



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

City of Kenmore
City Council Special Meeting
6:00 p.m., Monday, May 9, 2016
City Council Regular Meeting
7:00 p.m., Monday, May 9, 2016
Kenmore City Hall, Council Chambers
18120 68th Ave. NE, Kenmore, WA 98028

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

- I. 6:00 p.m. - CALL SPECIAL MEETING TO ORDER**
- II. EXECUTIVE SESSION**
Pursuant to RCW 42.30.110(1)(i), Litigation and Potential Litigation
- III. POSSIBLE ACTION RELATING TO EXECUTIVE SESSION**
- IV. ADJOURN SPECIAL MEETING**
- V. 7:00 p.m. - CALL REGULAR MEETING TO ORDER**
- VI. ROLL CALL**
- VII. FLAG SALUTE**
- VIII. AGENDA APPROVAL**
- IX. PRESENTATIONS**
 - A. Sound Transit 3 Presentation
[Powerpoint Presentation](#)
[Presentation Materials](#)
 - B. King County Metro Draft Long-Range Plan Briefing - Paul Roybal, Metro Transportation Planner
[Powerpoint Presentation](#)
[Presentation Materials](#)
- X. PROCLAMATION**

- A. Affordable Housing Week - May 16-22
[Proclamation](#)

XI. 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.

XII. CONSENT AGENDA

- A. Adopt Minutes for the April 18 and April 25, 2016 City Council Meetings
[DRAFT 04 18 2016 Minutes](#)
[DRAFT 04 25 2016 Minutes](#)
- B. The following checks and electronic payments are approved for payment:
Total Check Nos. 34231 through 34327 - \$831,002.68
Total Payroll Check No. 8604 - \$248.26
Total Electronic Deposits Dated 4/15/2016 - \$73,806.03
[Checks and Electronic Payments](#)

XIII. PUBLIC HEARING

- A. Public Hearing on Ordinance No. 16-0420, Update of the City's Integrated Transportation Program - Kris Overleese, Public Works Director/City Engineer, and Debbie Bent, Community Development Director
[Agenda Bill & Attachments](#)

XIV. BUSINESS AGENDA

- A. Adopt Ordinance No. 16-0420, Update of the City's Integrated Transportation Program - Kris Overleese - Kris Overleese, Public Works Director/City Engineer, and Debbie Bent, Community Development Director

[See Public Hearing for Attachments](#)
- B. Presentation of March 2016 Financial Report for the City of Kenmore, Washington - Joanne Gregory, Finance & Administration Director
[Agenda Bill & Attachment](#)

XV. STAFF REPORT

- A. Imagine Kenmore Potential Ballot Measure in November 2016 - Rob Karlinsey, City Manager
- B. City Manager Comments

XVI. COUNCILMEMBER REPORTS, COMMENTS & INITIATIVES

XVII. EXECUTIVE SESSION CONTINUATION

Pursuant to RCW 42.30.110(1)(i), Litigation & Potential Litigation

XVIII. POSSIBLE ACTION RELATING TO EXECUTIVE SESSION

XIX. ADJOURNMENT

Upcoming Meetings:

Mon., May 16, 2016 6:15 p.m. Special Joint City Council, LFP Council & Fire District Mtg.

Tues., May 17, 2016 7:00 p.m. Planning Commission Regular Meeting

Mon., May 23, 2016 7:00 p.m. City Council Regular Meeting

Mon. & Tues., June 20 & 21, 2016 5:00 - 9:00 p.m. City Council Budget Retreat, City Hall



Kenmore City Council

May 9, 2016

Sound Transit District



UW & Capitol Hill stations now open!



\$200 million

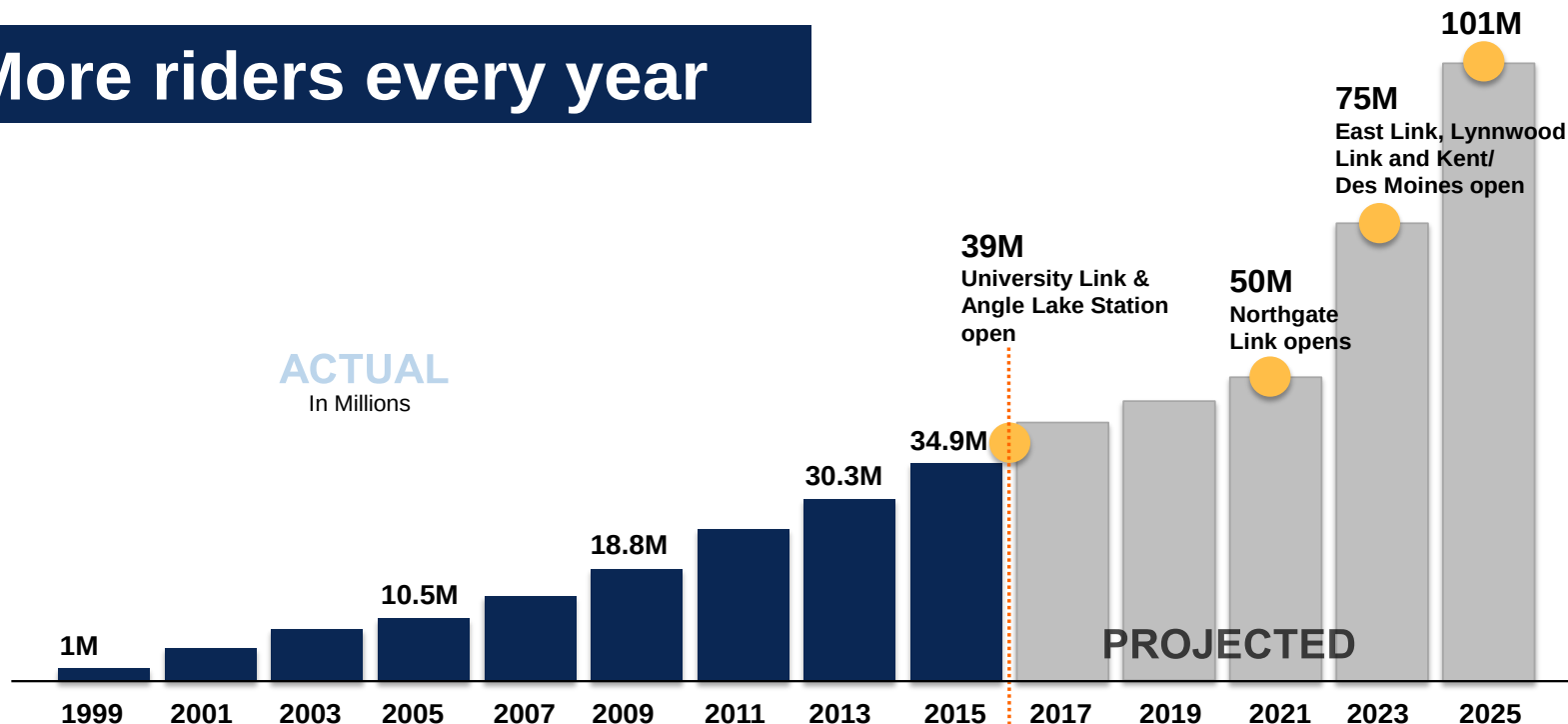
under budget

6 months

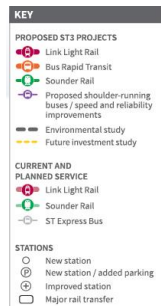
ahead of schedule



More riders every year



Source: Sound Transit ridership reports, service implementation plan and financial plan.



NOTE: All routes and stations are representative.



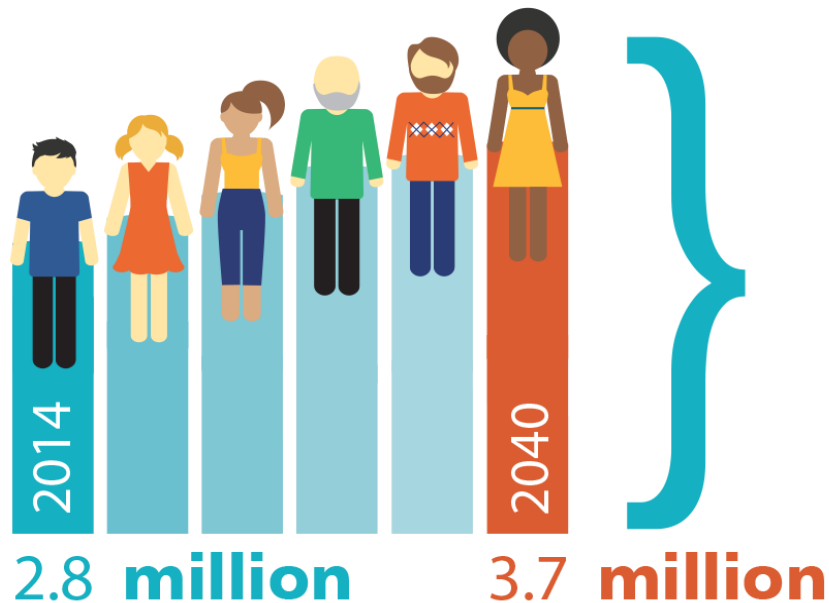
DuPont



ST2 projects underway

Projects	Scheduled Completion
University Link Extension	2016 ✓
Angle Lake Link Extension	2016
Northgate Link Extension	2021
Tacoma Link Extension <i>partnership project to be baselined in Q2 2017*</i>	2022*
East Link Extension	2023
Lynnwood Link Extension	2023
Extension to Kent/Des Moines	2023

More people calling our region home



Source: Puget Sound Regional Council

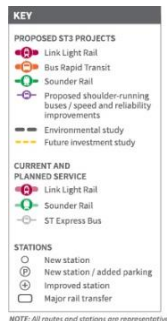
ST3 timeline



Why ST3?

Bold transit infrastructure investments

- Benefit quality of life, economy & environment
- Increased transportation capacity in busiest corridors
- Delivered steadily over 25 years
- Regional 112-mile light rail system
 - Fast, frequent, reliable service
 - Serving more riders & communities
 - 470,000-580,000 daily riders by 2040



DuPont

Draft Plan: Early deliverables

Projects	Draft Schedule
To improve bus speed and reliability: - Bus-on-shoulder opportunities: I-5, I-405, SR 518, SR 167 - Capital improvements for RapidRide C and D Routes - Bus capital Improvements for Pacific Ave. (Tacoma) - Bus capital improvements in East Pierce County To improve system access: - Parking on SR 522 in Kenmore, Lake Forest Park and Bothell - I-405: Parking at Kingsgate and new transit center with parking in South Renton - Parking for Sounder north and south lines - Passenger amenities, including pedestrian and bicycle improvements	2019-2024

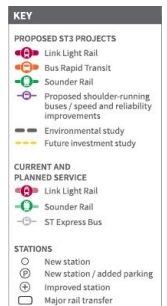


DuPont



Draft Plan: Light rail

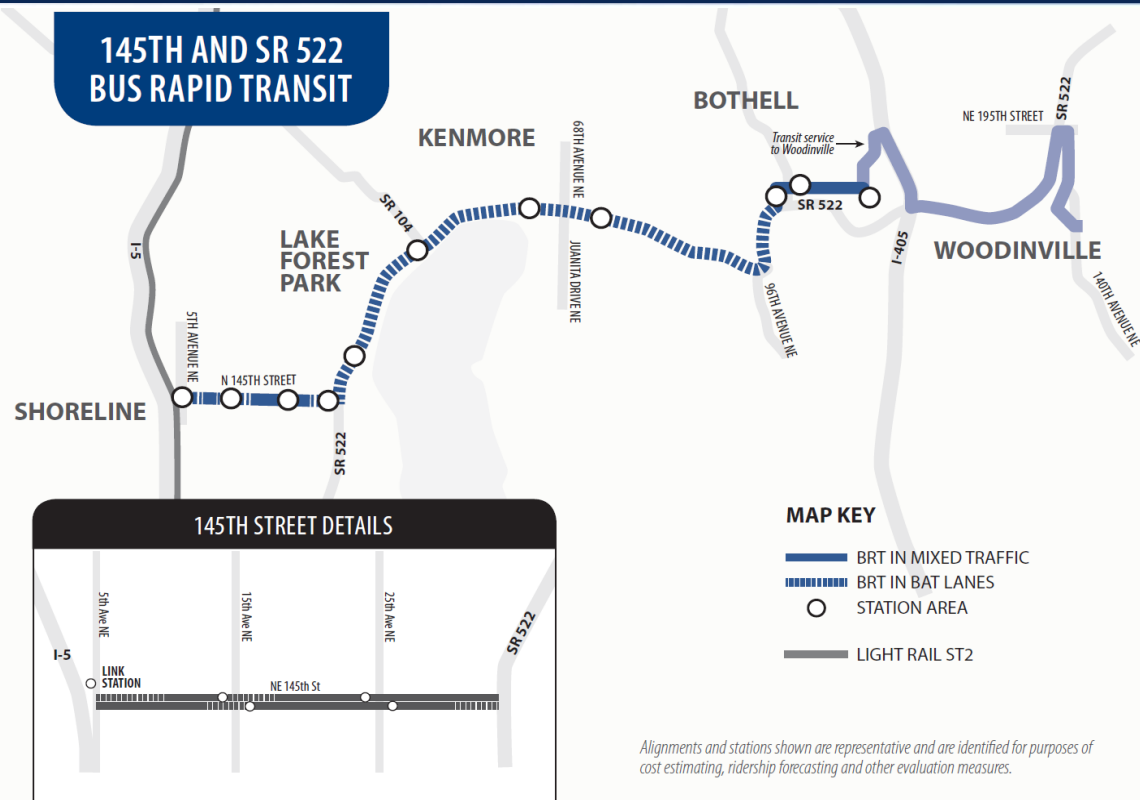
Projects	Draft Schedule
Redmond Technology Center to Downtown LRT	2028
Kent/Des Moines to Federal Way LRT	2028
Federal Way to Tacoma Dome LRT	2033
West Seattle to Downtown Seattle LRT	2033
Lynnwood to 128th St. SW (Mariner) LRT	2036
Infill Light Rail Station: Graham Street	2036
Infill Light Rail Station: Boeing Access Road	2036
Ballard to Downtown Seattle LRT (with new downtown rail tunnel)	2038
Tacoma Link Extension to Tacoma Community College	2041
128th St. SW (Mariner) to Everett LRT via Southwest Everett Industrial Center and Evergreen Way	2041
Bellevue to Issaquah LRT	2041



Draft Plan: BRT-ST Express

Projects	Draft Schedule
ST Express: Approximately 600K annual hours to continue providing interim express bus service in future HCT corridors	On-going
I-405 BRT: Lynnwood to Burien	2024
SR 522 & NE 145th Street BRT: - UW Bothell to NE 145th light rail station - Includes service from Woodinville	2024

145th and SR 522 Bus Rapid Transit





Draft Plan: Souder

Projects	Draft Schedule
Lakewood to DuPont Souder with station in Tillicum	2036
South Souder Capital Improvements Program: Funds capital items as such as track improvements, platform extensions and access projects to meet growing demand	2024-2036



Draft Plan: Environmental & future investment studies

Studies

HCT Environmental Study: Bothell to Bellevue via Kirkland

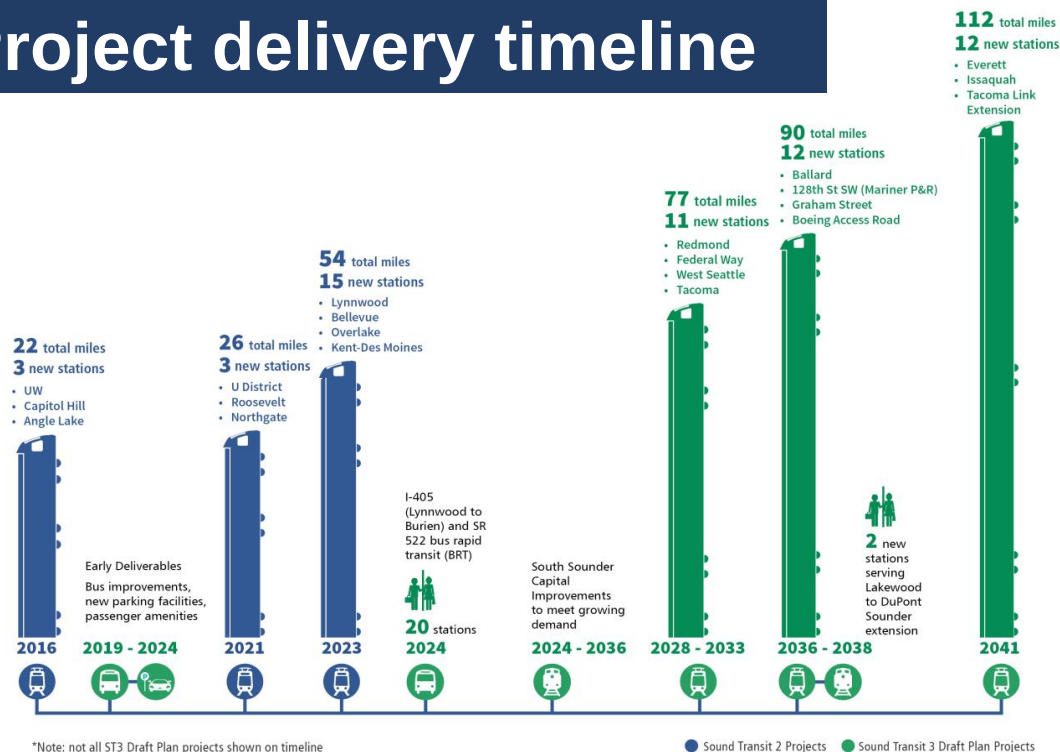
HCT Study: Northern Lake Washington

HCT Study: Light rail extending from West Seattle to Burien and connecting to light rail spine

HCT Study: Connections from Everett to Everett Community College

HCT Study: Commuter rail to Orting

Draft Plan: Project delivery timeline



*Note: not all ST3 Draft Plan projects shown on timeline

Draft Plan: Funding

Revenue source <i>in billions, YOE</i>	2017-2041
Sales tax	16.8
License tabs	6.9
Property tax	3.9
Total taxes*	27.6
Other revenue	22.5
Total estimated sources of funds	\$50.1B

*Current forecast: 0.5% sales & use tax, 0.8% MVET & property tax of 25 cents per \$1,000 of assessed valuation



What's next?

