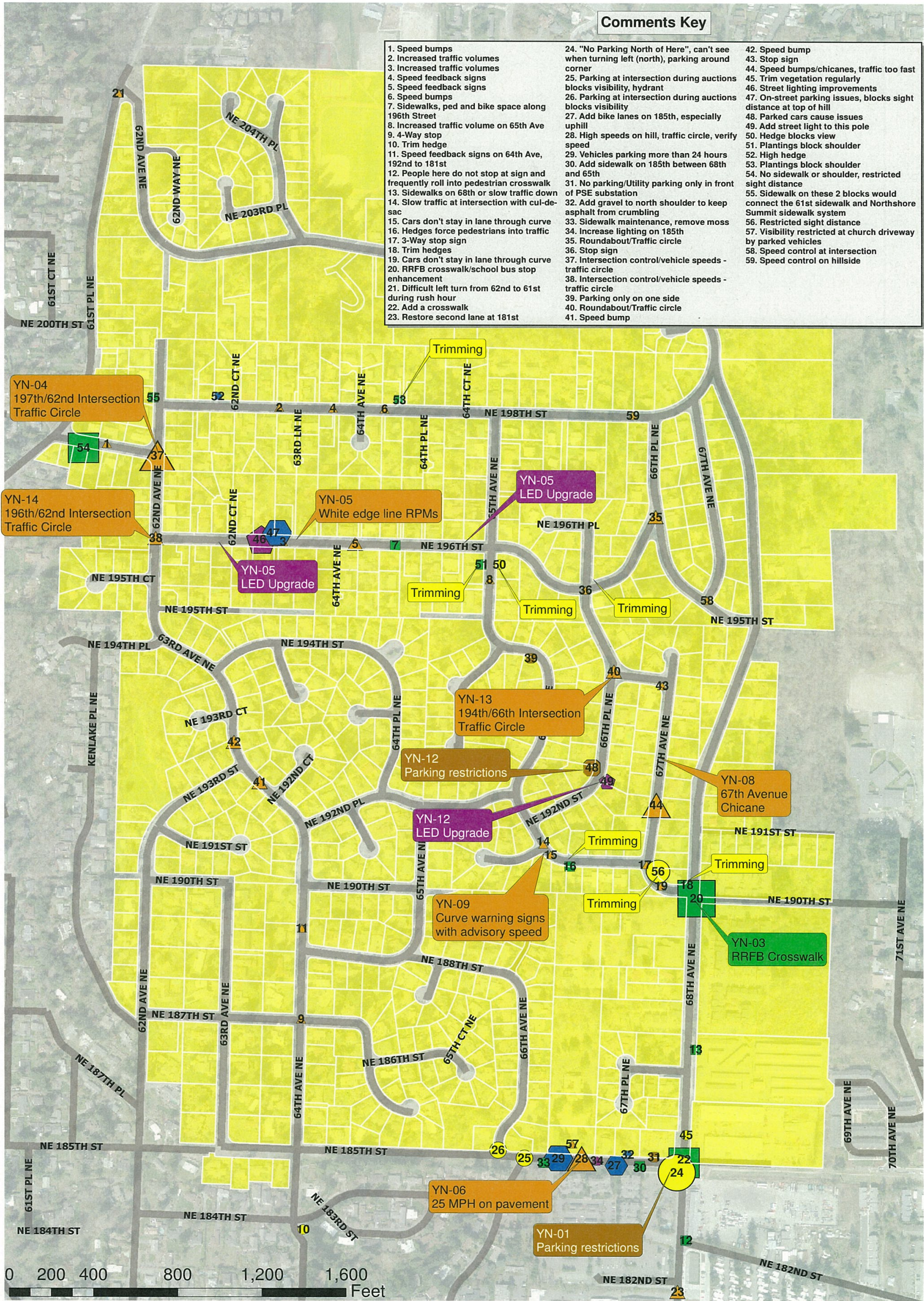
Other

Notes:

1. Relative size of symbol reflects community priority for that concern

2. Hatched projects cannot be completed with current funding

Developed 6/22/16





City of Kenmore

Yellow South Neighborhood Transportation Plan



Legend

Comment and Project Types

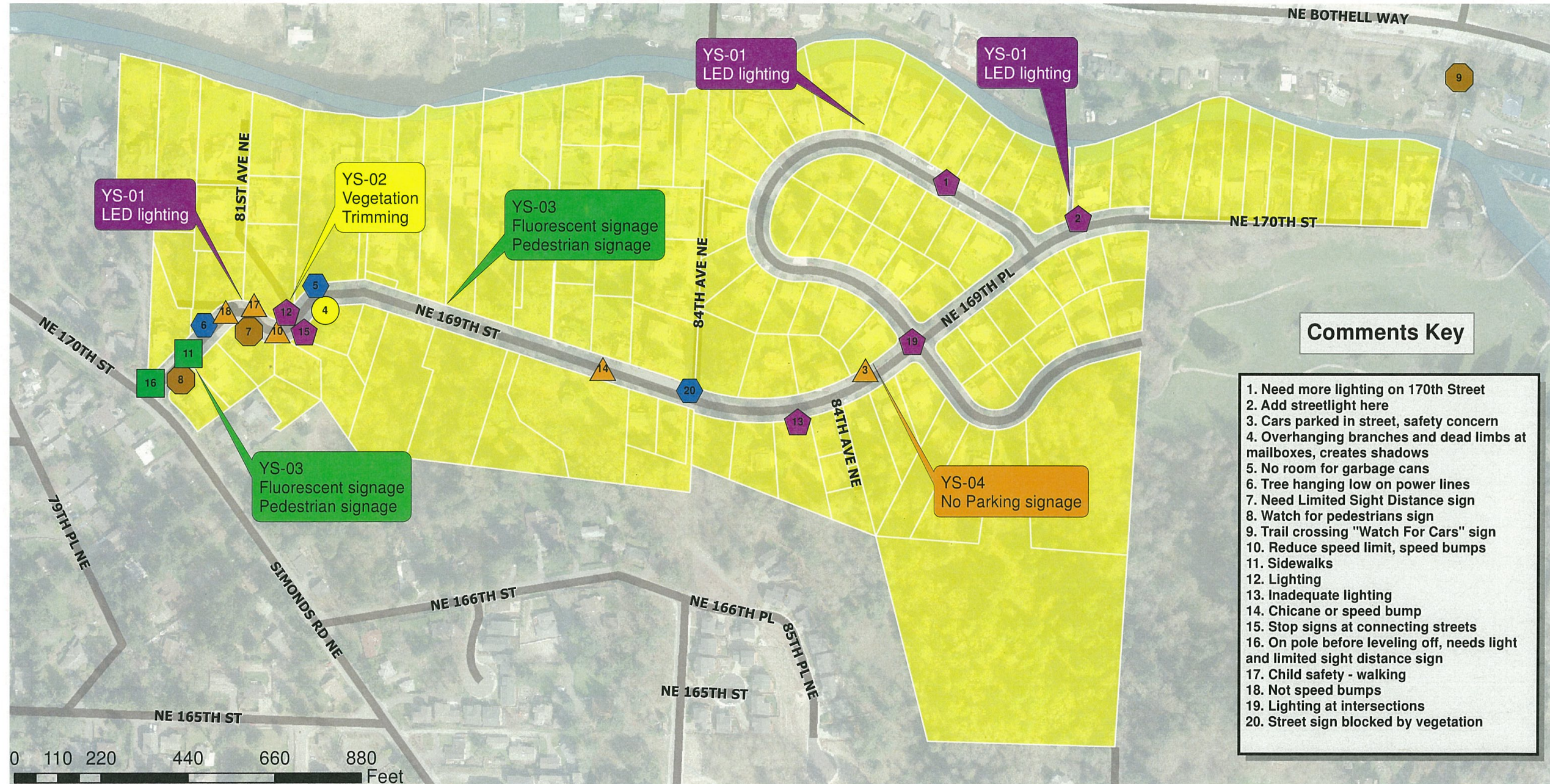
Pedestrian	Signs
Traffic	Visibility
Lighting	Other

Notes:

1. Relative size of symbol reflects community priority for that concern

2. Hatched projects cannot be completed with current funding

Developed 6/22/16



Comment and Project Types

Pedestrian		Signs
Traffic		Visibility
Lighting		Other

Notes:
1. Relative size of symbol reflects community priority for that concern
2. Hatched projects cannot be completed with current funding

[illegible]



City of Kenmore

Teal South Neighborhood Transportation Plan



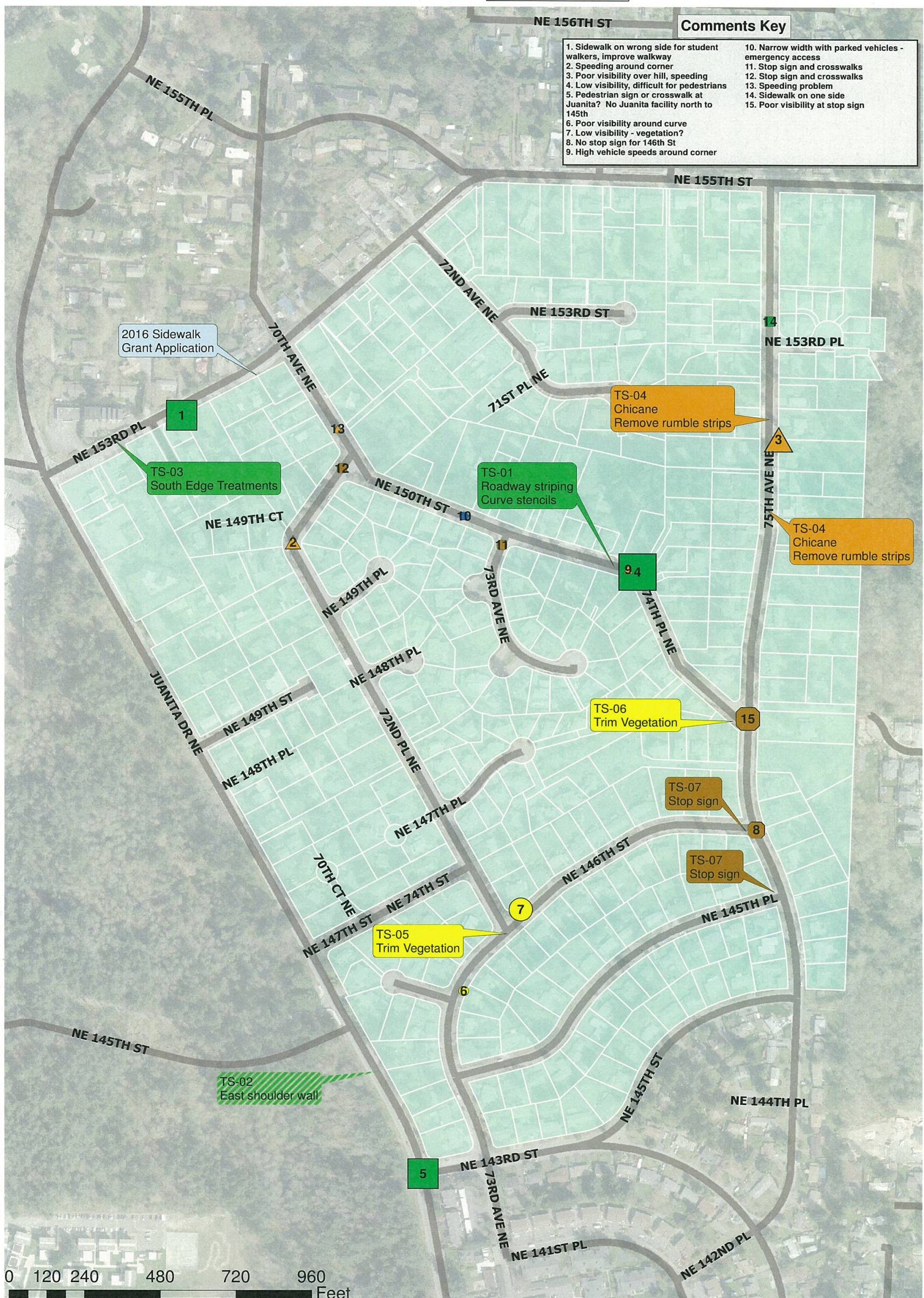
Legend

Comment and Project Types

Pedestrian		Signs
Traffic		Visibility
Lighting		Other

Notes:
1. Relative size of symbol reflects community priority for that concern
2. Hatched projects cannot be completed with current funding

Presented 3/10/16





City of Kenmore
Blue North Neighborhood
Transportation Plan



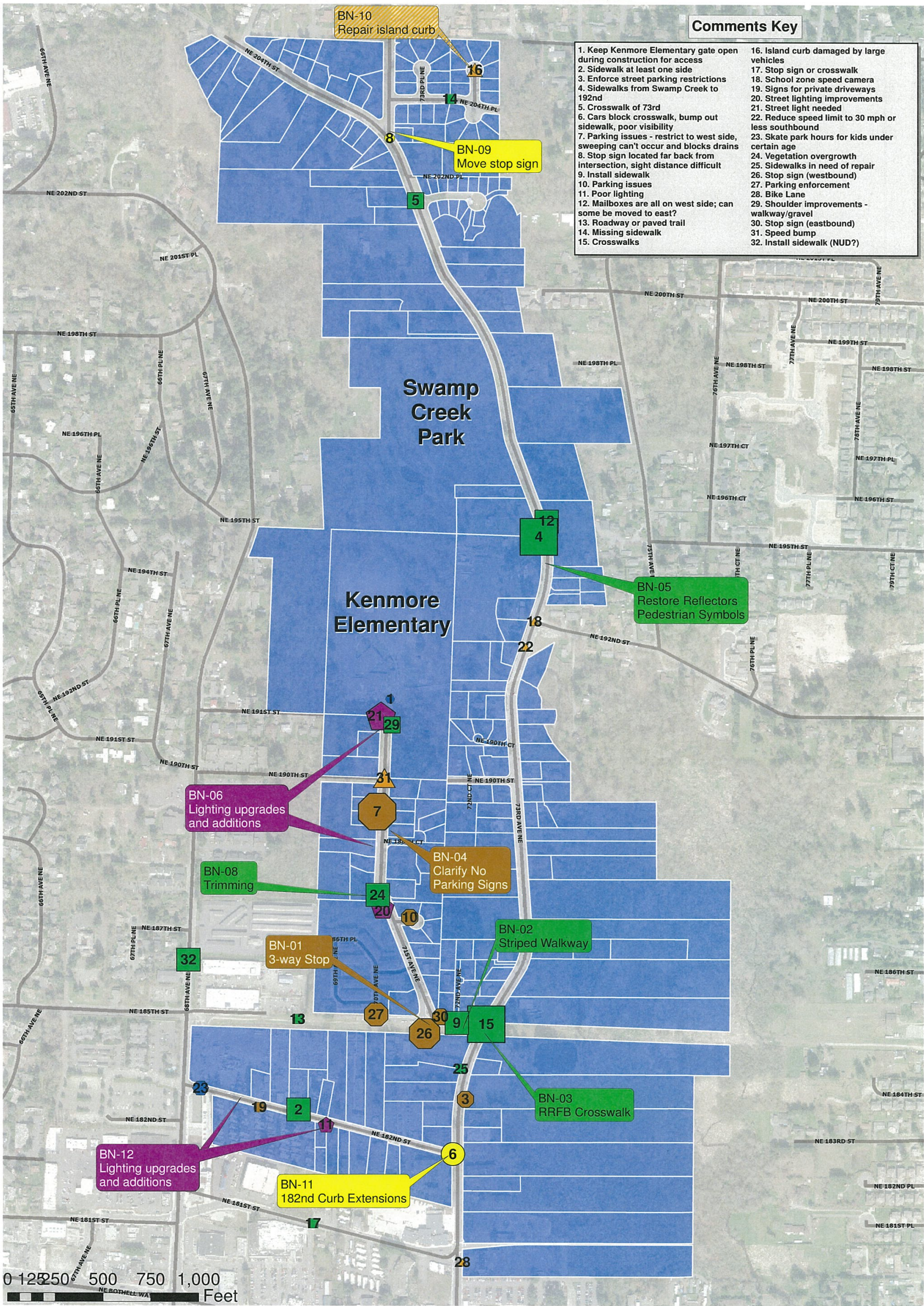
Legend

Comment and Project Types

Pedestrian	Signs
Traffic	Visibility
Lighting	Other

Notes:
1. Relative size of symbol reflects community priority for that concern
2. Hatched projects cannot be completed with current funding