May & June	Board considers 37,000 surveys & written comments
	Board continues discussions: • Project delivery timeframes • Financing/affordability • Integration • Transit-oriented development • System access • Sustainability
Late June	Board adopts final system plan
November	Voters consider ballot issue

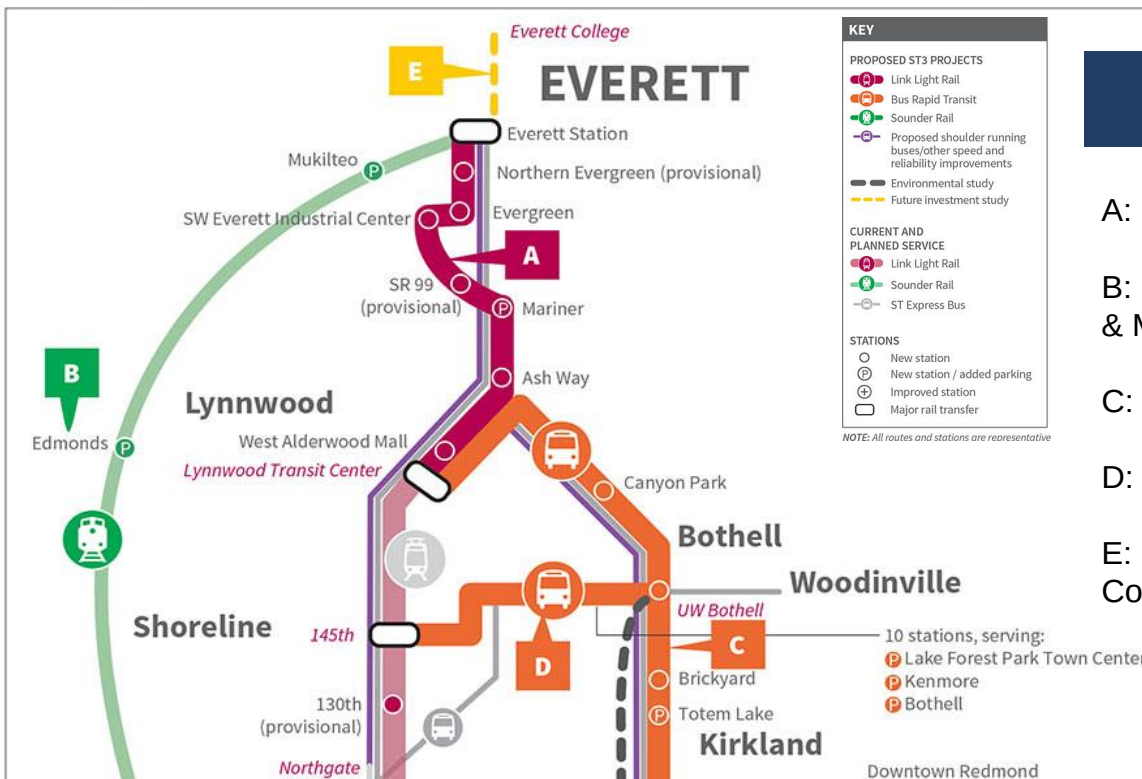
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North corridor

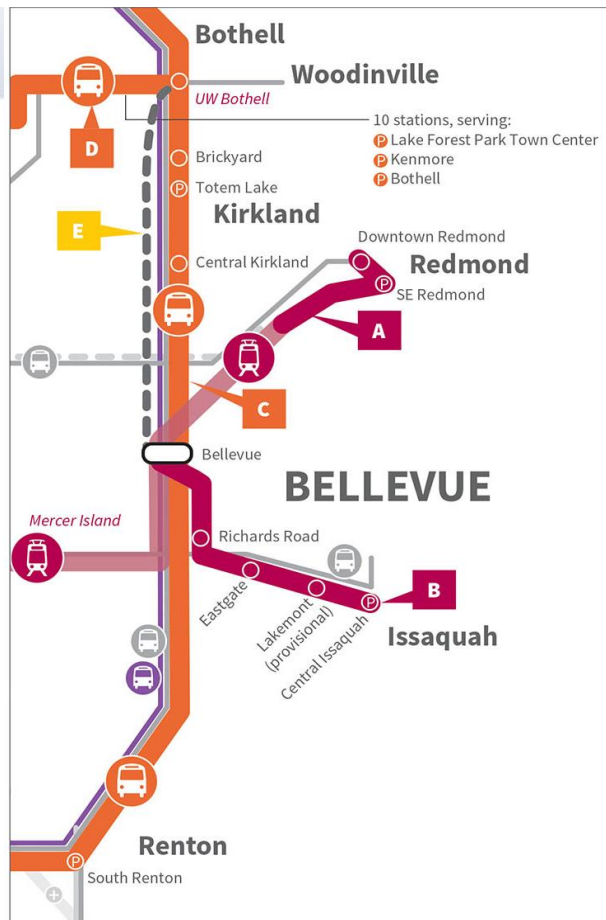
A: Lynnwood to Everett LRT

B: Sounder parking in Edmonds & Mukilteo

C: I-405 BRT

D: 145th & SR 522 BRT

E: Downtown Everett to Everett College HCT Study



NOTE: All routes and stations are representative.

East corridor

A: Overlake to Downtown Redmond LRT

B: Bellevue to Issaquah LRT

C: I-405 BRT

D: 145th & SR 522 BRT

E: Bothell-Kirkland-Bellevue HCT Study

Draft ST3 funding

Revenue source <i>in billions, YOY</i>	15 years	25-year Draft ST3 Plan
Sales tax	9	17
License tabs	4	7
Property tax	2	3
Total taxes*	15	27
Other revenue	11	23
Total estimated sources of funds	\$26B	\$50B

* Current forecast for ST3: 0.5% sales & use tax, 0.8% MVET & 0.25% property tax

NEW REVENUES TO FUND ST3 WOULD INCLUDE:



A sales tax increase of 0.5 percent
(\$0.50 on a \$100 purchase)

An 0.8% increase in the Motor
Vehicle Excise Tax (MVET)
(\$80 annually on a \$10,000
vehicle)



A property tax increase of
25 cents for each \$1,000 of
assessed valuation
(\$100 annually for a
\$400,000 house)

Draft Plan: New taxes



Other funding sources:

-  **Federal funds**
-  **Bonding**
-  **Fares**
-  **Sound Move and ST2 taxes**
(once these projects have been completed)

Partner Funds

Sound Transit's performance record has helped it attract federal grants to supplement local funding.

- \$813 million federal grant for University Link
- Lynnwood federal grant \$1.2 billion



PAYING FOR EXPANDED SERVICE

The ST3 Draft Plan proposes \$50 billion in projects, over the next 25 years.

Projects would be paid for by a combination of new revenues, federal grants, bonds, existing Sound Transit taxes, and fares.

The typical adult would pay approximately \$200 per year, or \$17 per month.



Email soundtransit3@soundtransit.org
Visit soundtransit3.org
Questions? Call 206-903-7000



To request accommodations for persons with disabilities or for information in alternative formats, call 1-800-201-4900 / TTY Relay: 711 or email accessibility@soundtransit.org.

Sound Transit plans, builds and operates regional transit systems and services to improve mobility for Central Puget Sound.

Para obtener información acerca de la posible futura extensión del sistema de Sound Transit, llame al 1-800-823-9230 durante horas normales de oficina.

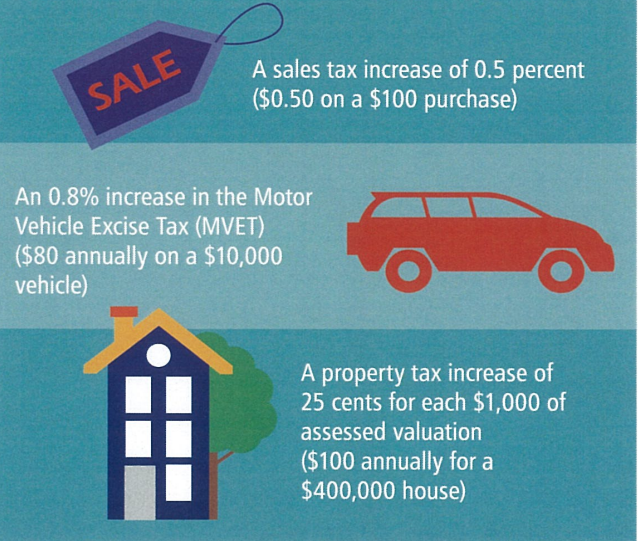
향후의 잠재적 Sound Transit 시스템 확장에 대한 정보는 업무 시간 중에 1-800-823-9230으로 문의해 주십시오.

Если вы хотите получить информацию о потенциальном расширении системы Sound Transit в будущем, позвоните по телефону 1-800-823-9230 в обычные рабочие часы.

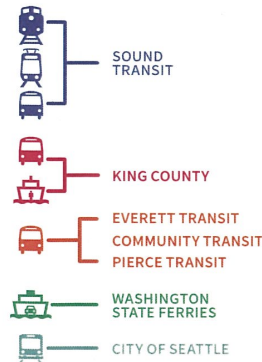
Để biết thêm tin tức về khả năng mở rộng hệ thống Sound Transit trong tương lai, xin gọi số 1-800-823-9230 trong giờ làm việc thường lệ.

要瞭解 Sound Transit 系統將來可能會擴展的資訊，請在正常的辦公時間致電 1-800-823-9230。

NEW REVENUES TO FUND ST3 WOULD INCLUDE:



INTEGRATING REGIONAL AND LOCAL SERVICES



Sound Transit is coordinating its service planning with local transit agencies to extend the reach and frequency of transit services throughout the region. Each new rail station in the ST3 draft plan provides bus-rail and BRT transfer facilities to make customer connections easy and convenient.

PROTECTING THE ENVIRONMENT

Regionally, transportation is the largest source of the air pollution that causes global warming. Transit helps lower pollution by providing low carbon transportation alternatives, reducing the number of vehicles on the road and supporting community development that reinforces smart regional land use goals. Transit also strengthens our region's public health by reducing the harmful pollutants that cause serious respiratory illnesses such as asthma.

April 2016



April 2016

SOUND TRANSIT 3

A PLAN TO KEEP OUR REGION MOVING

The Sound Transit 3 Draft Plan is a 25-year plan to expand mass transit in the Puget Sound region. The draft plan builds upon the existing Sound Transit system that is setting ridership records year after year.



Builds 58 miles of light rail, connecting major urban centers from **Everett to Tacoma** and from **Ballard and West Seattle to Redmond and Issaquah**.



Improves access to transit service by building **new parking spaces**, and **more miles of bicycle and pedestrian trails and sidewalks**.



Establishes bus rapid transit (BRT) service on SR 522 from Woodinville to Shoreline, and I-405/SR 518 all the way from Lynnwood to Burien, with buses every 10 minutes in peak hours.

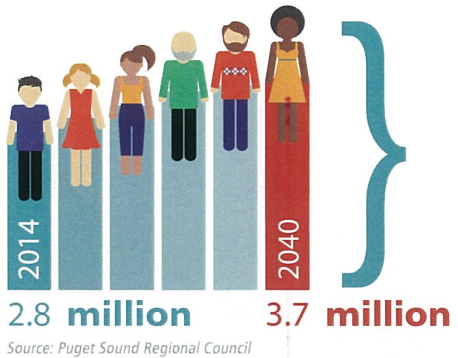


Establishes an early deliverables program to provide **mobility improvements in key corridors** while longer-term projects are planned and constructed.



Extends the **Souder South line** from Lakewood to DuPont to serve Joint Base Lewis/McChord and **builds additional parking and access improvements at Souder stations**.

1,000 NEW NEIGHBORS EVERY WEEK



Last year, our region added 52,000 people¹ and an estimated 41,000 cars². In the next 25 years our population is estimated to grow by one million people.

With this growth, more people are competing for limited road space, dramatically increasing travel time – and travel headaches. Hours of delay on the central Puget Sound region's freeways increased by 95% between 2010 and 2015³ – that meant people were spending almost twice as much time stuck in traffic.

Source: ¹Puget Sound Regional Council
²U.S. Census Data
³2015 WSDOT Corridor Capacity Report

SOUND TRANSIT 3 DRAFT PLAN



Sound Transit 3 will knit the region together with greater mobility in the face of tremendous population and job growth, preparing the region for continued economic growth and a sustainable future.

PROPOSED PROJECTS

Light Rail

- Link Light Rail to Downtown Redmond
- Link Light Rail from Kent-Des Moines to Federal Way
- Link Light Rail from Federal Way to the Tacoma Dome
- Link Light Rail to West Seattle
- Link Light Rail to Everett via Southwest Everett Industrial Center
- Link Light Rail to Ballard
- Link Light Rail from Bellevue to Issaquah
- Tacoma Link Extension to Tacoma Community College
- Infill station at Boeing Access Road (Tukwila)
- Infill station at Graham Street (Seattle)

Bus Rapid Transit (BRT)

- BRT on I-405 and SR 518 from Lynnwood to Burien
- BRT on SR 522 and NE 145th Street

Commuter Rail

- Extended Sounder South service from Lakewood to DuPont
- South Sounder Capital Improvements Program

Planning Studies

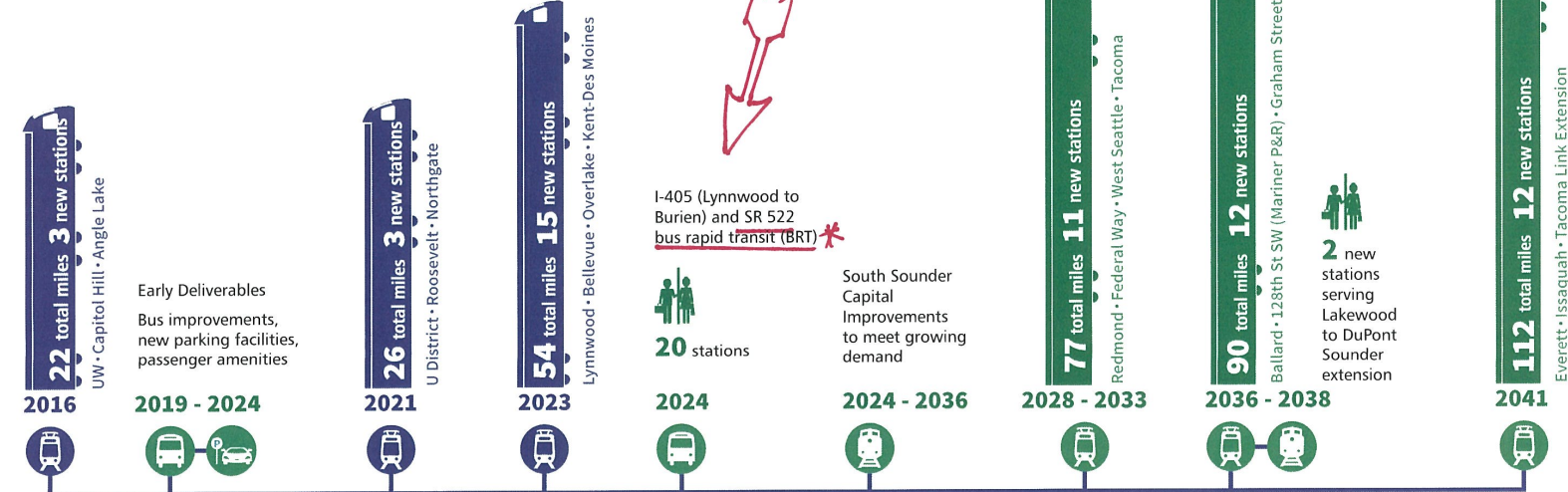
- High-Capacity Transit (HCT) Environmental Study: Bothell to Kirkland to Bellevue
- HCT Study: Everett to Everett College
- HCT Study: Northern Lake Washington
- HCT Study: Light Rail extending from West Seattle to Burien
- HCT Study: Commuter Rail to Orting

Early Deliverables Program

The plan includes an Early Deliverables Program that focuses on improvements to bus speed and reliability in key corridors while longer-term projects are planned and constructed. In addition to early BRT investments, other projects include proposed operation of existing bus routes on the shoulders of I-5, I-405, SR 518 and SR 167; capital investments for improved RapidRide bus service along King County Metro's C and D lines and on Tacoma's Pacific Avenue, and between East Pierce County and the Sumner Sounder Station; and parking expansions at the Edmonds and Mukilteo Sounder stations.

PROJECT DELIVERY TIMELINES

The ST3 Draft Plan outlines a bold and comprehensive series of investments that would be delivered in steady succession over 25 years, with major projects coming on line every three to five years, including a total of more than 50 new rail and BRT stations.



*Note: not all ST3 Draft Plan projects shown on timeline

● Sound Transit 2 Projects ● Sound Transit 3 Draft Plan Projects

April 2016



KEY

PROPOSED ST3 PROJECTS

- Link Light Rail
- Bus Rapid Transit
- Sounder Rail
- Proposed shoulder running buses/other speed and reliability improvements

CURRENT AND PLANNED SERVICE

- Link Light Rail
- Sounder Rail
- ST Express Bus

STATIONS

- New station
- New station / added parking
- Improved station
- Major rail transfer

NOTE: All routes and stations are representative.