Presented 1/21/16





City of Kenmore

Green North Neighborhood Transportation Plan



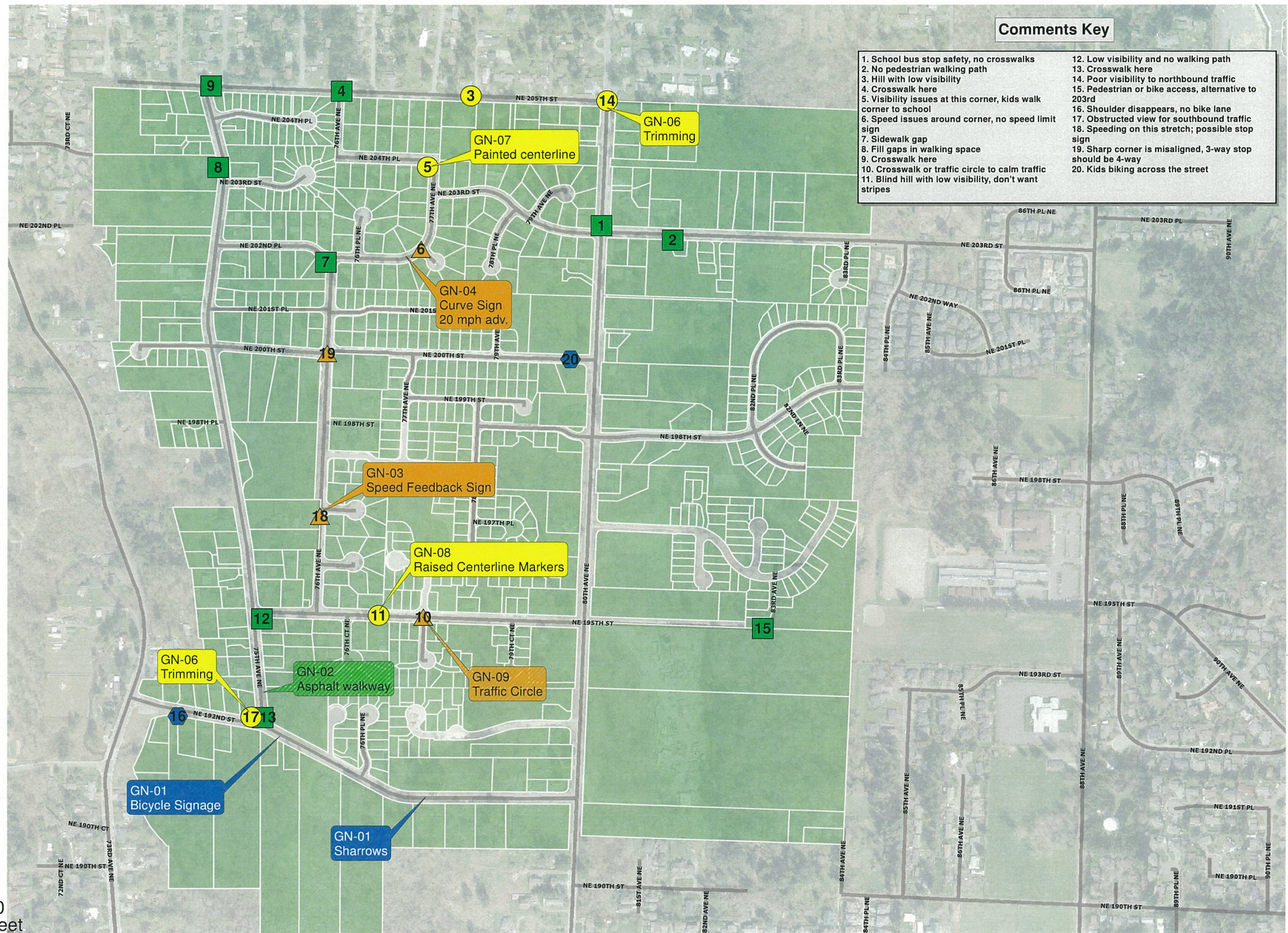
Legend

Comment and Project Types	
Pedestrian	
Traffic	
Lighting	
Signs	
Visibility	
Bicycle	

Notes:
1. Relative size of symbol reflects community priority for that concern
2. Hatched projects cannot be completed with current funding

Presented 1/26/16

0 125 250 500 750 1,000 Feet





Legend

Pedestrian

Traffic

Lighting

Signs

Visibility

Other

Comment and Project Types

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Notes:

1. Relative size of symbol reflects community priority for that concern

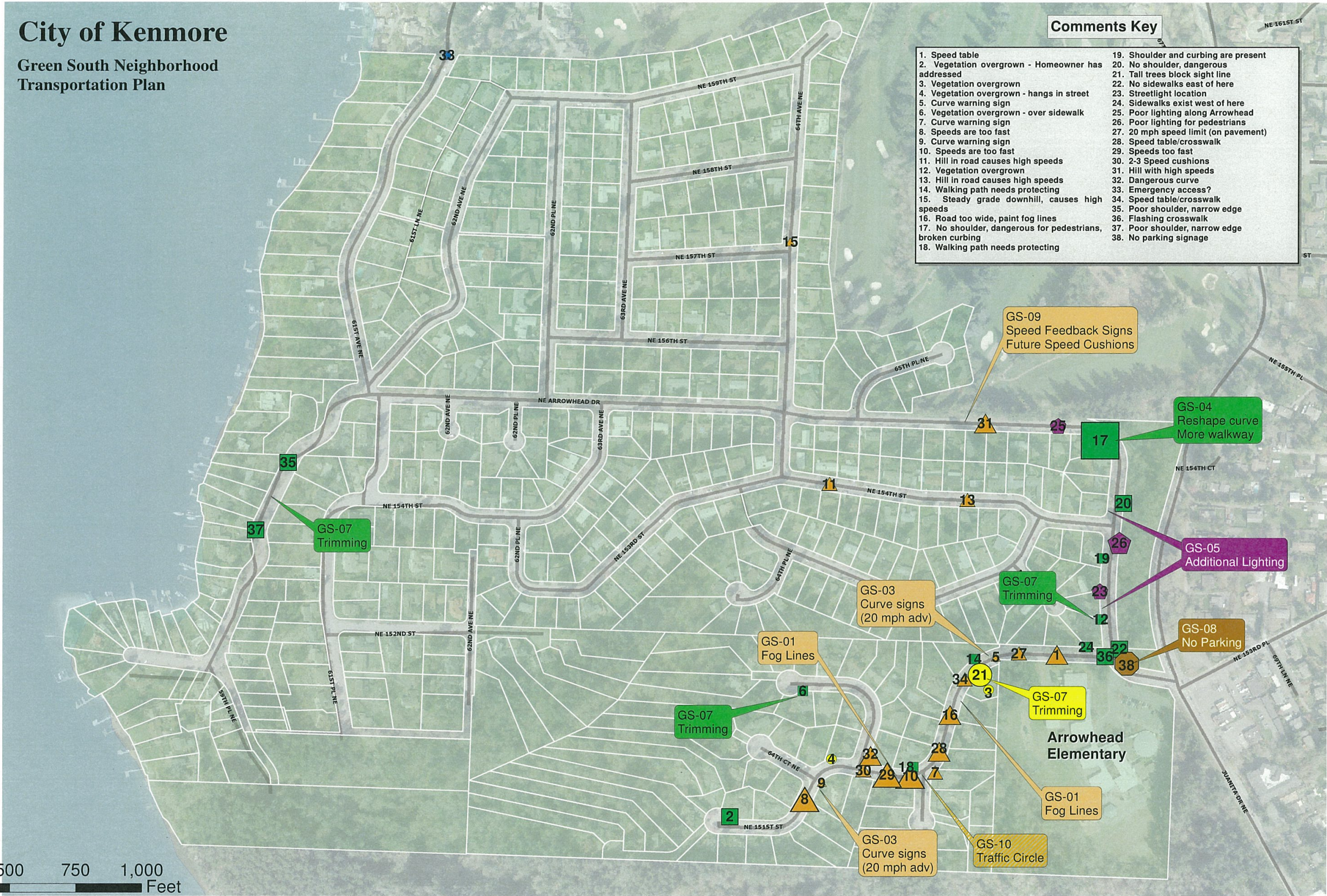
2. Hatched projects cannot be completed with current funding