SOUND TRANSIT 3 DRAFT PLAN PROJECTS BY AREA

North Corridor



Link Light Rail

- Extends the Lynnwood Link extension that is on track for 2023 completion northward from Lynnwood to downtown Everett via I-5, SW Everett Industrial Center, and Evergreen Way, with up to eight (six plus two provisional) new stations. Riders could travel from Everett to downtown Seattle (Westlake Station) in 59 minutes. Trains would run every six minutes in peak commute hours, with more frequent service south of Mariner park-and-ride.
- New light rail stations would serve the areas of West Alderwood Mall, Ash Way, Mariner, SR 99 (provisional), Southwest Everett Industrial Center, Evergreen, Northern Evergreen (provisional) and the area of the existing Everett Station, with parking investments at Mariner and Everett Stations.
- Funds a study of a potential future extension of light rail from downtown Everett to Everett Community College.



Sounder North Commuter Rail

- Constructs new parking and other access improvements in Edmonds and Mukilteo as early deliverables.

East Corridor



Link Light Rail

- Extends the East Link light rail line that is on track for 2023 completion, from Redmond's Overlake area to a new station with parking serving Southeast Redmond, continuing to downtown Redmond. Riders could travel from Seattle to downtown Redmond in 42 minutes. Trains would run every six minutes in peak commute hours.
- Establishes a new Eastside light rail line, reaching eastward from the southern edge of downtown Bellevue — with a connection via East Link to Seattle or Redmond and I-405 BRT — to Eastgate and Issaquah. Up to four new Eastside light rail stations would serve the areas of Richards Road, Eastgate near Bellevue College, Lakemont (provisional station), and Central Issaquah, with a parking facility in Central Issaquah.

Riders could travel from downtown Bellevue to Central Issaquah in 17 minutes. Trains would run every six minutes in peak commute hours.

- Funds a study between Bothell and Bellevue to complete environmental review for a potential future high capacity transit line, while providing Kirkland-area residents with expanded near-term transit connections via access to I-405 BRT in Central Kirkland (see BRT section on reverse).

Central Corridor



Link Light Rail

- Extends grade-separated light rail service from downtown Seattle to West Seattle with new stations serving the stadiums, SODO, Delridge, Avalon and Alaska Junction areas. Riders could travel from downtown Seattle (Westlake Station) to the West Seattle Junction in 17 minutes. Trains would run every six minutes in peak commute hours.
- Extends light rail to Ballard with a new tunnel through downtown Seattle and South Lake Union, with stations in the areas of Midtown, Denny, South Lake Union, Seattle Center, Smith Cove and Interbay. Riders could travel from downtown Seattle (Westlake Station) to Ballard in 12 minutes. Trains would run every six minutes in peak commute hours.
- Adds new stations to the existing Link line at Graham Street and the Boeing Access Road.
- Funds studies of potential future high capacity transit investments to link West Seattle with Burien. An additional study of high capacity transit across northern Lake Washington would include connections along SR 520, SR 522, Ballard to Kirkland via University of Washington, Sand Point to Kirkland, and on to Redmond and/or Bellevue.

South Corridor



Link Light Rail

- Extends grade-separated light rail in South King County from Kent/Des Moines that is on track for 2023 completion to Federal Way, with three stations in Federal Way, including parking structures at South 272nd

and South Federal Way and access to the existing Federal Way Transit Center. Light rail then continues farther south through Pierce County connecting with the major transit hub at the Tacoma Dome, including a new station in East Tacoma and a new station with parking in Fife.

- Riders will be able to travel between the Tacoma Dome and the Federal Way Transit Center in 19 minutes, and from the Federal Way Transit Center to downtown Seattle (Westlake Station) in 49 minutes. Trains would run every six minutes in peak commute hours.
- Further expands Tacoma Link extension to reach Tacoma Community College, with six stations. The project would follow the current Tacoma Link expansion project to MLK Avenue that is on track to start construction in 2018.



Sounder South Commuter Rail

- Analysis and partner coordination prior to the adoption of a final ST3 measure will determine the most effective south corridor capital investments to serve more riders, including potential lengthening platforms for longer trains, and/or potential investments in tandem with BNSF to enable running more trains on an extended schedule.
- Extends Sounder South service from Lakewood to a new station at DuPont, with a station and parking facility at Tillicum, to help serve Joint Base Lewis/McChord.
- Increases parking and/or establishes other access improvements in the south corridor at Tukwila, Kent, Auburn, Sumner, Puyallup, Tacoma, South Tacoma, and Lakewood stations.
- Funds a study to explore future South Sounder connections to Orting.



Bus Service Capital Improvements

- Provides a capital contribution to improve bus speed, reliability and convenience along Pacific Avenue in Tacoma.
- Provides capital improvements to facilitate the efficient flow of new and expanded bus connections between cities in East Pierce County and the Sumner Sounder Station.

East, North and South Corridors



Bus Rapid Transit (BRT)

- Establishes BRT service from Lynnwood to Tukwila International Boulevard light rail station on I-405 and SR 518, continuing to the Burien Transit Center in new bus-only lanes.
- New parking garages are planned at Kingsgate/Totem Lake and South Renton.
- A new freeway station is included at NE 85th Street in Central Kirkland and a new transit center in South Renton. The BRT service will connect with existing freeway stops and transit centers in Lynnwood, Canyon Park, UW Bothell, Brickyard, Kingsgate/Totem Lake, Downtown Bellevue, Tukwila International Boulevard Station and Burien.
- Access by Kirkland residents to the system would be facilitated by the new Central Kirkland BRT freeway station along I-405. New bus-only lanes on NE 85th Street between I-405 and NE 6th would improve bus speed on NE 85th Street to the Kirkland Transit Center.



BRT service on SR 522 and NE 145th Street would connect riders with the future Link light rail station on I-5 as well as planned I-405 BRT service, substantially improving transit options for residents of the Lake Forest Park, Kenmore, Bothell and Woodinville areas. Additional parking would be constructed at Lake Forest Park, Kenmore and Bothell.

Region-wide

ST Express

- Sound Transit's regional bus system, which led the nation in number of Commuter Bus boardings for 2015 will build ridership in key long distance corridors. ST3 would fund approximately 600,000 annual hours to continue providing interim express bus service in future HCT corridors.

Other Draft Plan Elements

Multi-modal Access

The ST3 Draft Plan enhances Sound Transit's customer access to stations. It includes funding at each station for improved access to the system, tailored to the geography, land use and population and employment density surrounding each rail station. Sound Transit is committed to providing multi-modal access to the regional transit system: non-motorized (bike and walking), transit connections with local partner services, pick-up & drop-off, and parking where appropriate. The plan includes a funding program for these improvements.

Transit-oriented Development and Affordable Housing

Transit does more than move people from place to place. Well-coordinated transit and zoning supports transit-oriented development (TOD), resulting in residential and commercial neighborhoods that are compact, efficient, diverse and walkable. The ST3 Draft Plan targets resources toward coordinated planning with cities and counties to promote development of affordable housing near stations.

Operations and Maintenance Facilities for Bus and Rail

The new bus and rail lines provided under ST3 will include new maintenance facilities located strategically around the region to ensure efficient system operations. During environmental review prior to final project decisions, Sound Transit will work with cities and counties to determine the most appropriate locations for these essential facilities.

Innovation Fund

The ST3 Draft Plan includes funds to develop new transit technologies to:

- improve rider information and fare payment;
- study impact of connected vehicle and driverless vehicle technologies;
- build partnerships with public and private mobility service providers such as bikeshare, carshare, rideshare, and shuttle services;
- increase data analysis and research to identify and solve barriers to transit use;
- develop transportation demand management strategies to increase system ridership.

Early Deliverables Projects

Project	Delivery Date
BusRapid Transit on I-405 and 145th/SR 522	2024
Proposed bus operation-on-shoulder opportunities on I-5, I-405, SR 518, SR 167	2019 – 2024
Metro Rapid Ride lines C and D bus capital improvements	2019 – 2024
Pacific Avenue S (Tacoma) bus capital improvements	2024
Bus capital improvements between Sumner Sounder Station and East Pierce County	2024
North Sounder parking expansion at Edmonds and Mukilteo stations	2019 – 2024
Improved passenger amenities at stations and stops	2024

METRO CONNECTS

King County Metro's
long-range vision

More
Choices

One
System

More
Service



Kenmore City Council
May 9, 2016

 King County
METRO

1

Why now?



By 2040 our region will increase by:


850k
jobs


1m
people

We will need a Transit system that:

- Accommodates growth and demand
- Promotes equity and social justice
- Connects people to Link
- Reduces emissions
- Adopts emerging technologies

What will it take
to respond
to these needs?

70%

GROWTH

in Metro service,
from 3.5 million
service hours to
6 million hours
by 2040.

Benefits Across King County



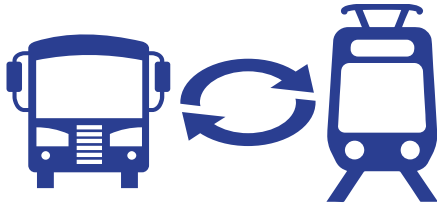
DOUBLE transit ridership



TRIPLE the percentage of people
close to frequent service



Commuters who take transit
grows from **14%** to **24%**



Metro buses arrive
at Link stations every
1.5 MINUTES



In **LOW-INCOME** or **MINORITY**
areas, **85%** of residents will be close
to frequent transit service—and the
OPPORTUNITIES it brings.



EMISSIONS REDUCED.
300,000 fewer cars are on the
road every weekday.

More Service



2040 Service Network

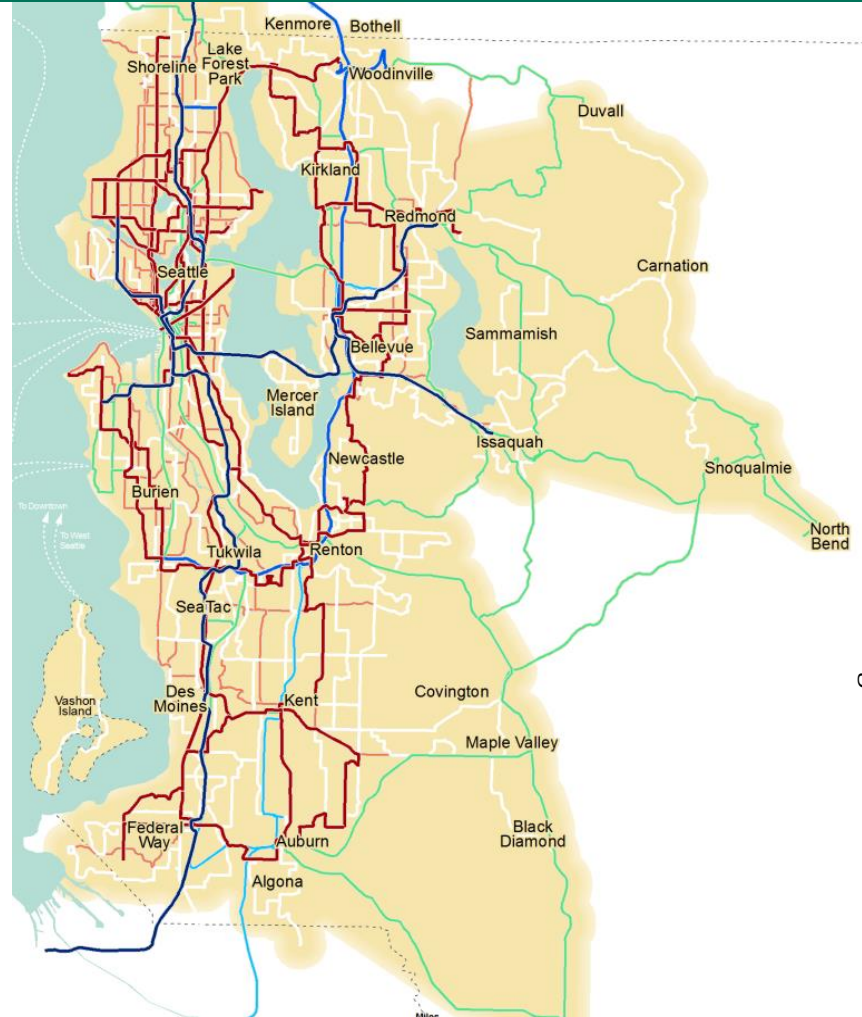
Frequent Service



Express Service



Local Service



www.kcmetrovision.org/plan/service-map

How far you can go



Starting From:

**Kenmore
Park-and-Ride**

Today

In 2040

- 15 minutes
- 30 minutes
- 45 minutes
- 60 minutes

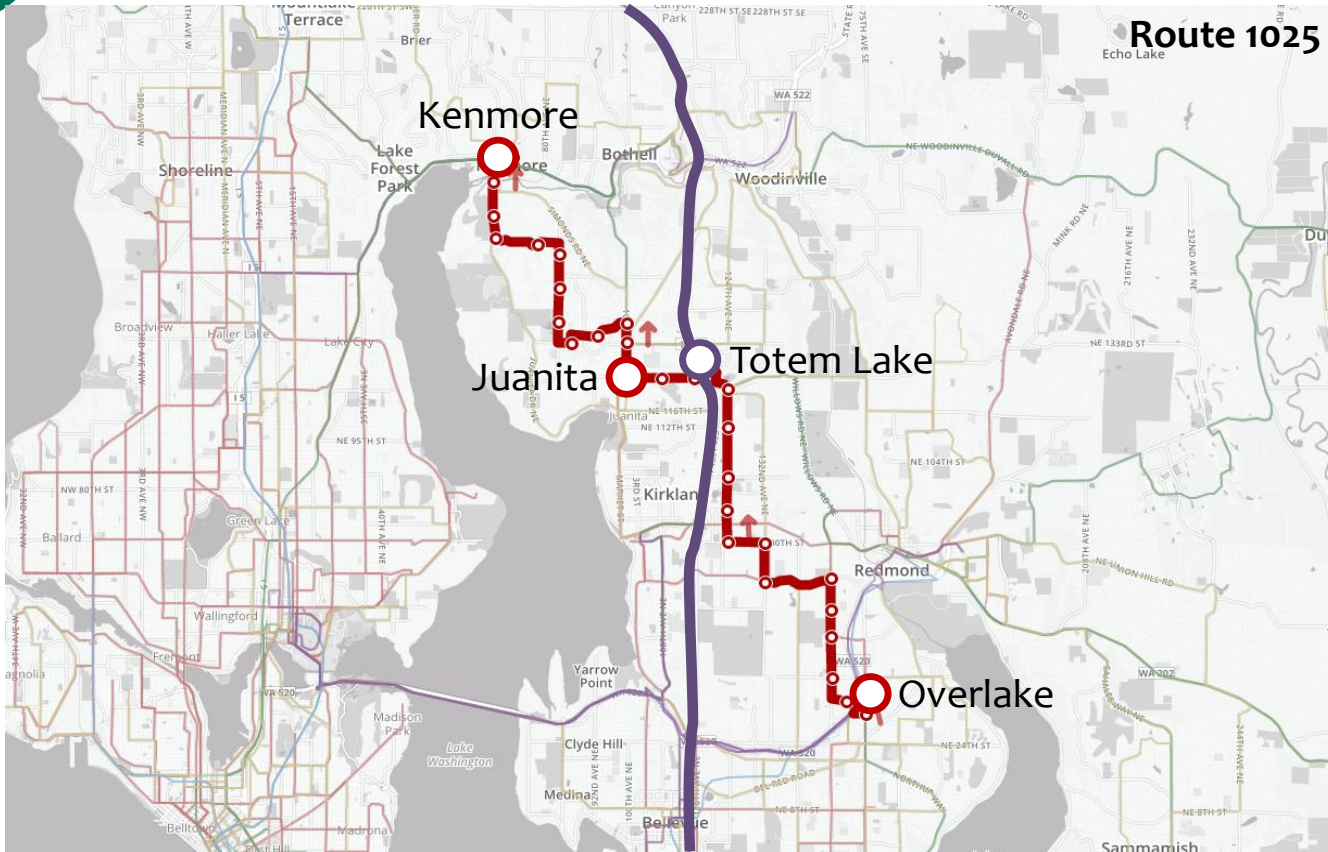
The travel sheds shown on the maps above include walking time, average amount of time waiting for the bus (assumed to be half the frequency), travel time, and any transfer time between buses.

Key Transit Issues in Kenmore



- Need for frequent and express service is focused on SR 522, particularly at 68th Ave NE
- Want fast transit connections to:
 - Downtown Seattle via 145th St Link station
 - Juanita and Totem Lake in Kirkland
 - Eastside cities via I-405 BRT
- Population growth and traffic affecting reliability on SR 522
- Park and rides at or near capacity, address with:
 - Some P&R expansion or new locations
 - More local/feeder service through residential areas

METRO CONNECTS – Kenmore's Input

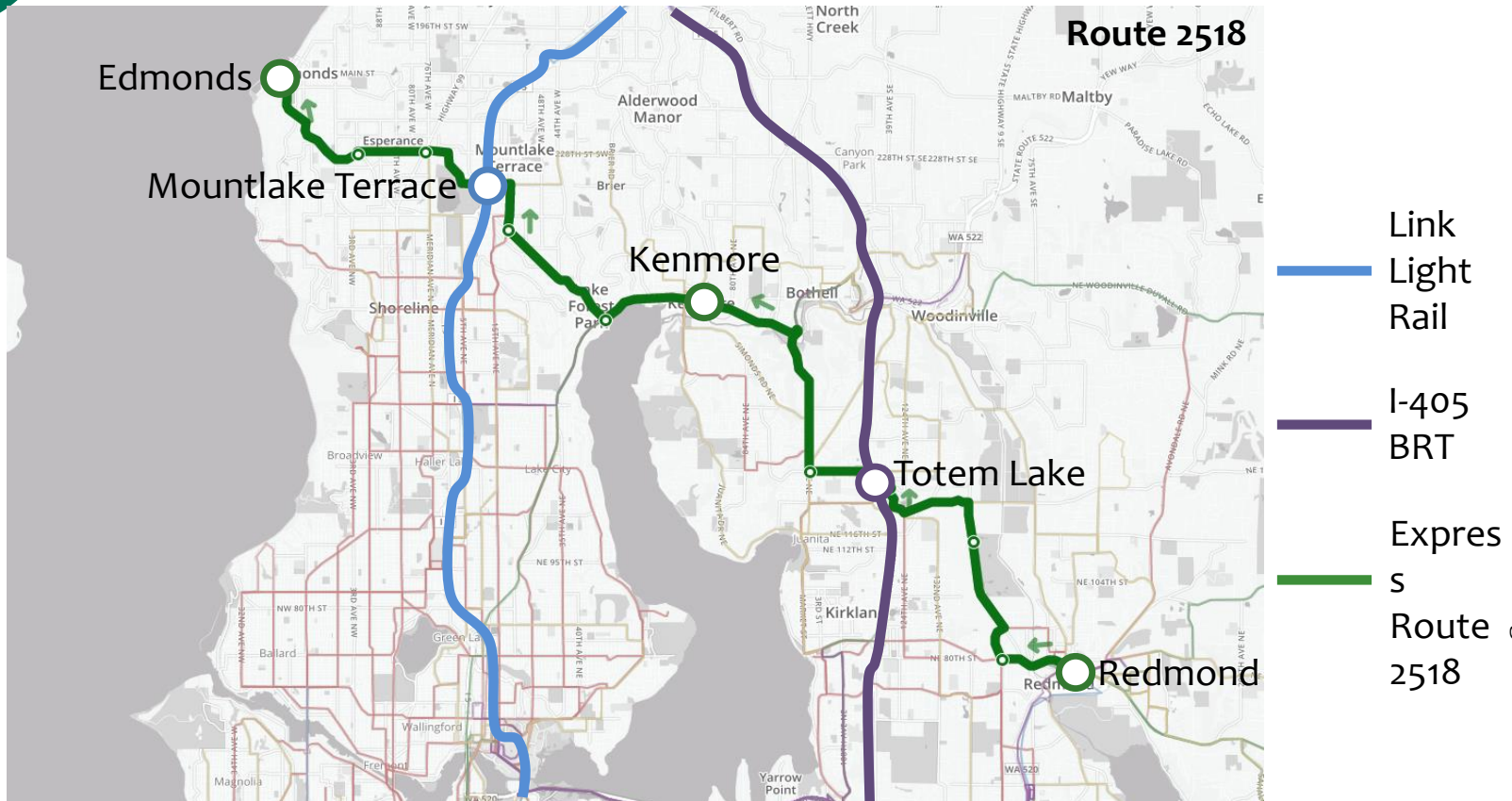


I-405
BRT

Rapid-
Ride

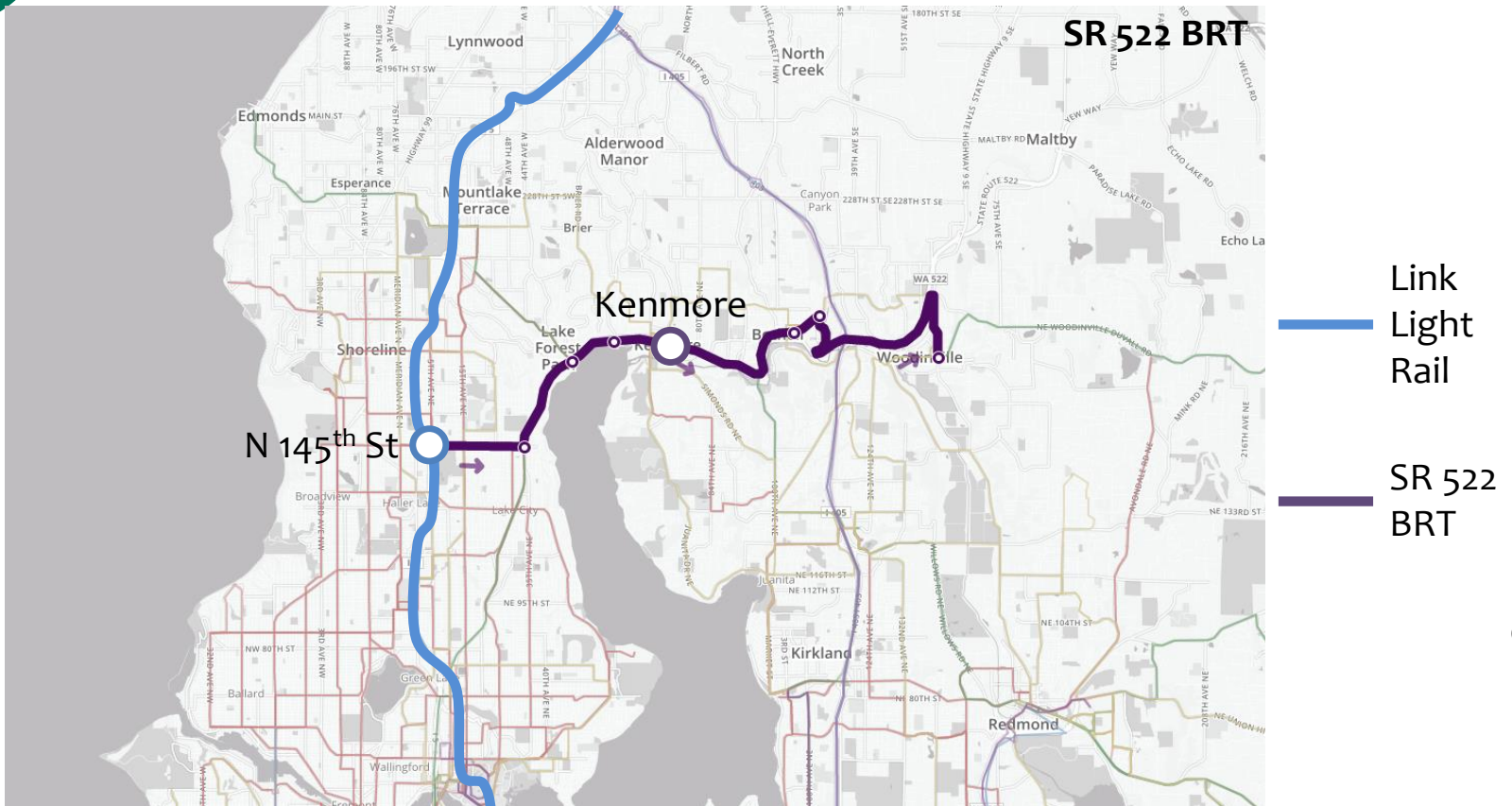
Proposed RapidRide route 1025 would provide a frequent connection from Kenmore to Juanita, Totem Lake, and Overlake, as well as to proposed I-405 BRT.

METRO CONNECTS – Kenmore's Input



Proposed express route 2518 would provide all-day connections to Edmonds, Link in Mountlake Terrace, proposed I-405 BRT in Totem Lake, and to Redmond.

METRO CONNECTS – Kenmore's Input



The SR 522 BRT route proposed in Sound Transit's draft ST3 proposal would provide a fast and frequent connection between Kenmore and Link at N 145th St.

Service you can count on



Investments to help buses run faster and stay on schedule:

- Bus lanes, signal priority, off-board ORCA readers
- 600 miles of roadway investments for all service types
- Significant expansion to Metro's capital program
- Requires strong partnerships with cities



More Choices for More Needs



Expanded Range of Options:



- Provide flexible service where traditional local transit service does not fit
- Make it easier to move between Metro and other providers
- Invest in paratransit and find new options to increase access to Metro's services
- Move toward faster and easier payments with ORCA Next Generation
- Integrate city planning and transit planning
- Develop new products through research and development

Easy, Safe, and Comfortable



Make it easier to get where you want to go:

- New and better information for customers and to improve operations
- Improvement to make easy connections to transit
- Safe and well-designed passenger facilities
- Make getting on the bus fast and easy

Park-and-Rides



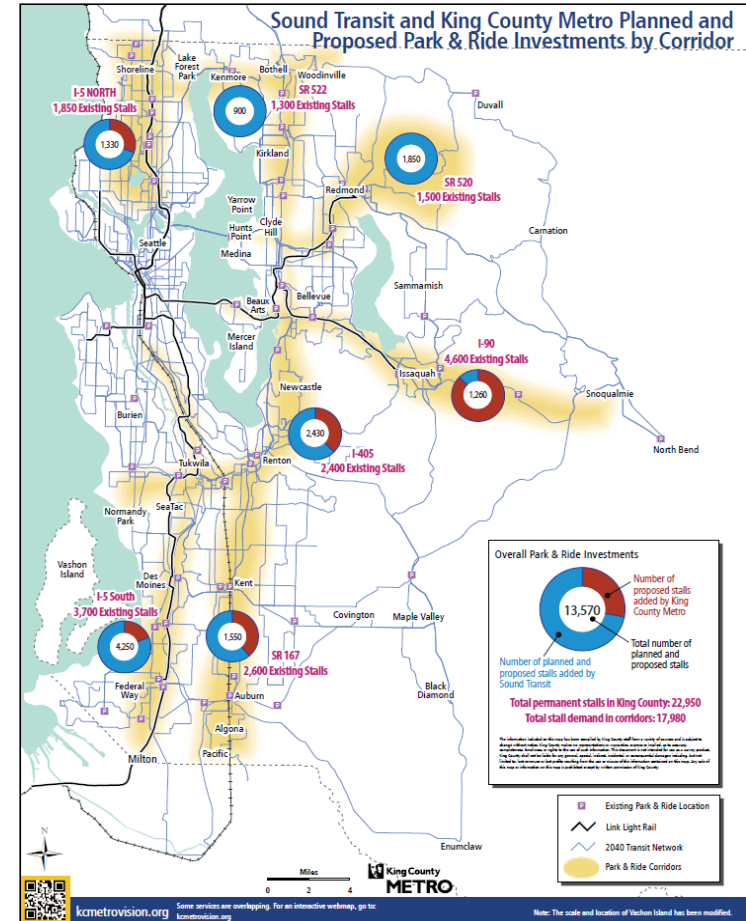
More spaces

- Over 40% more park-and-ride stalls in 2040*
- Investment focused in areas of low development & transit density
- Opportunities for more leased lots, shared parking, on-street options

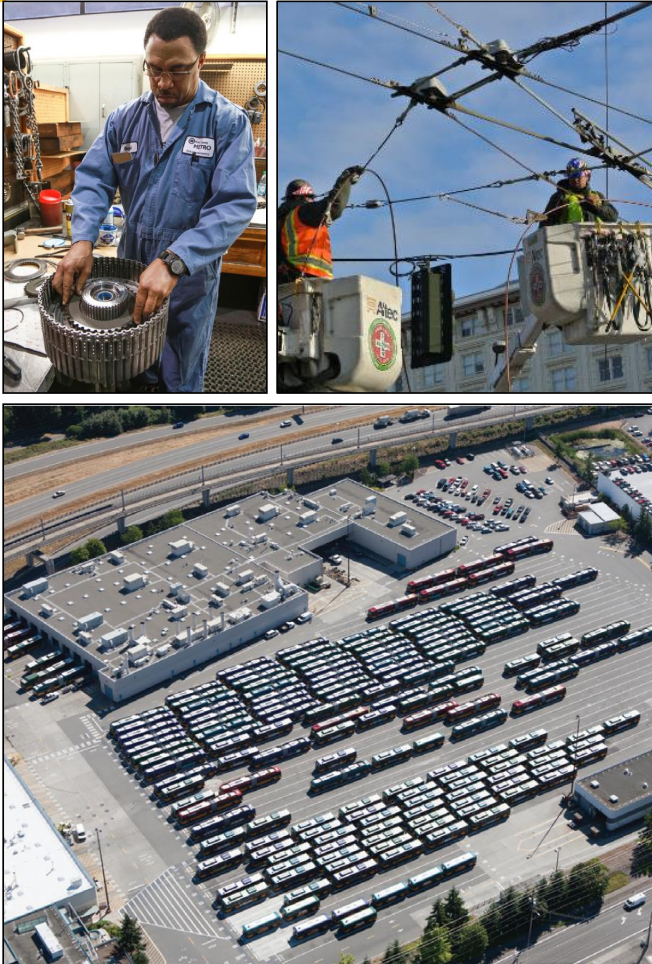
Increased efficiency

- Increase utilization through more rideshare, restriping
- Technology improvements like real-time parking info & communication
- Use paid parking to better manage capacity

* Includes proposed Sound Transit investments



The Nuts and Bolts



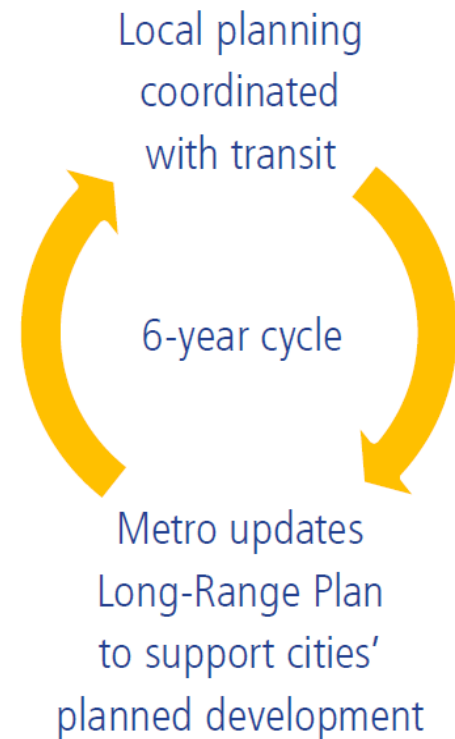
- **Our people:** substantially grow our workforce to support the expansion of service
- **A fleet for the future:** buy more than 500 new buses and vans to support the higher levels of service
- **Trolley network:** Grow our trolley network by expanding and infilling overhead wires
- **Layover areas:** Increase bus layover space by 50% from today
- **Bus bases and support facilities:** Add two to three new bus bases and invest additional support services and facilities.

Implementing the Vision



Transit system will require substantial capital and service investments

- Strengthen partnerships with cities, stakeholders and other transportation providers
- Work with cities to ensure improvements are a good fit for each community
- Long-range plan to support local planning and identify complementary transit service



Learn More and Give us Feedback



Visit kcmetrovision.org



Sign up for updates



Send us your comments



Attend an event



Attend a Community Advisory Committee meeting



Join the conversation on social media
#kcmetrovision



Take our online survey

May 20 – Public comment ends on the draft METRO CONNECTS plan

Questions?

Contact us:

Stephen Hunt

Transportation Planner

Stephen.Hunt@KingCounty.gov

206-477-5828

Tristan Cook

Community Relations Planner

Tristan.Cook@KingCounty.gov

206-477-3842



METRO CONNECTS

King County Metro Transit's long-range vision and plan

More
Service

More
Choices

One
System

Spring 2016

After more than a year of work with community members, cities, Sound Transit and other transportation agencies, Metro has released a draft long-range plan for public comment. » kcmetrovision.org

Our vision

A system of transportation choices that move people farther, faster and more reliably to the places they want to go, with ease, comfort and safety.

Our plan

- **20 new RapidRide lines** around the county, coming every 5 to 15 minutes or better all day—a total of 26 lines.
- **New express buses** arriving every 15 to 30 minutes or better all day, connecting centers where many people live and work.
- **Local services tailored to community needs.**
- **Connections to Link.** As Sound Transit extends Link, Metro service will get people to light-rail stations.
- **Expanded travel options** such as community shuttles, "right-now" ride-sharing apps, partnerships with companies like Lyft, Uber and Microtransit, and more innovations as new technologies and services emerge.
- **600 miles** of roadways with improvements to keep buses moving swiftly, such as bus lanes and transit signal priority; 300 of these miles are planned RapidRide expansion.
- **One easy-to-use system:**
 - ▶ More real-time customer information, like how many seats are available on the next bus.
 - ▶ New and improved paths, sidewalks and wayfinding signs to transit stops.
 - ▶ Improved bus stops, shelters, and transit centers.
 - ▶ Managed park-and-rides to maximize ridership.
 - ▶ Buses and stops designed to make boarding and riding easy for everyone—including riders with wheelchairs, luggage, or strollers.
 - ▶ Fast, easy fare payment.



What we plan to achieve in King County

2x

Transit ridership **DOUBLES**.



Metro buses arrive at Link stations every **1.5 MINUTES**.

20% **70%**

Percentage of people within ½ mile of frequent service more than **TRIPLES**.

85% of low-income or minority communities are within ½ mile of frequent service.



24% of commuters take transit—up from 14% today.



EMISSIONS REDUCED.

300,000 fewer cars are on the road every weekday.

kcmetrovision.org

King County
METRO

How will we achieve our vision?

- **Coordinate plans for transit service with cities' comprehensive plans** to make the most of investments in transit and urban development.
- **Pursue grants and form partnerships** with cities, businesses, and partner agencies to fund projects that help buses travel faster and more reliably, free up parking spaces, and make it easier to bike and walk to transit stops. We'll explore opportunities for transit-oriented development.
- **Develop the Metro workforce, fleet and facilities** we'll need to deliver expanded and enhanced service.
- **Start making improvements as soon as we can**, and continue expanding the transit system incrementally over the next 25 years, collaborating with local governments. The timeline will be affected by local development, changes to the street network, and the buildout of Sound Transit's regional transit network. Attaining the vision will require investment beyond Metro's existing resources; we will continue to update financial projections, support regional solutions, and develop detailed implementation plans.