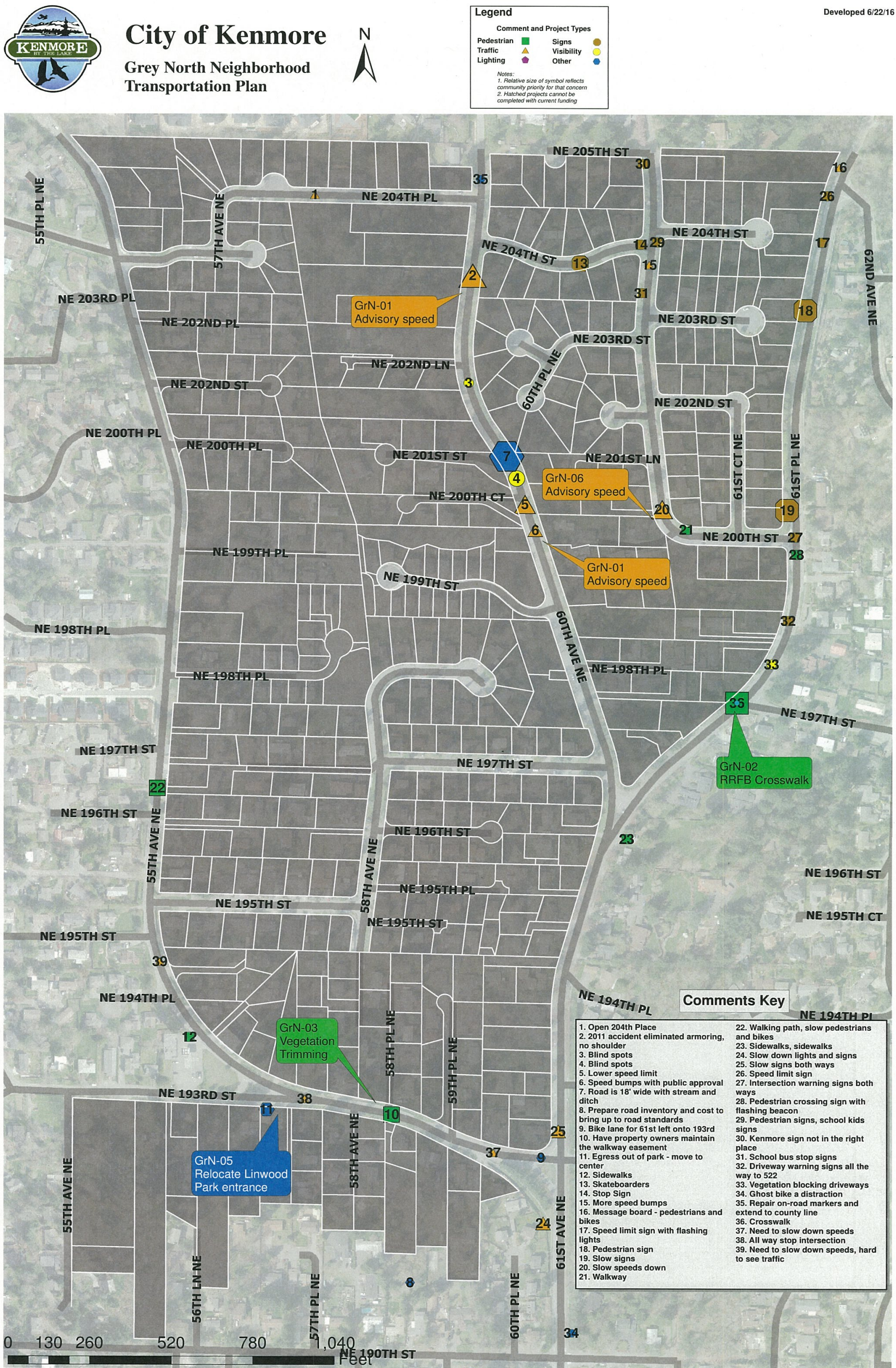
Presented 1/13/16

City of Kenmore

Green South Neighborhood

Transportation Plan







City of Kenmore

Grey South Neighborhood Transportation Plan

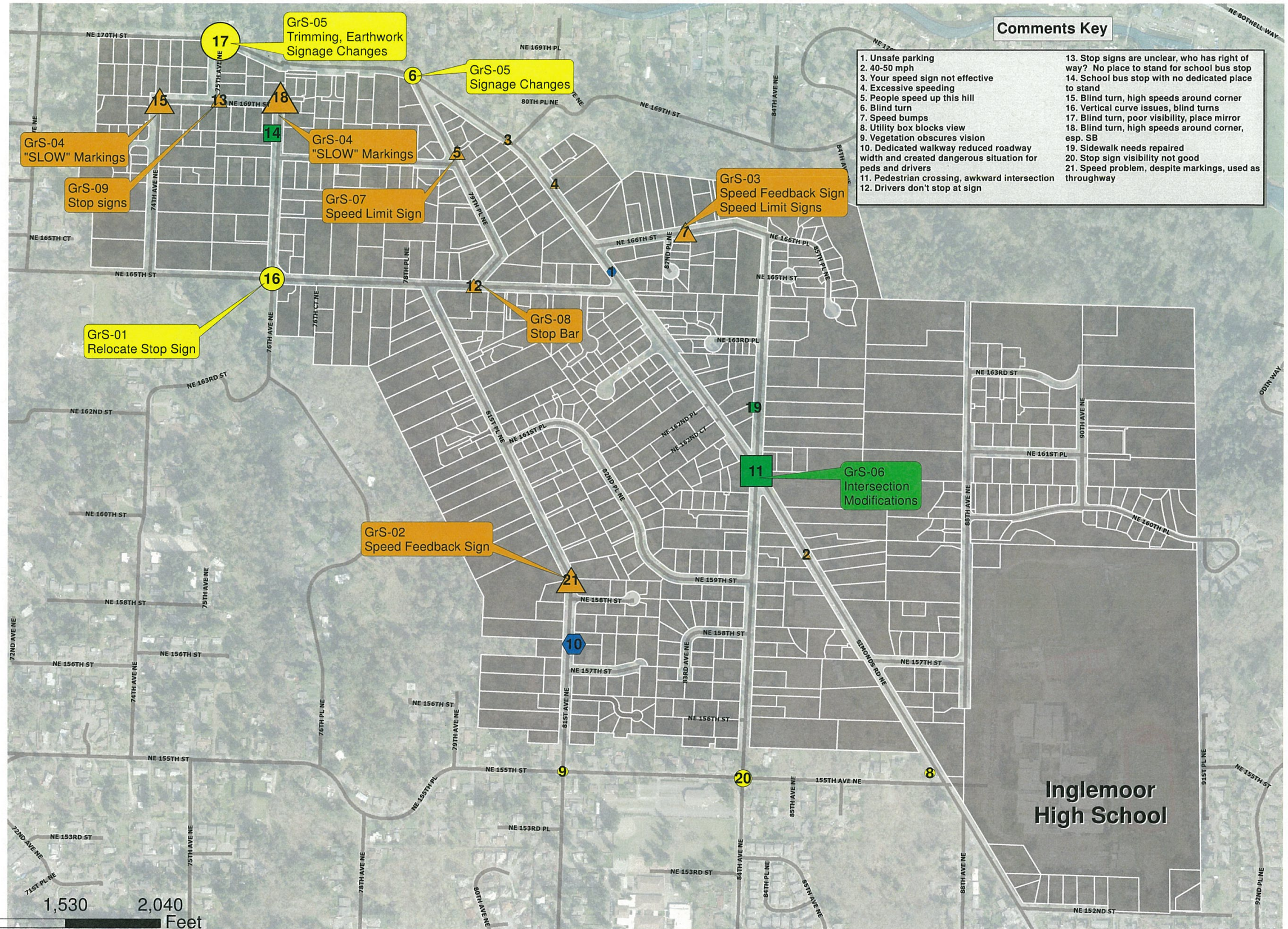
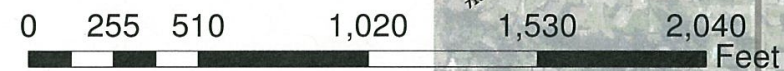


Legend

Pedestrian	
Traffic	
Lighting	
Signs	
Visibility	
Other	

Notes:
1. Relative size of symbol reflects community priority for that concern
2. Hatched projects cannot be completed with current funding