Learn more and tell us what you think

Visit kcmetrovision.org

- Find details about the draft plan
- View an interactive map of the proposed service network
- Fill out a survey
- Find an open house near you

Contact us

Tristan Cook, Community Relations Planner
tristan.cook@kingcounty.gov
 206-477-3842

Alternative formats available

206-477-3842 TTY Relay 711



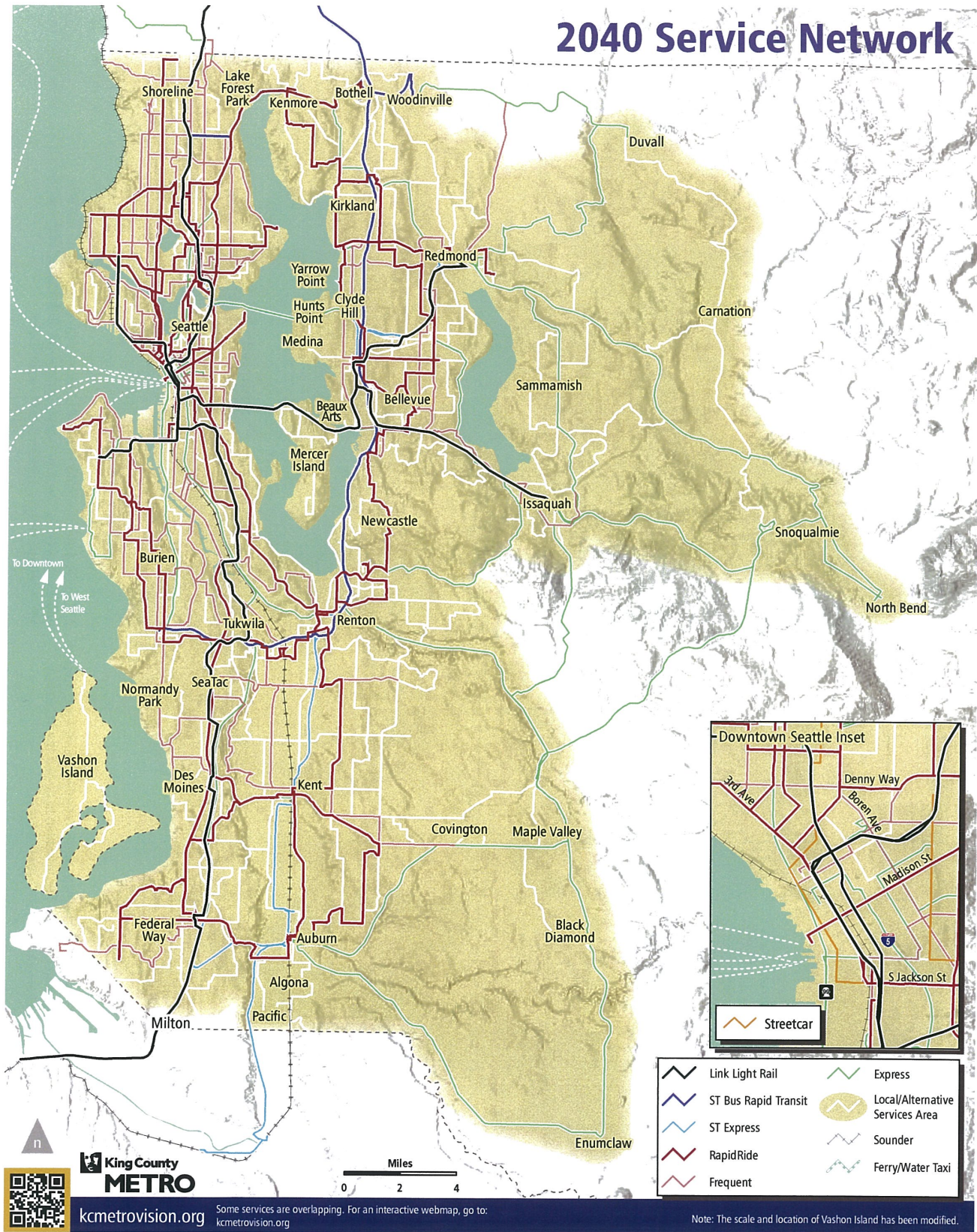
Reasonable accommodations upon request: 206-477-3842

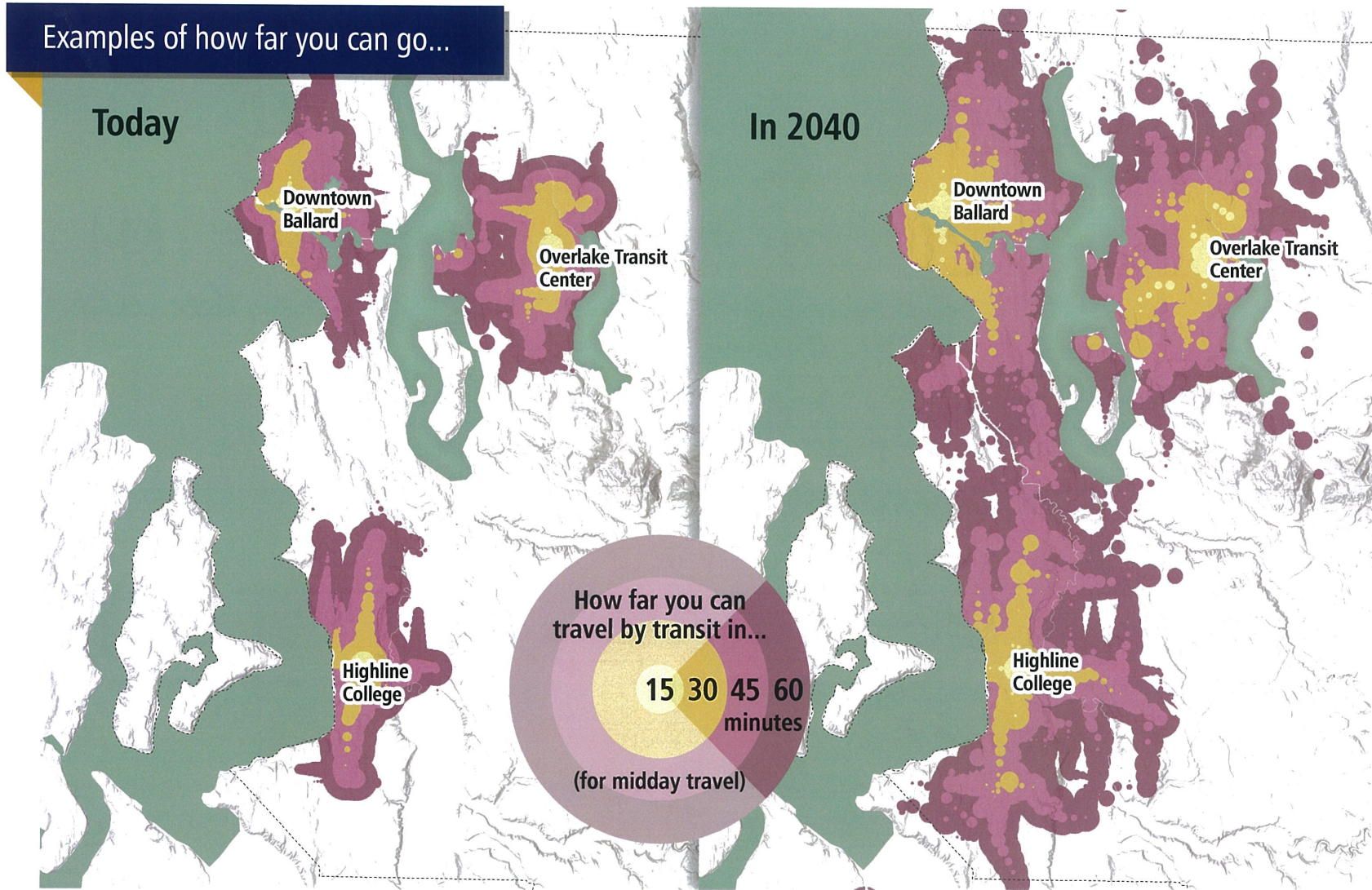
Para solicitar esta información en español, sírvase llamar al 206-263-9988 o envíe un mensaje de correo electrónico a community.relations@kingcounty.gov



DOT COMM SD 041216

King County Metro Draft Long-Range Vision and Plan – Spring 2016





The travel sheds shown on the maps above include walking time, average amount of time waiting for the bus (assumed to be half the frequency), travel time, and any transfer time between buses.

The starting point for each example is: downtown Ballard—15th Ave NW and NW Market St; Overlake Transit Center—NE 40th St and 156th Ave NE; Highline College—S 240th St and Pacific Hwy S.



City of Kenmore, Washington Proclamation

AFFORDABLE HOUSING WEEK - MAY 16-22, 2016

WHEREAS, all people should have access to safe, healthy, and affordable homes within communities of opportunity; and

WHEREAS, studies have found that each \$100 increase in median rent results in a 15% increase in homelessness in metro areas and a 39% increase in homelessness in suburbs and rural areas; and

WHEREAS, the 2016 One Night Count found 135 people in the Kenmore area sleeping outdoors without shelter in January of this year, and more than 2,000 families in Kenmore are considered “housing insecure,” because they are spending more than half their income on rent and utilities; and

WHEREAS, there were 203 students identified as homeless during the 2014-2015 school year by the Northshore School District, 22 of them unsheltered; and

WHEREAS, affordable homes provide support to seniors, families, youth, veterans and people with disabilities; and

WHEREAS, the combined cost burden of housing plus transportation can be substantially reduced by locating affordable housing opportunities in proximity to transit; and

WHEREAS, everyone benefits from affordable housing, including the people who reside in these properties, their neighbors, businesses, employers, and the community as a whole; and

WHEREAS, creating new permanent affordable housing helps our residents maintain community roots and encourages racial and economic diversity for generations; and

WHEREAS, the Association of Washington Cities determined that Human Services, Homelessness, and Affordable Housing were critical priorities for the 2016 Legislative Session; and

WHEREAS, united in an effort to raise public awareness, communities throughout King County are participating in local Affordable Housing Week efforts to inform the public of the critical need to preserve and/or increase affordable housing in our communities; and

WHEREAS, the City of Kenmore endorses the goals, objectives, and purposes of Affordable Housing Week and, in doing so, recommits itself to ensuring that our community thrives with opportunity, and that all people in it live with dignity in safe, healthy, and affordable homes,

NOW, THEREFORE, I, David Baker, Mayor of the City of Kenmore, Washington, on behalf of the City Council, proclaim the week of May 16-22, 2016 to be

“AFFORDABLE HOUSING WEEK”

in the City of Kenmore, and we urge citizens to become involved in supporting affordable housing in our community.

IN WITNESS WHEREOF, signed this 9th day of May, 2016.

Signed: _____
David Baker, Mayor

Attested: _____
Patty Safrin, City Clerk



**City of Kenmore, Washington
City Council Special & Regular Meeting
Minutes
April 18, 2016**

CALL SPECIAL MEETING TO ORDER – The Kenmore City Council special meeting was called to order by Mayor David Baker at 6:00 p.m.

EXECUTIVE SESSION

Mayor Baker stated that the executive session, Pursuant to RCW 42.30.110(1)(i), Potential Litigation, will last for approximately 50 minutes and that no action is anticipated.

Mayor Baker adjourned the executive session at 6:50 p.m.

CALL REGULAR MEETING TO ORDER – The Kenmore City Council regular meeting was called to order by Mayor David Baker at 7:04 p.m.

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

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

FLAG SALUTE

Mayor Baker led the flag salute.

AGENDA APPROVAL

Mayor Baker moved Business Item XIII. C., “January Financial Report,” to the Consent Agenda.

It was Council consensus to approve the agenda as revised.

PROCLAMATION

Proclamation Honoring Thomas J. (Tom) Traeger – Mayor Baker read the proclamation into the record and made a few comments. Mr. Traeger’s wife, Bobbi Traeger, was present to accept the proclamation.

CITIZEN COMMENTS

Elizabeth Mooney, 5934 NE 201st Street, Kenmore, was present to express her concern about the 520 Bridge deconstruction in the City.

Peter Lance, 6501 NE 151st Street, Kenmore, was present to state his concern about Kenmore Air and PERK taking so much of the City's time on something that is not a City issue.

Patrick O'Brien, 6330 NE 181st Street, Kenmore, was present to state his concerns about the 520 Bridge deconstruction in the City and fumes from the Cemex plant.

Mayor Baker thanked the citizens for their comments.

City Attorney Rod Kaseguma made some comments regarding the issues brought up by Elizabeth Mooney in her comments.

CONSENT AGENDA

Councilmember Sperry moved to approve the consent agenda as submitted. Councilmember Curtis seconded the motion to Adopt the Minutes for the March 21, March 28, and April 7, 2016 City Council Meetings; Approve the Following Checks and Electronic Payments for Payment: Total Check Numbers 34083 through 34179 in the Amount of \$1,630,617.25, and Total Payroll Check Numbers 8519 through 8520 in the Amount of \$2,220.81, and Total Payroll Electronic Deposits Dated 3/18/2016 in the Amount of \$71,897.25; Adopt Resolution Nos. 16-273 Through 16-277, Authorizing Grant Applications for Park Development Funding Assistance for Squires Landing, Rhododendron, and St. Edward Parks; Approve Contract No. 16-C1503 for Construction of the Log Boom Park Pedestrian Bridge Project; Increase the Contract Contingency for Skyward Construction, Contract No. 15-C1462, for Construction of the Town Green Project; Approve Amendment No. 4 to Contract No. 14-C1324 with Hewitt Architects for the Town Green Project; and Receive and File the January 2016 Financial Report for the City of Kenmore, Washington. The motion passed unanimously.

PUBLIC HEARING

Public Hearing on a Motion to Allow Indoor Storage as a Temporary Use for Up to a One-Year Period to Property Located at 15036 79th Avenue NE, which is owned by the Northshore Fire District and Zoned Public/Semi-Public, Subject to Conditions - Nancy Ousley, Assistant City Manager, and Bryan Hampson, Development Services Director, were present to request a continuation of the temporary storage agreement for another year, in response to a letter from Fire Chief Jim Torpin. They reviewed the conditions agreed upon by the City and the Fire District, and stated that this is a reasonable way to offset the District's holding costs for the property as well as to discourage vandalism. They were also available to answer any questions.

Mayor Baker opened the public hearing to receive public testimony on this issue at 7:29 p.m.

As there were no citizens wishing to testify, Mayor Baker closed the public hearing at 7:30 p.m.

BUSINESS AGENDA

Approve a Motion to Allow Indoor Storage as a Temporary Use for Up to a One-Year Period to Property Located at 15036 79th Avenue NE, which is owned by the Northshore Fire District and Zoned Public/Semi-Public, Subject to Conditions - Nancy Ousley, Assistant City Manager, and Bryan Hampson, Development Services Director, were present to answer any additional questions.

Councilmember Denuski moved to Allow Indoor Storage as a Temporary Use for Up to a One-Year Period to Property Located at 15036 79th Avenue NE, which is owned by the Northshore Fire District and Zoned Public/Semi-Public, Subject to Conditions. Deputy Mayor Van Ness seconded the motion. The motion passed 7-0.

Adopt Ordinance No. 16-0419, Providing for the Establishment of Maximum Periods of Parking on City Streets and in City-Owned Parking Lots - Leslie Harris, Community Relations Manager/Policy Analyst, and Police Chief Cliff Sether were present to give a brief report. Harris stated that the ordinance is being brought back to Council for adoption, following Council discussion and direction at their March 28, 2016 meeting. They were available to answer any questions.

Councilmember Curtis moved to Adopt Ordinance No. 16-0419, Providing for the Establishment of Maximum Periods of Parking on City Streets and in City-Owned Parking Lots; Adding New Sections 10.20.040 and 10.20.050 and Renumbering Prior Sections 10.20.040 to 10.20.060 of the Kenmore Municipal Code (KMC). Mayor Baker seconded the motion. The motion passed 7-0.

Transportation Impact Fee and Concurrency Update and Discussion - Kris Overleese, Public Works Director/City Engineer; Debbie Bent, Community Development Director; and Kendra Breiland, Consultant with Fehr & Peers, were present to give a brief report. Director Bent stated that since the Transportation Element of the Comprehensive Plan was adopted in 2014, staff has been working on regulations to implement the Transportation Element, involving a more multimodal approach for looking at traffic improvements and growth.

She reviewed that in September 2015 they gave Council an update on the regulations and proposed impact fees. In response to Council direction at that time, they looked at impact fee rates for restaurants and found that they are able to justify a lower rate. She stated that they are looking for direction to have a public hearing in May and bring back an ordinance for adoption at that time.

Consultant Brieland provided a PowerPoint presentation to update the Council on developing level of service (LOS) policies for pedestrians, cyclists, transit, and auto/freight traffic using a multimodal approach. She defined concurrency as the adequate provision of public facilities and services relative to the demand for them. She reviewed transportation impact fees, the potential project list, City code updates, and next steps. They were also available to answer any questions.

It was Council consensus to schedule a public hearing and prepare an ordinance for the proposed amendments.

Review of Recent Amendments to State Marijuana Statutes and Council Direction on Proposed Amendments to Kenmore's Marijuana Rules - Debbie Bent, Community Development Director, and Lauri Anderson, Senior Planner, were present to give a brief report. They asked for direction from the Council on four issues which may need action. They were also available to answer any questions.

It was Council consensus not to reduce buffer distances from marijuana businesses.

It was Council consensus not to allow medical marijuana growing collectives, and they directed staff to bring back an ordinance before the July 1st deadline for taking action.

A majority of five Councilmembers want to allow vetted marijuana research businesses in Kenmore. It was suggested that staff check with Bastyr University to see if they might be interested in doing research on marijuana at some point.

A majority of four Councilmembers want to allow qualifying patients and designated providers to process medical marijuana products with noncombustible methods of processing for individual use.

Approve Contract No. 16-C1543, Grant Funding Agreement with the Washington State Recreation and Conservation Office (RCO) for the Moorlands Park Renovation Project - Debbie Bent, Community Development Director, was present to ask for Council direction to accept the grant funds. She brought to their attention that at a future Council meeting staff will need to bring back a request to Council to increase the project budget by \$105,405, as a result of having to commit matching funds for a second grant received for the project. She was also available to answer any questions.