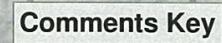
Presented 1/28/16

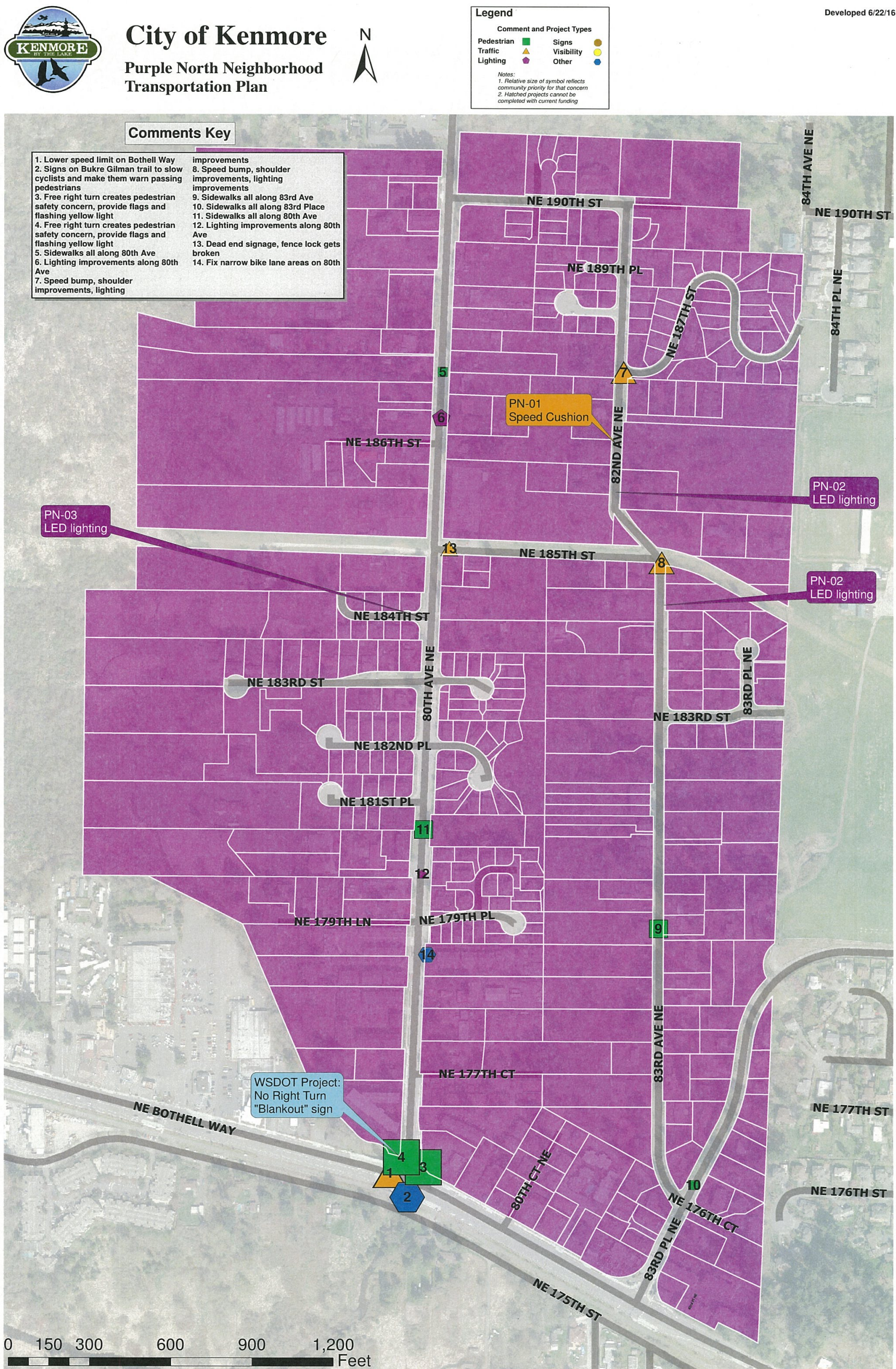


Comment and Project Types

Pedestrian		Signs
Traffic		Visibility
Lighting		Other

Notes:
1. Relative size of symbol reflects community priority for that concern
2. Hatched projects cannot be completed with current funding





Neighborhood Transportation Plan Projects Review

Brett Schock, PE
Traffic Engineer

April 24, 2017

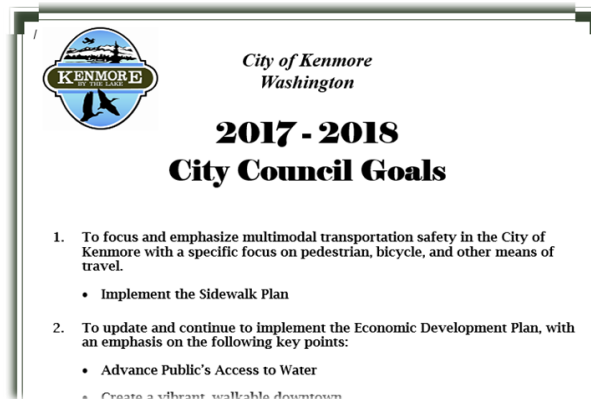


Presentation Agenda

- Neighborhood Transportation Plan Program review
- 84th Avenue NE/Simonds Road intersection
- 75th and 67th Avenue NE chicanes
- Neighborhood traffic circles
- Public comment
- Council feedback

Program Development

- City Council Goal #1 and Target Zero
 - Recommended by 2014 Pedestrian and Bicycle Safety Ad-Hoc Committee
- \$350,000 program in 2015-16 budget



Program Development

- Fifteen neighborhoods designated based on geography
- Neighborhood budgets determined based on proportion of households
 - Budgets ranged from \$6,000 to \$47,000 per neighborhood
 - Non-participating neighborhood budgets reallocated to others

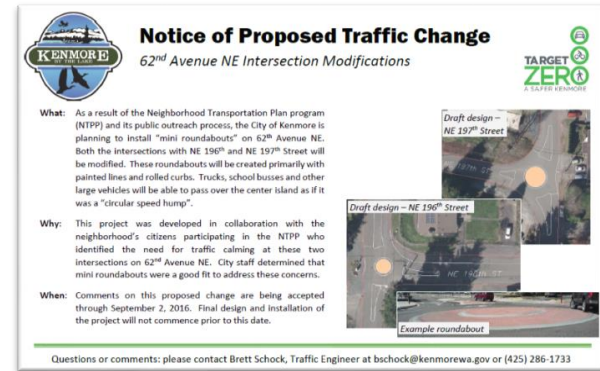
NTPP meetings

- Invitation to participate postcards sent to all households
 - Yard signs, newsletters, social media posts, etc.
- Minimum 2 meetings per neighborhood
- Total of 145 participants



NTPP Projects

- 90 projects
 - Implementation over 16 months
- Proactive changes
 - Saying “Yes”
- Additional outreach for projects resulting in a change to traffic operations



Pedestrian Improvements



Roadway Striping



NE 169th Street at 74th Avenue NE

Signage Changes



NE 151st Street west of Arrowhead Drive

Improved Roadway Lighting



*NE 182nd Street
Before*



*NE 182nd Street
After*

Improved Roadway Lighting



*Arrowhead Drive
Before*



*Arrowhead Drive
After*

Traffic Calming



81st Avenue NE south of NE 158th Place

Speed Cushions



Rectangular Rapid Flashing Beacon Crosswalks (RRFB)



RRFB Crosswalks

- 11 installed in 2014
 - 5 installed through the NTPP (2017)
 - 2 installed through other projects (2015, 2016)
-
- **18 RRFB arterial crosswalks
Citywide since 2014**

NTPP Program Summary

- 95% of projects completed
 - Adjustments to completed projects
 - Monitoring
- Remaining projects:
 - Intersection control
 - “Yellow North” neighborhood
 - Crosswalk shortening
 - NE 182nd Street with 2017 overlay
- Participant survey



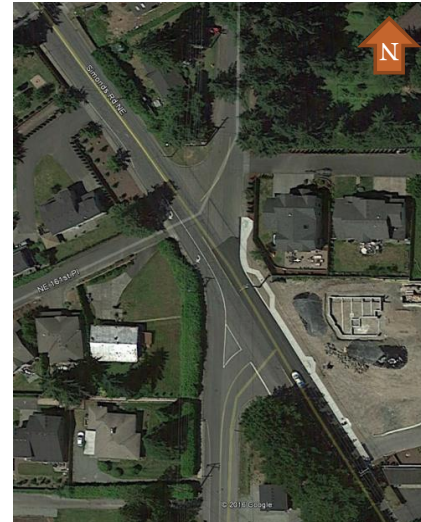
84th Avenue NE and Simonds Road Intersection