Councilmember Denuski moved to Authorize the City Manager to Execute a Grant Funding Agreement (Contract No. 16-C1543) with the Washington State Recreation and Conservation Office (RCO) for the Moorlands Park Renovation Project. Deputy Mayor Van Ness seconded the motion. The motion passed 7-0.

STAFF REPORT

Rob Karlinsey stated that last week the City put a notice on the "ghost bike" on 61st Avenue near the 190th intersection, which has been there for almost two years. A small number of citizen complaints have been received about it. A roadside memorial policy was adopted in July of 2014, which put a limit of 6 months on roadside memorials, and gave people the option to apply for a roadside memorial sign. The Schoops did so, and the sign is up. He stated that last week the City put a sign on the ghost bike saying that it was going to be removed. Staff are unable to locate the person who put the ghost bike up. The City plans to remove it this week unless Council does not want that to happen. Karlinsey stated that we need to either enforce the policy or get direction to change it. In addition, he needs direction from Council as to whether to also remove the cross and flowers around the base of the memorial sign.

It was Council consensus not to change the roadside memorial policy, and to enforce the policy.

It was Council consensus to remove the flowers and cross around the base of the memorial sign, but to give the Schoops notice.

CITY COUNCILMEMBER REPORTS, COMMENTS & INITIATIVES

Councilmember Herbig stated that he had a great time Saturday at the Hydro Races. He would like staff to get information as to why Kenmore was not chosen as a new ballot drop-box location by the King County Elections department.

Mayor Baker stated that the hydro races were a lot of fun, and there were lots of spectators. They are planning to have the racers go up to Bothell next year. He reported that the 192 Brewery is planning a pollution-free, zero emissions beer keg delivery system via kayak. He gave a brief update on ST3, particularly the parking proposals.

ADJOURNMENT

Mayor Baker adjourned the regular meeting at 9:13 p.m.

David Baker, Mayor

ATTEST:

Patty Safrin, City Clerk

**City of Kenmore, Washington
City Council Regular Meeting
Minutes
April 25, 2016**

CALL TO ORDER – The Kenmore City Council meeting was called to order by Mayor David Baker at 7:12 p.m.

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

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

FLAG SALUTE

Mayor Baker led the flag salute.

AGENDA APPROVAL

Mayor Baker added an Executive Session, Pursuant to RCW 40.323.110(1)(i), Litigation, at the end of the meeting.

It was Council consensus to approve the agenda as revised.

PROCLAMATION

National Kids to Parks Day - May 21, 2016 - Mayor Baker read the proclamation into the record.

CITIZEN COMMENTS

The following citizens were all present to thank the City for continuing efforts to move the 520 demolition process out of Kenmore:

Elizabeth Mooney, 5934 NE 201st Street, Kenmore
Bob Greene, 6250 NE 182nd Street, Kenmore
Janet Hayes, 6303 NE 181st Street, #301, Kenmore
Patrick O'Brien, 6330 NE 181st Street, Kenmore

Mr. O'Brien also submitted a letter to the Council.

Mayor Baker thanked the citizens for their comments.

CONSENT AGENDA

Councilmember Smith moved to approve the consent agenda as submitted. Deputy Mayor Van Ness seconded the motion to Adopt Minutes for the April 5, April 7, and April 11, 2016 City Council Special Meetings; Approve the Following Checks and Electronic Payments for Payment: Total Check Numbers 31480 through 34230 in the Amount of \$431,804.35 , and Total Payroll Check Number 8562 in the Amount of \$2,200.02, and Total Payroll Electronic Deposits Dated 4/1/2016 in the Amount of \$73,408.53; Receive and File the February 2016 Financial Report for the City of Kenmore, Washington; and Authorize the City Manager to Execute Amendment No. 6 to Contract No. 12-C1082 with Pertteet for Traffic, Engineering, Transportation and Parks On-Call Services. The motion passed unanimously.

BUSINESS AGENDA

Discussion on Issues for the 2016 Housing Strategy Plan and Direction to Planning Commission - Debbie Bent, Community Development Director; Lauri Anderson, Senior Planner; and Arthur Sullivan, Program Manager, A Regional Coalition for Housing (ARCH), were present to give a brief report. Director Bent introduced the discussion. Mr. Sullivan provided a PowerPoint presentation. He reviewed the housing needs of the City, focusing on local workers, seniors, young adults, first-time buyers, manufactured homes, and homelessness. He explained that this information will help the City evaluate which strategies might be most helpful to our population. He detailed three levels of strategies, or tools, that the City can use to address housing needs with an affordability component. Strategies can be direct, such as funding, or indirect, such as types of housing. Some strategies can address more than one need. They were available to answer any questions.

Bent stated that staff is recommending that the focus be on affordable housing up to 30% and that we not address some of the other issues at this time.

It was Council consensus that they are in agreement with staff's approach.

Authorize City Manager to Negotiate and Execute Contracts for Financial Software System Purchase, Implementation, and Maintenance - Joanne Gregory, Finance & Administration Director, was present to give a brief report. Gregory stated that her recommendation, and the recommendation of her six-member team, is Tyler Incode, which is based on Microsoft technology. She detailed the software system that the City is interested in purchasing and gave information on the development and licensing of the product. She noted that all future enhancements to the software will be provided at no cost beyond the annual maintenance fee. She stated that the software would provide a lot of efficiencies. She was also available to answer any questions.

Councilmember Curtis moved to Authorize the City Manager to negotiate and execute contracts for financial software system purchase, implementation, and maintenance with Tyler Technologies for the Incode Enterprise Resource Solution in an amount not to exceed \$170,000. Councilmember Denuski seconded the motion. The motion passed 7-0 .

STAFF REPORTS

Chicken Ordinance - Rob Karlinsey, City Manager, stated that a Kenmore citizen is asking the City to increase the number of chickens allowed from three to six per family. Development Services Director Bryan Hampson provided a comparison of Kenmore's code with Bothell's code.

It was Council consensus to wait until their January 2017 retreat to discuss this topic.

City Manager Karlinsey showed Council the interpretive sign for the Jack Crawford Skate Park.

CITY COUNCILMEMBER REPORTS, COMMENTS & INITIATIVES

Mayor Baker stated that, as vice president of the Sound Cities Association, he was able to go on an inner city study mission with the Seattle Chamber of Commerce. He stated that he had some good discussions with community leaders and prominent employers in the region.

EXECUTIVE SESSION

Mayor Baker recessed the regular meeting to an executive session at 9:04 p.m. to discuss Litigation, pursuant to RCW 42.30.110(1)(i). He stated that the executive session will last for approximately 30 minutes and that no action is anticipated when the meeting is reconvened.

Mayor Baker reconvened the regular meeting at 9:34 p.m.

ADJOURNMENT

Mayor Baker adjourned the regular meeting at 9:34 p.m.

David Baker, Mayor

ATTEST:

Patty Safrin, City Clerk

Voucher Certification and Approval

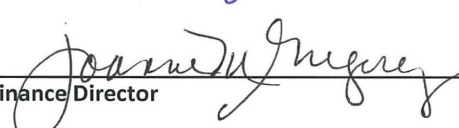
I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a 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: 34231 through 34327 \$ 831,002.68

Total Payroll check number: 8604 \$ 248.26

Total Payroll electronic deposits dated: 4/15/2016 \$ 73,806.03

 _____ City Manager	<u>4/25/16</u> _____ Date
 _____ Finance Director	<u>4/22/16</u> _____ Date

Check #	Vendor Name	Description	Check Amount
34231	HANSEN, COREY	March Incubator Consulting Services	3,425.00
34232	NATIONWIDE FINANCIAL 401a	Social Security Replacement Plan	12,307.73
34233	NATIONWIDE RETIREMENT SOLUTIONS 457	Deferred Comp Payroll Deduction	195.00
34234	ICMA RETIREMENT TRUST 457 - 304745	Deferred Comp Payroll Deduction	3,053.81
34235	DRS 457	Deferred Comp Payroll Deduction	1,160.00
34236	AFLAC	Private Medical/ Disability Plans	348.94
34237	CITY OF KENMORE FS	Flexible Spending Medical Plans	196.38
34238	BANK OF AMERICA 941	Payroll Taxes	14,916.88
34239	DEPARTMENT OF RETIREMENT SYSTEMS	WA State Retirement	17,733.75
34240	DEPARTMENT OF LABOR AND INDUSTRIES	Worker's Compensation	2,133.12
34241	UNITED WAY OF KING COUNTY	Employee Charitable Contribution	442.00
34242	NATIONAL LIFE OF VERMONT	Life Insurance	123.17
34243	AMERICAN GENERAL LIFE GPO-400S	Life Insurance	432.17
34244	STATE OF FLORIDA DISBURSEMENT UNIT	Payroll Deduction	275.00
34245	HSA BANK	Employee Health Savings Acct. Contribution	80.76
34246	FLOW TECHNOLOGIES INC.	Vactor & Video Services	25,474.24
34247	AWC EMPLOYEE BENEFITS	Employee Health Insurance	43,928.19
34248	LINCOLN NATIONAL LIFE INSURANCE	Life/Long Term Disability/AD&D	930.88
34249	DEPARTMENT OF LABOR AND INDUSTRIES	1st Qtr L&I for Volunteer Hours	14.44
34250	BAKER, DAVID	Mileage Reimbursement	261.36
34251	BULGER SAFE & LOCK, INC.	Parks Padlocks	150.08
34252	CITY OF BELLEVUE	2nd Qtr 2016 ARCH Contribution	6,879.75
34253	COASTWIDE LABORATORIES	City Hall & Parks Maintenance Supplies	1,840.69
34254	EMPLOYMENT SECURITY DEPT	1st Quarter 2016 Unemployment Payments	3,247.72
34255	GOVERNMENT FINANCE OFFICERS ASSOC	GFOA Dues 5/1/16-4/30/17	190.00
34256	INTERNATIONAL CITY/CNTY MGMT ASSOC	City Manager Membership Renewal	1,377.46
34257	JET CITY PRINTING	Hydroplane Cup Poster	180.68

34258	KING COUNTY ANIMAL SVCS	Pet Licenses/Renewals	773.00
34259	KING COUNTY FINANCE	March Adult/Juv Detention CWP/Work Release	2,932.70
34260	LIGHTHOUSE CONSULTING INC	March IT Services/Protection/Backup/Webhosting	7,359.66
34261	NORTHSHORE FIRE DEPT	Jan.-March Fire Marshal Plan Review	1,120.00
34262	NORTHSHORE UTILITY DIST	1/31-3/31 Twedt/Squires Landin	1,909.25
34263	HONEY BUCKET	3/26-4/22 Squires Landing Rental	218.35
34264	OFFICE DEPOT	Office Supplies	332.54
34265	OGDEN, MURPHY, WALLACE	March Legal Svcs - St. Edward Ballfields	1,950.00
34266	OLYMPIC ENVIRONMENTAL RESOURCES INC	Spring Recycling Event Project/Admin Fees	1,503.70
34267	PACIFIC TOPSOILS	Green Waste & Supplies	822.02
34268	PEOPLES STORAGE	May Storage Unit Rent #C304	201.00
34269	PUGET SOUND ENERGY	SR522 Underground Reconnection Fees	10,824.00
34270	CEMEX	Asphalt for Pothole Repairs & Patching	198.20
34271	SEATTLE TIMES	Advertising for Public Hearing & Ord. No. 16-0418	269.96
34272	STEWART MACNICHOLS HARMELL, INC.	March Public Defender Services	5,250.00
34273	TOTAL LANDSCAPE CORP	March NS Summit & Squires Landin Maintenance	1,297.58
34274	WA STATE DEPT OF TRANSPORTATION	February Traffic Signal Maintenance	809.45
34275	PAT'S TREES AND LANDSCAPE INC.	Arborist Report on Damaged Tree	280.00
34276	DAY WIRELESS SYSTEMS	Police Radar Calibration	76.44
34277	PROTHMAN COMPANY	Jim Pemberton - Public Works Help	1,802.50
34278	WA STATE DEPT OF TRANSPORTATION	Feb. SR522 West A Project Mgmt/Testing	9,589.00
34279	KONICA MINOLTA BUSINESS SOLUTIONS	March SR522 Copier for KBA & Incubator Copier	853.81
34280	SOUND LAW CENTER	Hearing Examiner Services HEA 2016-01	6,786.50
34281	BANNER BANK LD	Supplies/Social Media/Event Rentals	689.35
34282	BANNER BANK CS	Police Dept. Equipment/Training	538.27
34283	DIGITAL REPROGRAPHICS SERVICES INC.	Public Records - PRR1862 Copies	32.61
34284	BUILDERS EXCHANGE OF WASHINGTON INC	Ad for 181st Sidewalk Bids	126.25
34285	BANNER BANK NO	Supplies/Parking/Bus. Directory	267.03
34286	OUSLEY, NANCY	Mileage & Toll Reimbursement	518.64
34287	QUALITY BUSINESS SYSTEMS INC.	1st & 2nd Floor Xerox Copy Charges	842.42
34288	BANNER BANK JG	Airfare/Publications	294.70
34289	GRAINGER	Backpack Sprayer	118.14
34290	BANNER BANK KENMORE	Supplies/Registration/Conference	1,095.59
34291	BANNER BANK KENMORE	Server Upgrades/Registration/Supplies	3,485.46
34292	PEMBERTON, JIM	Mileage Reimbursement 4/12-4/20	265.68
34293	A+ CONFERENCING	Conference Calls	91.71
34294	KOMPAN, INC	Parks Supplies/Parts	132.50
34295	GORDON THOMAS HONEYWELL	March Government Affairs Consulting Svcs	3,732.44
34296	SARAH ROBERTS	March Prosecution Services	10,623.62
34297	FIRE PROTECTION, INC	City Hall Annual Alarm Monitoring	1,287.72
34298	COX PRINTING & SIGNS	Hank Heron Sign for 181st Sidewalk	766.40
34299	FRONTIER	3/28-4/27 City Hall Phone Service	1,056.78
34300	PROTECTION TECHNOLOGIES, INC	Building Access Control Work	175.76
34301	LAW OFFICE OF JOHN RUNGERUDE, PS	3/30 Special Legal Services	300.00
34302	INDEPENDENT STATIONERS	Office Supplies	245.36
34303	BANNER BANK BH	Training Registration/Publications	464.74
34304	MILLER STEPHENS, MARY	February Public Defense Svcs @ SCORE	1,250.00
34305	VERIZON WIRELESS	3/27-4/26 Cell Phones/I-Pads	993.77
34306	BANNER BANK VAN NESS	Lodging/Registration/Meals/Parking	1,907.53
34307	BANNER BANK BAKER	Lodging/Airfare/Registration/Meals	3,194.48
34308	GREATER BOTHELL CHAMBER OF COMMERCE	March Kenmore Business Alliance Support	200.00

34309	AABCO BARRICADE COMPANY INC.	VM Sign Delivery & Trailer	1,817.70
34310	JOYCE ZIKER PARKINSON	March Legal Advice/Kenmore Village	92.50
34311	KENMORE COMMERCIAL LLC	Incubator Building - May Lease Payment	3,281.00
34312	ALPHAGRAPHICS US718	Business Cards	305.94
34313	GOODSELL POWER EQUIPMENT #2 INC.	Parks Supplies/Oil	49.13
34314	UTILITIES UNDERGROUND LOCATION CTR	March Utility Locate Services	161.25
34315	HESTON VISUAL ARTS	City Council Photos	68.99
34316	SCORE	March Inmate Housing & Feb. Outside Health Svcs	35,349.27
34317	HEWITT	August Skate Park Professional Services	1,961.05
34318	LENNAR NORTHWEST, INC.	CMB15-1075 Permit Cancellation Refund	13,334.10
34319	A & A LIMOUSINE & BUS SERVICE	Hydroplane Cup Shuttle Service	570.00
34320	MARSHBANK CONSTRUCTION	SR522 West A 14-C1328 thru 3/25	530,448.18
34321	LANGTON SPIETH, LLC	Community Engagement & Imagine Kenmore Svcs	5,000.00
34322	KPFF CONSULTING ENGINEERS	15-C1414 1/30-2/26 62nd Ave Improvements	4,122.87
34323	BANNER BANK RK	Business Meals/Parking	135.75
34324	GOOD TO GO	405 Toll City Vehicle Lic. #48287D	2.75
34325	WASHINGTON AWARDS	Bronze Plaque for NE 181st Sidewalk	546.39
34326	WATSON, ELIZABETH	Skate Park Sign Design	500.00
34327	NORTHLAKE LUTHERAN CHURCH	Event Permit Refund	100.00
8604	LAMBRICK, JENNIFER	Payroll Check	248.26
4/15/2016	PAYROLL	Direct Deposit	73,806.03
			<u>\$ 905,056.97</u>

XII. B. The following checks and electronic payments are app...

2016	PRIOR VENDOR ACTIVITY	TOTAL	FOR 2016
	A+ CONFERENCING		235.13
	ACTION ENTERTAINMENT		395.00
	ACTIVE SHOOTER TRAINING LLC		1,425.00
	ADMAN, STACI		4,516.88
	AFLAC		1,046.82
	ALCALDE & FAY		15,065.42
	ALLPLAY SYSTEMS LLC		58.04
	ALPHAGRAPHICS US718		342.13
	ALTA MAXINE MELVIN		14,674.00
	AM TEST, INC		625.00
	AMERICAN GENERAL LIFE GPO-400S		1,296.51
	AMERICAN PLANNING ASSOCIATION		1,661.00
	AMERICAN PUBLIC WORKS ASSOCIATION		1,225.00
	AMERICAN SOCIETY OF CIVIL ENGINEERS		225.00
	APPLIED CONCEPTS, INC.		2,734.76
	ARC - PACIFIC NORTHWEST		2,711.51
	ARTS OF KENMORE		1,900.00
	ASSOCIATION OF WA CITIES		16,890.04
	AURORA RENTS		1,095.62
	AV CAPTURE ALL		4,718.57
	AWC EMPLOYEE BENEFITS		139,750.33
	BAKER, DAVID		1,563.30
	BANK OF AMERICA 941		91,221.02
	BANNER BANK BAKER		2,598.33
	BANNER BANK BH		761.94
	BANNER BANK CS		1,052.89
	BANNER BANK DB		36.98
	BANNER BANK JG		973.34
	BANNER BANK JGORDON		293.28
	BANNER BANK KENMORE		4,986.99
	BANNER BANK LD		1,437.38
	BANNER BANK NO		1,116.45
	BANNER BANK PS		636.10
	BANNER BANK RK		2,279.33
	BANNER BANK VAN NESS		1,687.23
	BARTLETT TREE EXPERTS		394.20
	BASTYR UNIVERSITY		50,000.00
	BELLEVUE COLLEGE		219.12
	BERK & ASSOCIATES		38,404.41
	BEST BUY BUSINESS ADVANTAGE ACCOUNT		21,943.51
	BRIEN, GAYLYNN		150.00
	BRUCE DEES & ASSOCIATES		41,325.00
	BUILDERS EXCHANGE OF WASHINGTON INC		45.00
	BULGER SAFE & LOCK, INC.		110.48
	CALPORTLAND COMPANY		541.86
	CASCADE PEST CONTROL		284.70
	CEMEX		947.89
	CITY OF BELLEVUE		42,344.71
	CITY OF KENMORE FS		1,178.28
	CITY OF LAKE FOREST PARK		246,797.91

XII. B. The following checks and electronic payments are app...

CITY OF SHORELINE	804.32
CITY OF TACOMA	40.00
CITYWORKS/ AZTECA SYSTEMS INC.	21,900.00
COAST & HARBOR ENGINEERING	45,547.36
COASTAL WEAR PRODUCTS INC	1,356.71
COASTWIDE LABORATORIES	1,525.25
CODE PUBLISHING COMPANY	2,435.65
COLUMBIA RIDGE LANDFILL	2,280.73
COMCAST	1,459.90
CONSOLIDATED PRESS	2,989.34
CULLEY, AMBERLY	4,516.88
CURTIS, DR. MILTON	60.16
D.R. HORTON	15,000.00
DAILY JOURNAL OF COMMERCE	1,495.65
DEPARTMENT OF ECOLOGY	13,444.11
DEPARTMENT OF LABOR AND INDUSTRIES	6,746.37
DEPARTMENT OF RETIREMENT SYSTEMS	107,691.11
DEVRIES, DENIS	187.41
DRS 457	9,760.00
DURRANT, JEFF	178.50
ECONOMIC DEV COUNCIL OF SEATTLE/KC	5,000.00
EJ USA, INC.	1,416.62
EMERALD FIRE LLC	289.08
EMPLOYMENT SECURITY DEPT	6,874.73
ENVIRONMENTAL SYSTEMS RESEARCH INST	5,694.00
EVERGREEN PRINT SOLUTIONS	715.24
EVERGREEN SAFETY COUNCIL	299.00
FERGUSON ENTERPRISES INC #1539	2,073.97
FIRE SYSTEMS WEST, INC.	273.75
FLEMINGS HOLIDAY LIGHTING LLC	1,394.66
FRONTIER	3,130.62
FRUHLING SAND & TOPSOIL	2,330.37
GALLATIN PUBLIC AFFAIRS	10,550.19
GOOD TO GO	2.75
GORDON THOMAS HONEYWELL	7,531.67
GOVDELIVERY, INC.	11,025.00
GRAINGER	193.68
GREATER BOTHELL CHAMBER OF COMMERCE	2,600.00
GRINDLINE SKATEPARKS INC.	12,850.01
GROUP FOUR INC.	7,620.00
HANSEN, COREY	6,850.00
HDR ENGINEERING, INC	176,838.41
HERBIG, NIGEL	61.56
HESTON VISUAL ARTS	982.76
HEWITT	45,909.84
HONEY BUCKET	655.05
HOPKINS, CRAIG	326.16
HORIZON DISTRIBUTORS INC	116.99
HSA BANK	484.56
IAP2 PUGET SOUND CHAPTER	1,550.00
ICMA RETIREMENT TRUST 457 - 304745	18,022.86
INDEPENDENT STATIONERS	358.08

XII. B. The following checks and electronic payments are app...

INGLEWOOD GOLF COURSE	1,248.30
INSLEE, BEST, DOEZIE & RYDER, P.S.	67,447.82
INTEGRA TELECOM	2,699.14
iWORQ SYSTEMS	2,800.00
JACOBS ENGINEERING GROUP	70,864.59
JD PLUMBING & FIRE PROTECTION INC.	214.03
JET CITY PRINTING	1,768.98
JOYCE ZIKER PARKINSON	5,725.00
KARLINSEY, ROB	154.72
KBA INC.	28,359.95
KCDA PURCHASING COOP	1,693.69
KENMORE COMMERCIAL LLC	10,267.19
KENMORE HERITAGE SOCIETY	50.00
KIMBERLY LANE 9, LLC	1,145.82
KING COUNTY FINANCE	74,421.17
KING COUNTY FINANCE W.L.R.D.	2,338.67
KING COUNTY FINANCE/ GIS	2,621.11
KING COUNTY FLEET ADMIN	235.00
KING COUNTY MUNICIPAL CLERKS ASSOC	25.00
KING COUNTY OFFICE OF FINANCE	604.89
KING COUNTY RADIO COMM SERVICES	283.61
KING COUNTY SHERIFF	20,775.73
KING COUNTY TREASURY	10,305.26
KINGS HEATING	28.84
KONICA MINOLTA BUSINESS SOLUTIONS	2,246.47
KORTE, BRENT	27.61
KPFF CONSULTING ENGINEERS	6,802.90
KRAZAN & ASSOCIATES, INC.	8,075.00
LANGTON SPIETH, LLC	8,000.00
LANGUAGE LINE SERVICES, INC.	4.83
LIGHTHOUSE CONSULTING INC	11,609.90
LINCOLN NATIONAL LIFE INSURANCE	2,758.01
MAGEE, STEVEN	49.44
MAIL FINANCE	703.00
MARSHBANK CONSTRUCTION	1,601,621.19
METROPOLITAN TRANS. COMMISSION	1,500.00
MILLER STEPHENS, MARY	5,000.00
MR. T'S TROPHIES	239.47
NATIONAL LIFE OF VERMONT	369.51
NATIONWIDE FINANCIAL 401a	75,114.98
NATIONWIDE RETIREMENT SOLUTIONS 457	3,120.00
NORTHSHORE FIRE DEPT	2,428.00
NORTHSHORE PARK & REC SERVICE AREA	1,360.00
NORTHSHORE ROTARY CLUB	220.00
NORTHSHORE UTILITY DIST	25,700.00
NORTHWEST LANDSCAPE SERVICES	3,599.43
NORTHWEST PLAYGROUND EQUIPMENT INC.	14.97
NORTHWESTERN COLLECTION SERVICE INC	690.00
NRC ENVIRONMENTAL SERVICES, INC.	4,975.10
OFFICE DEPOT	3,002.26
OGDEN, MURPHY, WALLACE	6,207.50
OLYMPIC ENVIRONMENTAL RESOURCES INC	3,713.15

XII. B. The following checks and electronic payments are app...

PACIFIC TOPSOILS	415.52
PAMPLIN MEDIA GROUP	190.00
PARAMETRIX INC	23,193.15
PAWS	350.00
PEMBERTON, JIM	690.12
PENDLETON, MICHAEL	3,186.34
PEOPLES STORAGE	603.00
PERSONAL BEST/ TOPHEALTH	117.20
PERTEET INC.	50,084.46
PHSI PURE HEALTH SOLUTIONS INC.	201.26
PHSI PURE WATER FINANCE	402.49
PROTECTION TECHNOLOGIES, INC	1,048.87
PROTHMAN COMPANY	1,499.68
PRSA	307.00
PUGET SOUND CLEAN AIR AGENCY	17,411.00
PUGET SOUND ENERGY	45,858.45
PUGET SOUND FINANCE OFFICERS ASSOC	50.00
QUALITY BUSINESS SYSTEMS INC.	1,686.15
REPUBLIC SERVICES	1,893.13
RESOURCE EXPLORATION, LLC	12,000.00
RICHARDSON, ZACK	116.00
RICHMOND AMERICAN HOMES OF WA	47.00
SALTER, JON	178.50
SAMYN, DR. JEFFREY	250.00
SARAH ROBERTS	21,247.24
SCHINDLER ELEVATOR CORPORATION	1,143.18
SCORE	56,709.50
SEATTLE TIMES	4,732.99
SELECT AIR SERVICES DBA GREENWOOD	32.14
SESAC	378.00
SHRED-IT USA LLC	229.69
SITEIMPROVE, INC.	2,499.00
SITTS & HILL ENGINEERS, INC.	3,485.00
SKYWARD CONSTRUCTION	755,641.40
SMITH, BRENT	63.72
SNOHOMISH COUNTY	3,696.00
SOFTWAREONE, INC.	10,300.82
SOUND CITIES ASSOC	13,018.25
SOUND LAW CENTER	4,802.00
SOUND PUBLISHING, INC.	1,633.87
SPERRY, LAURIE	64.80
STARDOM SERVICES, INC.	1,530.00
STATE AUDITOR'S OFFICE	575.90
STATE OF FLORIDA DISBURSEMENT UNIT	1,650.00
STEWART MACNICHOLS HARMELL, INC.	15,000.00
SUNGARD PUBLIC SECTOR INC.	17,921.00
TERREBONNE LIMITED	183.19
THE WIDE FORMAT COMPANY	470.85
THOMAS, MICHAEL	223.30
TOPIA TECHNOLOGY/ BIS	600.00
TOTAL LANDSCAPE CORP	16,737.93
TOWN CENTER HARDWARE	284.30

XII. B. The following checks and electronic payments are app...

UNITED WAY OF KING COUNTY	1,326.00
UPS STORE	168.01
US POSTAL SERVICE (HASLER)	4,989.65
UTILITIES UNDERGROUND LOCATION CTR	285.09
VAN NESS, ALLAN	650.75
VAUGHAN, KENT	198.00
VERIZON WIRELESS	3,352.62
VOLGISTICS, INC	540.00
WA ASSOC OF BUILDING OFFICIALS	1,575.00
WA ASSOC OF PUBLIC RECORDS OFFICERS	175.00
WA CITIES INSURANCE AUTHORITY	229,194.00
WA FINANCE OFFICERS ASSOCIATION	150.00
WA STATE DEPT OF LABOR & INDUSTRIES	141.60
WA STATE DEPT OF TRANSPORTATION	5,394.25
WAGE WORKS	150.00
WASHINGTON ARCHITECTURAL HARDWARE	1,664.41
WASHINGTON CITY/COUNTY MGMT ASSOC	630.00
WASHINGTON STATE DEPT OF REVENUE	2,667.11
WASHINGTON STATE PATROL	788.11
WELLS FARGO FINANCIAL	3,123.75
WHELFHAM, STEPHANIE	250.00
WRIGHT, MARCI	1,500.00
WSU URBAN IPM & PESTICIDE SAFETY	58.00
ZONAR SYSTEMS	525.33
ZONES	1,122.80
	<u>4,783,848.55</u>

XII. B. The following checks and electronic payments are app...



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

Subject/Topic: Public hearing and recommended adoption of Ordinance No. 16-0420 for update of the City's Integrated Transportation Program.

Proposed Council Action/Motion: Adoption of Ordinance No. 16-0420.

For Council Meeting Agenda of: May 9, 2016

Department: Public Works, Community Development, and Development Services

Prepared by: Kris Overleese, Debbie Bent

Approved by Department Head:

Approved by City Attorney:

Approved by Finance Director:

Approved by City Manager:

Initial & Date

KMO 4/29/16 via email 4/26/16

via email 4/26/16

4/29/16

4/29/16

Exhibits/Attachments:

Attachment A: Ordinance No. 16-0420

Attachment B: Impact fee program from Fehr & Peers

Attachment C: Concurrency calculation memo dated 3/21/16 from Fehr & Peers

Expenditure Required: \$0

Amount Budgeted: \$190,000

Appropriation Required: \$0

INFORMATION/BACKGROUND: The goal of the May 9, 2016 meeting is to hold a public hearing for Ordinance No. 16-0420 and staff recommends that Council approve Ordinance No. 16-0420 (Attachment A). This Ordinance would modify the Integrated Transportation Program section of the Kenmore Municipal Code. The Integrated Transportation Program includes Level of Service Standards, Concurrency Requirements, Transportation Impact Fees and Safe Site Access Requirements. Staff and Kendra Breiland (Fehr & Peers) will be available to answer questions.

At the 9/14/15 Council meeting, staff and Kendra Breiland presented the transportation Impact Fees rate study update and discussed concurrency evaluation. At this meeting, Council asked the team to review the restaurant impact fee rate. The restaurant Impact Fee has been re-evaluated and the recommended updated rate is \$22.64/square foot. The current rate is \$47.23/ square foot (see the rate table in Attachment B). At the 4/18/16 Council meeting, staff recommended code modifications and discussed the Impact Fee Program and Concurrency Calculation method (see Attachments B & C).

RECOMMENDED CODE CHANGES:

The main themes of the code changes are:

- Align with new multimodal Level of Service (LOS) standards
- Reflect new Impact Fee Program
- Adopt new concurrency system

The following sections of the municipal code have to be amended to facilitate the new Impact Fee and Concurrency approach, key changes are highlighted below.

18.80 Integrated Transportation Program (consolidates and amends KMC 12.75 and KMC 12.80)

18.20 Level of service and Mobility Unit Definitions

18.45 Development Standards – Adequacy of Public Facilities and Services

19.30 Appeals

20.47 Transportation and Parks Impact Fees

Existing Code: The existing code KMC 12.75 and KMC 12.80 outlines the procedures for applying transportation impact fees and evaluating intersection standards for new development which together are considered the Integrated Transportation Program. KMC 20.47 is the chapter for calculation of impact fees. KMC 18.45 outlines requirements for adequate vehicle access and streets.

- Level of service (LOS) standards: LOS standards are calculated based on functional classifications of the roadway (LOS E primary arterials, LOS D minor arterials, LOS C collectors). If the proposed development results in the intersection standards are exceeded, then approval to construct the development is not granted until the developer builds or pays fair costs to build the improvements. SR522 is a highway of statewide significance and is exempt from city LOS standards.
- Traffic impact fees: Impact fees are applied to new development. Fees are calculated based on PM peak vehicular trips expected to be generated by a new development. Fees are paid at the time a development permit is issued or at the time of building permit application for residential buildings. Impact fees are assessed based on a 2008 rate study. Impact fee rates may be adjusted by the Council every twelve months based on the Consumer Price Index W. Impact fee exemption for up to 50 low income housing single-family dwelling unit in any one project. Impact fees must be expended within six years of when the fees were paid.
- Appeals: Appeals of the department's decision relative to intersection standards or impact fees is to the department director.

New Code: The new code (KMC 12.80) outlines the four components of the integrated transportation program: Level of Service standards, concurrency, impact fees and safe site access. KMC 20.47 is the amended chapter for calculation of impact fees. KMC 19.30 is amended to reflect appeals to the hearing examiner and KMC 18.45 is amended to be consistent with KMC 12.80.

- Level of Service (LOS) Standards are multimodal: LOS definition is revised in KMC 18.20. LOS standards are for a multimodal system, including roadways, pedestrian, bicycle and transit. Roadway LOS is based on the functional classification of the roadway with Boulevards (primary arterials) LOS E or better, Urban Avenues and Neighborhood Connections (minor arterials) LOS C or better, Local Streets (Collectors) LOS C or better with SR22 and 68th Ave/Juanita Drive measured at the corridor level.

The City has designated a yellow LOS for pedestrian and bicycle facilities based on the priority networks identified in the transportation element of the comprehensive plan, as the minimum standard to achieve. While the City does not control transit service, it has designated a yellow LOS for transit stop amenities and pedestrian access to transit as the minimum standard to achieve. These LOS standards were considered in the development of the Transportation Element's 20 year project list.

- Concurrency: Calculated using a City maintained mobility unit spreadsheet which compares the amount of transportation capital facilities programmed in the next six years (mobility unit capacity) against the amount of mobility units generated by the development (mobility unit demand). If there is more capacity than demand then the transportation system is concurrent. This new approach to concurrency is more multimodal than the previous method and also moves away from using intersection delay at the sole metric by which concurrency is evaluated.
- Impact Fees: PM peak trips are translated into mobility units and used to calculate impact fees. A new mobility unit definition is included in 18.20. Impact fees are assessed based on a new 2015 rate study. Rates may be adjusted by Council annually with the capital facilities plan update or the city manager may adjust the fees annually coinciding with the Council's annual fee resolution with a five year rolling average of the Washington State Department of Transportation Construction Cost Index Impact fees. Impact fee payment for single-family detached or attached residence may be deferred until certificate of occupancy (this is consistent with State Law). Allow an impact fee exemption of 80% of impact fees for low income housing for any one project (this is consistent with State Law). Impact fees must be expended within ten years of when the fees were paid (this is consistent with State Law).
- Appeals: The city manager's final decision on impact fees and/or concurrency may be appealed to the hearing examiner within 21 days of the date of issuance of the City's written decision.

FISCAL CONSIDERATION: Impact Fees are one source of revenue for transportation capital projects. For example, in the current Capital Improvement Program, transportation Impact Fees account for approximately \$3.92 Million and 10% of transportation projects.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

Council Goal #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.

Attachment A:

Ordinance No. 16-0420

CITY OF KENMORE
WASHINGTON
ORDINANCE NO. 16-0420

AN ORDINANCE OF THE CITY OF KENMORE, WASHINGTON, IMPLEMENTING NEW AND AMENDED DEVELOPMENT REGULATIONS RELATING TO A NEW INTEGRATED TRANSPORTATION PROGRAM AND TRANSPORTATION IMPACT FEES, CONSISTENT WITH THE COMPREHENSIVE PLAN; ADDING NEW CHAPTERS 12.80 AND 20.47 KMC AND NEW DEFINITIONS TO CHAPTER 18.20 KMC; REPEALING EXISTING CHAPTERS 12.75, 12.80 AND 20.47 KMC; AND AMENDING KMC 18.45.060 AND KMC 19.30.070.