Pedestrian Safety Improvements



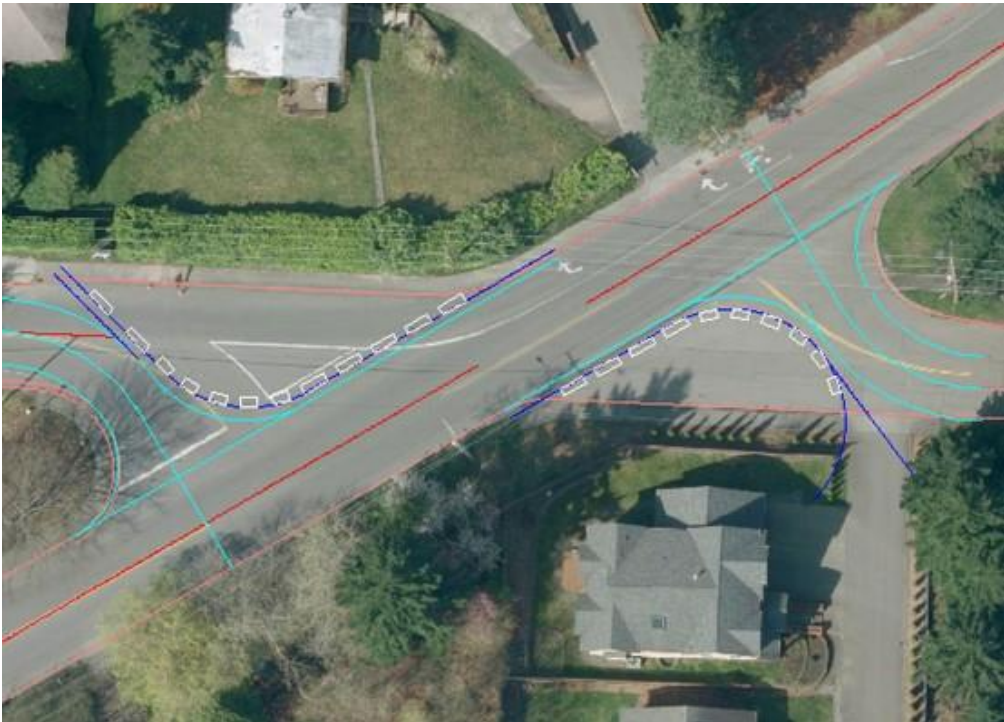
Identified Concerns through NTPP

- Pedestrian safety
 - Longest pedestrian crossing in Kenmore (120')
 - Longer than all SR 522 crossings
 - No marked crosswalk
 - Sight distance concerns
 - Intersection skew
- Vehicles could legally take turn at 35mph
- History of complaints



Proposed Project: Slow Vehicles, Reduce Conflict Area

- Eliminate right turn lane
- Align intersection at 90-degrees
 - Reduce turn radius to standard 35 feet
- Reduce pedestrian crossing distance
 - Reduced from 120' to 40'
 - Adds 80' of bicycle lane in each direction
- Provide pedestrian buffer



- Project plan provided to NTPP participants in January, 2016
- Agency coordination
 - School district
 - Fire truck turning templates

Feedback Received

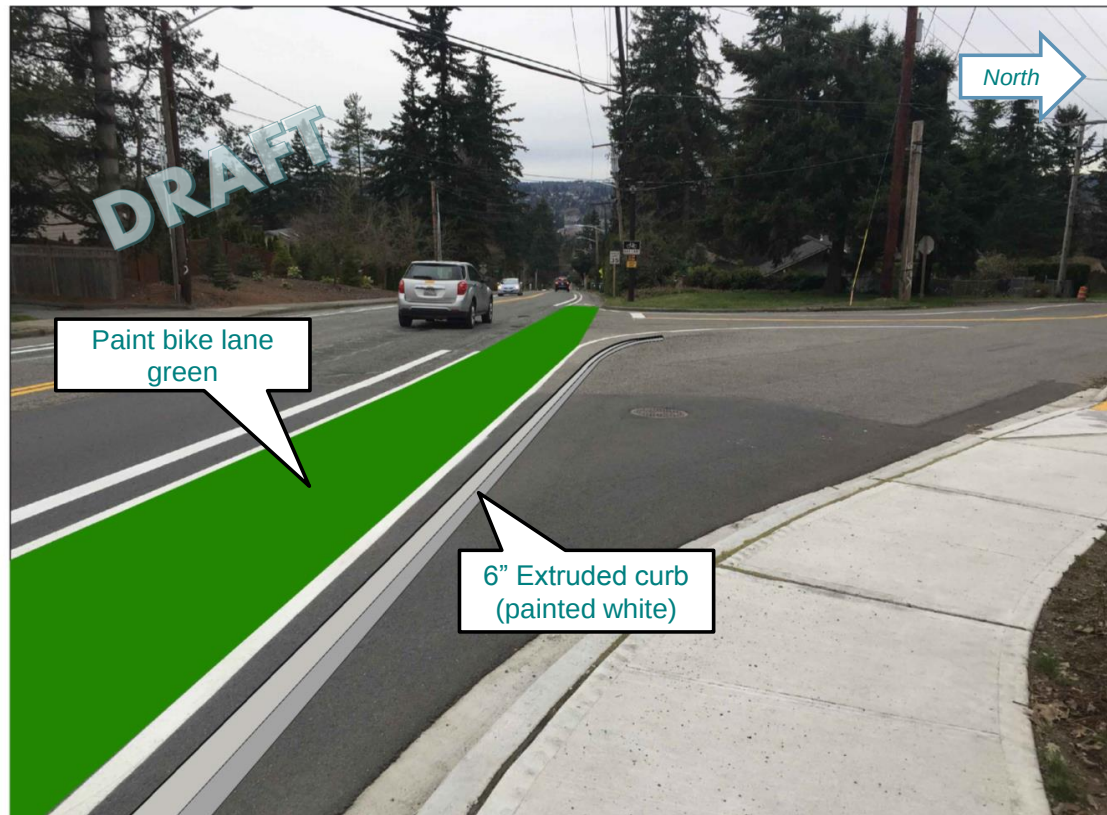


Project Adjustments due to Community Feedback

- Planters thinned out and re-spaced
 - Planters moved back to increase motorist comfort
- Crosswalks added to 84th Avenue NE
- Retains traffic calming effects
- Retains pedestrian protections

Alternatives to Planters

Extruded Curb Alternative



Capital Project Alternative



Council Feedback

- Council preferences on modifications to this intersection project
 - Any future project costs would require appropriation

Discussion

75th and 67th Avenues Traffic Calming Chicanes

Traffic Calming Safety Improvements



Identified Concerns through NTPP

- Speeds of vehicles on residential roadways
- Noise concerns from existing rumble strips on 75th Avenue NE

Proposed Project

- Traffic calming chicanes
 - Calm speeds by requiring vehicles to make short-distance turns on “straightaways”
 - Less potential for noise than speed bumps

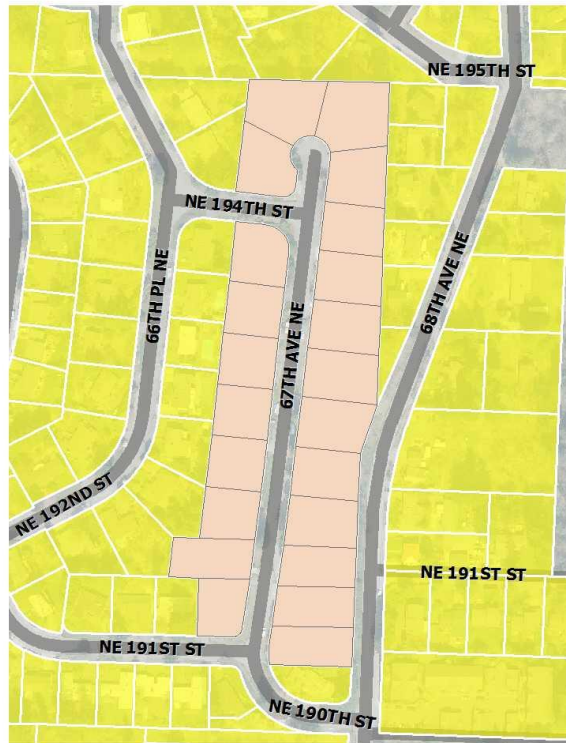
Project Outreach

- Postcards sent ahead of project to properties on each street near the limits of projects
- Door-to-door outreach to properties with a chicane directly in front
- Project outreach was **not** clear about the final look of the proposed chicanes

Postcard Distribution - 75th Avenue



Postcard Distribution - 67th Avenue



Resident Survey

- Based on feedback, created an online survey
- Only for residents on 75th and 67th Avenues
 - Same areas as previous postcard distribution
- Postcards sent and door hangers distributed
- Deadline for feedback was Friday, April 21, 2017

Resident Survey Approaches

- Five approaches presented for selection:
 - Retain existing chicanes
 - Curbed, planted chicanes
 - Stamped concrete chicanes
 - Speed cushions
 - Remove Traffic Calming

Survey Results - 75th Avenue

- Total response rate: 58%
 - 30 out of 53 households
- Slight preference for speed cushions



Survey Results - 67th Avenue

- Total response rate: 55%
 - 12 out of 22 households
- Equal preference for speed cushions and curbed/planted chicanes



Council Feedback

- Council preferences on modifications to traffic calming on 75th and 67th Avenues
 - Any future project costs would require appropriation

Discussion

62nd and 66th Avenues NE Proposed Traffic Circles

Traffic Calming Intersection Improvements

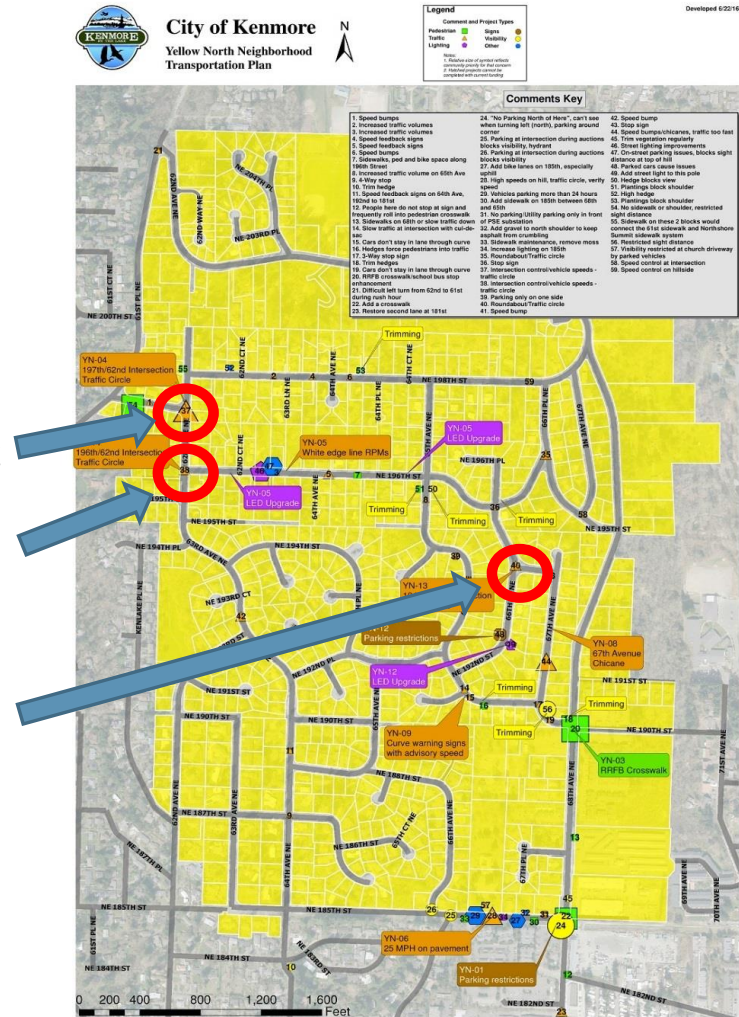


Proposed Project Locations

62nd Avenue at NE 196th Street

62nd Avenue at NE 197th Street

66th Avenue at NE 194th Street



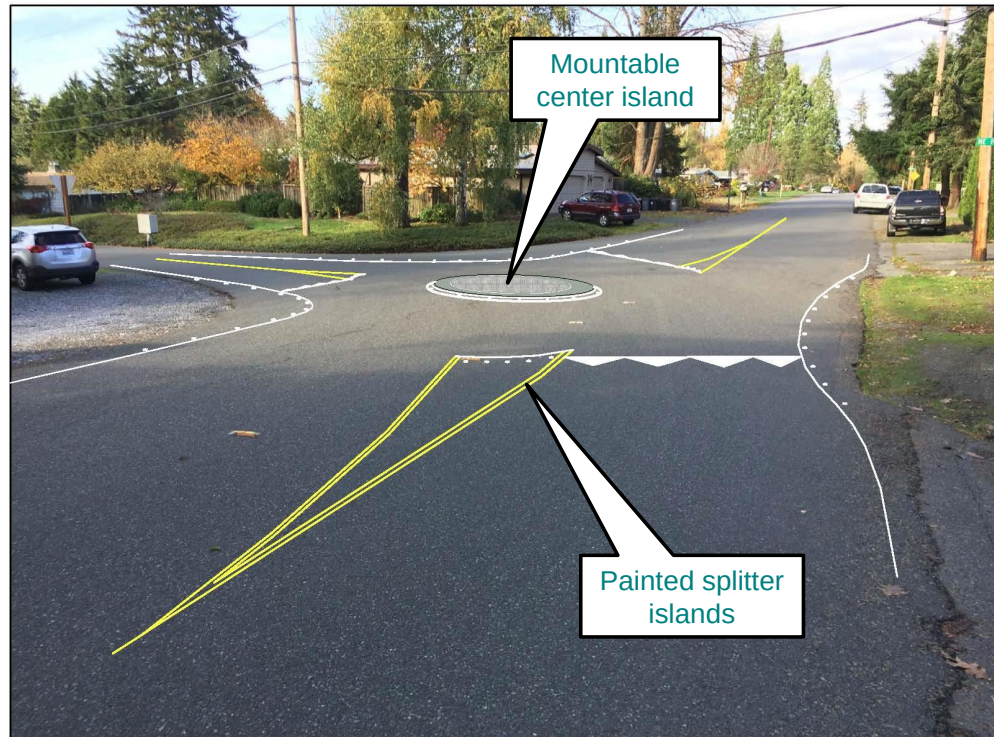
Identified Concerns through NTPP

- Speeds of vehicles making turns through intersections
- Proper yielding through intersections

Proposed Project

- Traffic circles
 - Cost and right-of-way constraints
 - Raised center circle – “circular speed bump”
 - Painted splitter islands

Project Rendering - 62nd/197th

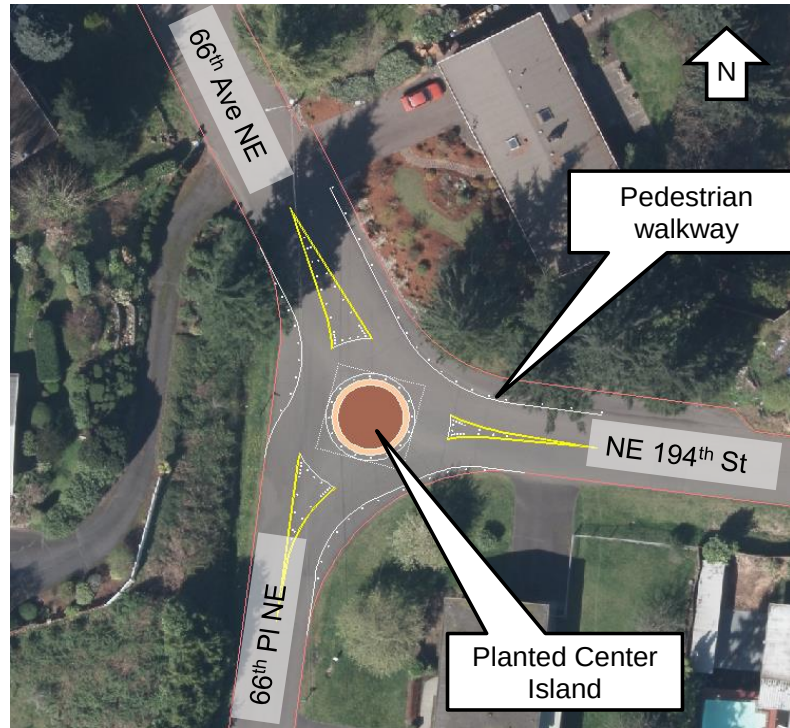


Sample Stamped Concrete Island

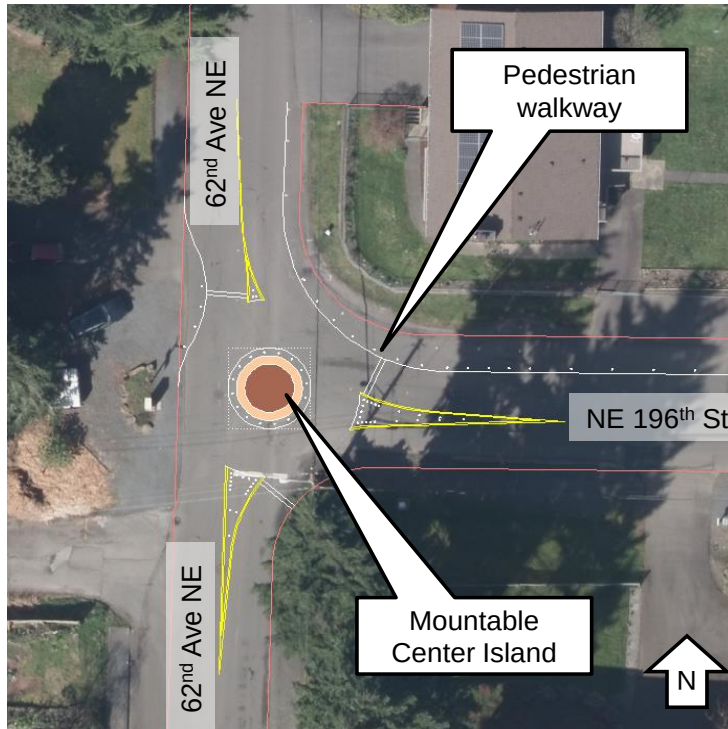
- NE 181st Street and 67th Avenue NE



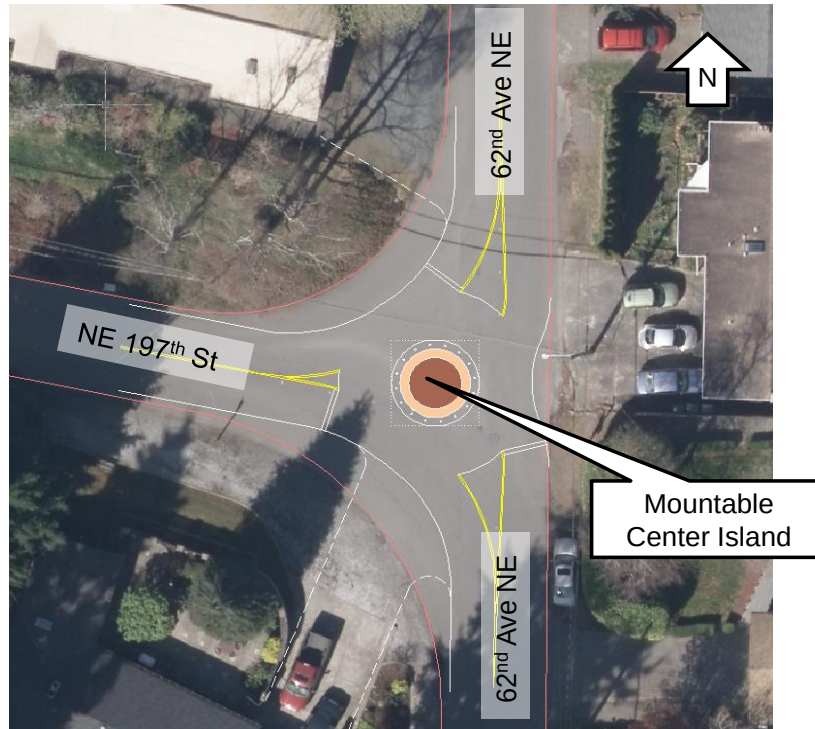
Proposed Plan - 66th/194th



Proposed Plan - 62nd/196th



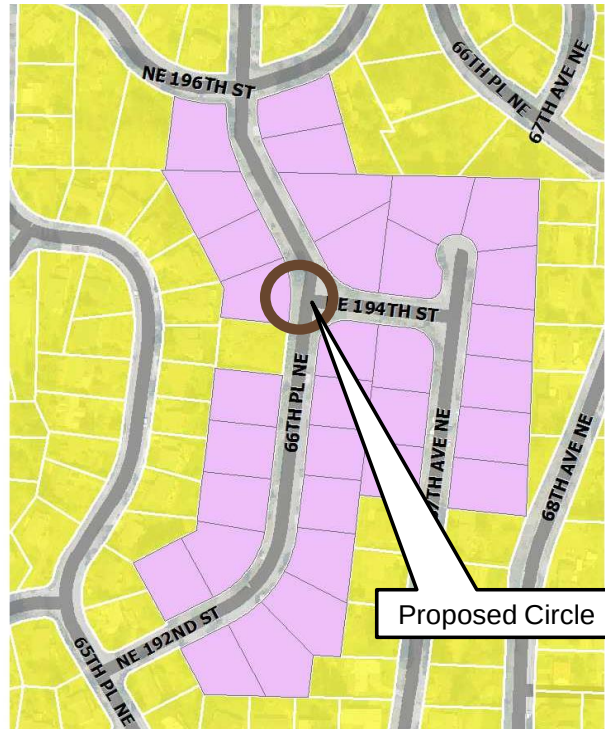
Proposed Plan - 62nd/197th



Project Outreach

- Postcards sent ahead of project to properties on each street near the limits of projects
- Door-to-door outreach to properties with a circle directly in front

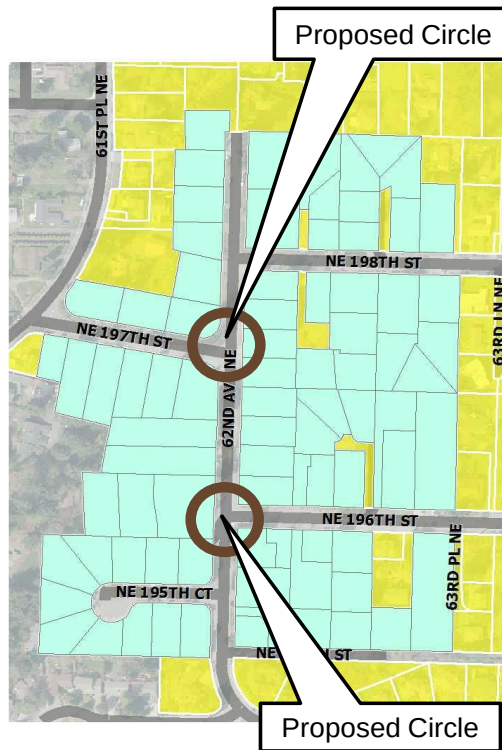
Postcard Distribution - 66th Avenue



Project Feedback - 66th Ave

- Concerns with how project came to be proposed
- Concerns with pedestrian space
 - Design changes were made to accommodate
- Dislike of the project at 66th/194th by adjacent residents
 - Concern with effects on property values

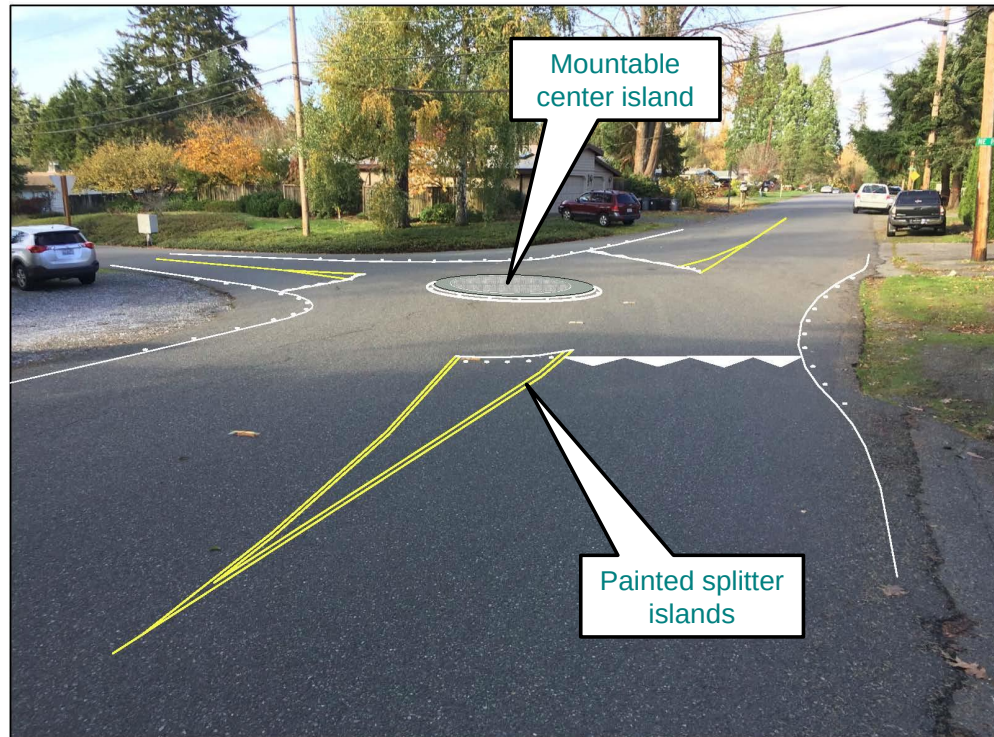
Postcard Distribution - 62nd Avenue



Project Feedback - 62nd Ave

- Adjacent residents in support of project
- Concerns with pedestrian space and large vehicles navigating intersections
 - Design changes were made to accommodate

Project Rendering - 62nd/197th



Council Feedback

- Council preferences on implementation
 - Neighborhood vote for less-supported 66th/194th intersection circle
 - Post signage in advance of project implementation

Discussion