WHEREAS, in 2014 the City Council adopted amendments to the Comprehensive Plan through Ordinance 14-0393 that included a new Transportation Element and Capital Facilities Element; and

WHEREAS, the City Council desires to adopt new and amended regulations consistent with and implementing the new Transportation Element; and

WHEREAS, the City Council reviewed proposed transportation impact fees on September 14, 2015 and proposed code amendments on April 18, 2016; and

WHEREAS, the City's Responsible Official under the State Environmental Policy Act has issued a determination of non-significance for the amendments; and

WHEREAS, the Washington State Department of Commerce was notified of the proposed amendments pursuant to RCW 36.70A.106; and

WHEREAS, the City Council held a Public Hearing May 9, 2016 on proposed code amendments; and

WHEREAS, the City Council desires to adopt a new Integrated Transportation Program that includes the following four components: Level of Service Standards; Concurrency Requirements; Transportation Impact Fees; and Safe Site Access Requirements; and

WHEREAS, the City Council desires to repeal the current Integrated Transportation Program and Intersection Standards; and

WHEREAS, the City Council desires to adopt several new definitions including Level of Service, Mobility Unit and Transportation Concurrency; and

WHEREAS, the City Council desires to adopt amendments to certain development regulations, Adequate Transportation System provisions, and Hearing Examiner Appeal provisions to ensure consistency with the New Integrated Transportation Program; and

WHEREAS, the City Council desires to adopt amendments to Transportation Impact Fee rates and implementing regulations; and

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

Section 1. Findings Adopted. The City Council adopts the foregoing recitals as findings, which are incorporated herein as if set forth in full.

Section 2. Adoption of New Integrated Transportation Program. The City Council adopts a new Chapter 12.80 of the Kenmore Municipal Code (KMC), titled "Integrated Transportation Program," as set forth in Exhibit 1, attached hereto and incorporated by reference.

Section 3. Repeal of Existing Integrated Transportation Program and Intersection Standards. The City Council repeals the existing Chapter 12.75 KMC, Integrated Transportation Program, and the existing Chapter 12.80 KMC, Intersection Standards.

Section 4. Adoption of New Definitions. The City Council adopts new definitions to be added to Chapter 18.20 KMC for Level of Service, Mobility Unit and Transportation Concurrence, as set forth in Exhibit 2, attached hereto and incorporated by reference.

Section 5. Amendments to Development Standards. The City Council hereby amends KMC 18.45.060, Adequate Transportation System, as set forth in Exhibit 3, attached hereto and incorporated by reference.

Section 6. Amendments to Appeals. The City Council hereby amends KMC 19.30.070, Appeals, as set forth in Exhibit 4, attached hereto and incorporated by reference.

Section 7. Adoption of New Transportation Impact Fee Regulations. The City Council adopts a new Chapter 20.47 KMC, titled "Transportation and Park Impact Fees," as set forth in Exhibit 5, attached hereto and incorporated by reference.

Section 8. Repeal of Existing Transportation Impact Fee Regulations. The City Council repeals the existing Chapter 20.47 KMC, Road and Park Impact Fees.

Section 9. Effective Date. This Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

PASSED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 9TH DAY OF MAY, 2016.

CITY OF KENMORE

David Baker, Mayor

ATTEST/AUTHENTICATED:

Patty Safrin, City Clerk

Approved as to form:

Rod P. Kaseguma, City Attorney

Filed with the City Clerk:
Passed by the City Council:
Ordinance No.: 16-
Date of Publication:
Effective Date:

Exhibit 1

Chapter 12.80
INTEGRATED TRANSPORTATION PROGRAM

Sections:

12.80.010 Definitions.

12.80.020 Components of the Integrated Transportation Program.

12.80.030 Level of Service Standards.

12.80.040 Concurrency Requirements.

12.80.050 Transportation Impact Fees.

12.80.060 Safe Site Access.

12.80.070 Procedures for Development Review.

12.80.080 Administrative Rules.

12.80.090 Appeals.

12.80.100 Relation to Other Permit Authority.

12.80.110 Exceptions.

12.80.010 Definitions.

- A. "Concurrency" means transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development, so that the level of service on a city transportation facility does not decline below the levels of service adopted in this chapter. "Concurrent with development" means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years. .
- B. "Mobility Unit" means one PM peak hour person trip end. Each person trip has two trip ends, one each at the origin and destination.
- C. "Transportation Improvement Program" means the annual program of capital transportation projects programmed by the city to be implemented during a six-year period.
- D. "City manager" means the City of Kenmore city manager or his or her designee(s).

12.80.020 Components of the Integrated Transportation Program.

There are four components of the City's integrated transportation program, the goal of which is to operate the program safely and efficiently for all modes of travel. These components are as follows:

Exhibit 1

- A. Level of service (LOS) standards to evaluate the performance of the city's multimodal transportation system and to ensure that the system is built over time to maintain LOS standards (KMC 12.80.030).
- B. Concurrency requirements defining an adequate transportation system (KMC 12.80.040).
- C. Transportation Impact fees to require new growth and development to pay a proportionate share of the cost of new multimodal transportation improvements to serve the new growth and costs (Chapter 20.47 KMC).
- D. Safe Site Access to facilitate safe and efficient operation of the transportation system through site-access improvements (KMC 12.80.060).

12.80.030 Level of Service Standards.

Level of Service Standards are established for different modes of travel within the city:

A. Roadway Level of Service Standards.

- 1. The level of service for roadways shall be as described in the most recent Transportation Research Board *Highway Capacity Manual*. The LOS shall be amended on a date selected by the city manager whenever the LOS in the *Highway Capacity Manual* is amended by the Transportation Research Board. The city manager may select and apply alternative LOS's, to be effective on a date selected by the city manager.
- 2. Roadway LOS shall be by functional classification of roadway :
 - a. Boulevards (Primary Arterials) -- LOS "E" or better;
 - b. Urban Avenues and Neighborhood Connections (Minor arterials) -- LOS "D" or better; and
 - c. Local Streets (Collectors) -- LOS "C" or better (See Transportation Element of the Comprehensive Plan).
- 3. Roadway LOS shall be measured at intersections of classified roadways, except as provided in Subsection 4 below.
- 4. Roadway LOS shall be measured at the corridor level on SR 522 and 68th Avenue/Juanita Drive/Simonds Road.
- 5. When a lower classification of roadway intersects with a higher classification of roadway (for example when a local street connects with an urban avenue), the LOS for the higher classification shall apply.

B. Pedestrian Level of Service Standards.

Exhibit 1

1. The city has designated a yellow LOS for pedestrian facilities where indicated in the Pedestrian Priority Network (all as defined in the Transportation Element of the Comprehensive Plan) as the minimum standard to achieve.
 2. Outside of the Pedestrian Priority Network, the City has not established an LOS for pedestrian facilities.
- C. Bicycle Level of Service Standards.
1. The city has designated a yellow LOS for bicycle facilities where indicated in the Bicycle Priority Network (all as defined in the Transportation Element of the Comprehensive Plan) as the minimum standard to achieve.
 2. Outside of the Bicycle Priority Network, the City has not established an LOS for bicycle facilities.
- D. Transit Level of Service Standards.
1. The Transportation Element of the Comprehensive Plan contains guidance for providing quality transit service, amenities, and access to an identified Transit Priority Network. While the city does not control transit service, it has established the following level of service standards for transit stop amenities and pedestrian access to transit:
 - a. The city has designated a yellow LOS for transit stop amenities and pedestrian access to transit (as defined in the Transportation Element of the Comprehensive Plan) as the minimum standard to achieve.
 - b. Outside of the Transportation Priority Network, the city has not established an LOS for transit stop facilities.

12.80.040 Concurrency Requirements.

- A. Transportation *concurrency* shall be determined using the city owned and maintained *mobility unit* spreadsheet. This spreadsheet compares the amount of transportation capital facilities constructed or programmed in the next six years (*mobility unit* capacity) to the amount of *mobility units* that would be generated by new development (*mobility unit* demand). If the city's *mobility unit* capacity is larger than the *mobility units* that would be generated by new development, then the transportation system will be deemed to be concurrent.
1. *Mobility unit* capacity shall be determined annually in coordination with the city's *transportation improvement program*.

Exhibit 1

- B. The *city manager* may approve a reduction in estimated *mobility units* based on the types of land uses that are to be developed or expected travel characteristics of the development.
 - 1. The calculation of *mobility unit* reductions as described in KMC 12.80.040 shall be based upon sound and recognized technical information and analytical processes that represent current engineering practice. In all cases, the *city manager* shall have final approval of all such data, information and technical procedures used to calculate *mobility unit* reductions.

12.80.050 Transportation Impact Fees.

- A. Transportation impact fees shall be assessed and collected as described in Chapter 20.47 KMC.
- B. *Mobility units* calculated for *concurrency* requirements (KMC 12.80.040) shall also be used to calculate transportation impact fees.

12.80.060 Safe Site Access.

- A. Developments shall provide for safe site access to facilitate safe and efficient operation of the multimodal transportation system, in accordance with the City Road Standards adopted in Chapter 12.50 KMC.
- B. For the purposes of this chapter, the developer shall achieve "safe site access" by mitigating either or both of the following when the development is complete and able to generate traffic:
 - 1. A roadway intersection that provides access to a proposed development and that will function at a level of service worse than specified in KMC [12.80.030](#); or
 - 2. A roadway intersection or approach lane where the *city manager* determines that a hazard to safety could reasonably result.
- C. The developer shall provide improvements which bring the site access into compliance with the level of service and within a time schedule as may be required by the city manager. Approval to construct the development shall not be granted until the developer has satisfied the concurrency definition and its elements, as set forth in KMC 12.80.010(A).

12.80.070 Procedures for Development Review.

Following the submission of a development application, the *city manager* shall calculate the transportation impact fee to be paid under Chapter 20.47 KMC, and shall determine

Exhibit 1

whether necessary transportation improvements are provided for as set forth in KMC 12.80.010.A and that any required site access improvements are provided.

12.80.080 Administrative Rules.

For transportation impact fees, transportation *concurrency*, and safe site access, the *city manager* may adopt such administrative rules and procedures as are necessary to implement this chapter.

12.80.090 Appeals.

A. The city manager's final decision on impact fees and/or transportation *concurrency* may be appealed to the hearing examiner using the procedures set forth in Chapter 19.30 KMC. The appeal shall be submitted within 21 calendar days of the date of issuance of the City's written decision.

B. Along with the information required by KMC 19.30.080.B, the applicant must show that either:

1. The City committed a technical error; or
2. Alternative data or a mitigation plan submitted to the City was inadequately considered.

12.80.100 Relation to Other Permit Authority.

The procedures set forth in this chapter do not limit the authority of the City to deny or to approve with conditions the following:

A. Any zone reclassification request, based on its expected impacts on the multimodal transportation system;

B. Any proposed development or zone reclassification, if the City determines that a hazard to safety would result from direct traffic impacts of the development or reclassification, without roadway or intersection improvements, regardless of level of service standards; or

C. Any proposed development subject to review under the Washington State Environmental Policy Act.

12.80.110 Exceptions.

The *city manager* may grant an exception to or deviation from the requirements of this chapter. Any exception or deviation shall be in writing and supported by a finding that extraordinary conditions exist which make full compliance infeasible or would be an unreasonable hardship.

Exhibit 2

18.20.1580 Level of service

"Level of service (LOS)" means a measure of transportation system performance or completeness (by mode of travel) determined in accordance with Chapter 12.80 KMC.

18.20.1761 Mobility Unit.A "Mobility Unit" means one PM peak hour person trip end. Each person trip has two trip ends, one each at the origin and destination.

18.20.3077 Transportation Concurrency

"Transportation Concurrency" means the transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development, as described in KMC 12.80.010(A). Transportation concurrency shall be measured by mobility units, comparing the amount of transportation capital facilities constructed or programmed in the next six years (mobility unit capacity) to the amount of mobility units that would be generated by new development (mobility unit demand). If the City's mobility unit capacity is larger than the mobility units that would be generated by new development, then the transportation system will be deemed concurrent.

Exhibit 3

18.45.060 Adequate Transportation System.

A. All new *development* shall be served by an adequate *transportation system*. ~~The Transportation System is adequate if transportation concurrency is achieved as described in Chapter 12.80.20.~~

B. As a result of the impact created by a proposed *development*, dedication or deeding to the *City* of right-of-way or a portion thereof for public *streets* in accordance with *City street* standards shall be required within or along the boundaries of the *site*:

1. Where the six-year capital improvement plan indicates the necessity of a new right-of-way or portion thereof for *street* purposes;
2. Where necessary to extend or to complete the existing or future neighborhood *street* pattern as shown on the *City* street map (see KMC Title 12);
3. Where necessary to provide additions of right-of-way to existing *City* right-of-way;
4. Where necessary to conform to *City street* standards or *City street* improvement projects; or
5. Where necessary to provide a public transportation system that supports future development of abutting property consistent with the Kenmore comprehensive plan.

C. A *variance* request from the *street* cross-section or construction standards established by KMC Title 12, Streets and Bridges, shall be reviewed as set forth in KMC 12.50.060 and does not require a *variance* from this title unless relief is requested from a building height, *setback*, *landscaping* or other development standard set forth in this title. [Ord. 11-0329 § 3 (Exh. 1).]

Exhibit 4

19.30.070 Appeals. [SHARE](#)

A. The hearing examiner shall receive and examine available information, conduct open record public hearings and prepare records and reports thereof, and issue final decisions, including findings and conclusions, based on the issues and evidence in the record, which shall be appealable to superior court, or to other designated authority in the following cases:

1. Appeals of all Type 2 land use decisions with the exception of appeals of shoreline permits including shoreline variances and conditional uses which are appealable to the State Shoreline Hearings Board;
2. Appeals from notices of violation issued pursuant to Chapter [1.20](#) KMC;
3. Appeals from decisions regarding the abatement of a nonconformance;
4. Appeals from decisions of the *city manager* on requests for rate adjustments to surface and stormwater management rates and charges;
5. Appeals from police department seizures and intended forfeitures, when properly designated by the chief law enforcement officer of that department as provided in RCW [69.50.505](#);
6. Appeals from notices and certifications of junk vehicles to be removed as a public nuisance as provided in KMC Title [18](#);
7. Appeals from the ~~department's~~ *city manager's* final decisions regarding ~~the~~ transportation concurrency, safe site access, and impact fees and intersection provisions of Chapter [12.80](#) ~~75~~ KMC;
8. Appeals under Chapter [19.35](#) KMC (the State Environmental Policy Act – SEPA);
9. Appeals of decisions for the licensing of adult cabarets and adult retail businesses;
10. Appeals from written interpretations of the zoning code under KMC [18.10.070](#);
11. Appeals of flood hazard area boundaries under KMC [16.90.140](#);
12. Appeals from a preliminary determination that a proposed development is not permissible under KMC [19.25.030](#); and
13. Other appeals which the *council* may prescribe by ordinance.

Exhibit 4

B. The hearing examiner's decision may be to grant or deny the application or appeal, or the hearing examiner may grant the application or appeal with such conditions, modifications and restrictions as the hearing examiner finds necessary.

C. The process for appeals shall be as specified in this chapter, unless otherwise described in the specific appeals provisions of other chapters of the KMC, including Chapter 1.20 KMC, Code Enforcement. [Ord. 12-0334 § 19; Ord. 11-0329 § 3 (Exh. 1).]

Exhibit 5

Chapter 20.47 TRANSPORTATION AND PARK IMPACT FEES

Sections:

Article I. General

- 20.47.010 Findings and authority.**
- 20.47.020 Definitions.**
- 20.47.030 Assessment of impact fees.**
- 20.47.040 Exemptions.**
- 20.47.050 Credits.**
- 20.47.060 Tax adjustments.**
- 20.47.070 Appeals.**
- 20.47.080 Establishment of impact fee accounts.**
- 20.47.090 Refunds.**
- 20.47.100 Use of funds.**
- 20.47.110 Review.**

Article II. Rates

- 20.47.120 Transportation impact fee.**
- 20.47.130 Park impact fee.**
- 20.47.140 Independent fee calculations.**

Article III. Miscellaneous Provisions

- 20.47.150 Existing authority unimpaired.**
- 20.47.155 Park space in lieu of impact fee.**

Article I. General

20.47.010 Findings and authority.

The city council of the City of Kenmore (the "council") hereby finds and determines that new growth and development, including but not limited to new *residential*, commercial, retail, office, and industrial development, in the City of Kenmore will create additional demand and need for *public facilities* in the City of Kenmore, and the council finds that new growth and development should pay a proportionate share of the cost of new facilities needed to serve the new growth and development. The City of Kenmore has conducted extensive studies documenting the procedures for measuring the impact of new developments on *public facilities*, has prepared the *rate study* and *parks study*, and hereby incorporates these studies into this chapter by reference. Therefore, pursuant to Chapter 82.02 RCW, the council adopts this chapter

Exhibit 5

to assess impact fees for transportation and parks. The provisions of this chapter shall be liberally construed in order to carry out the purposes of the council in establishing the impact fee program.

20.47.020 Definitions.

The following words and terms shall have the following meanings for the purposes of this chapter, unless the context clearly requires otherwise. Terms otherwise not defined herein shall be defined pursuant to RCW 82.02.090, or given their usual and customary meaning.

A. "Accessory dwelling unit" means a separate complete *dwelling unit* attached to or contained within the *structure* of the primary dwelling; or contained within a separate *structure* that is accessory to the primary *dwelling unit* on the premises.

B. "Building permit" means an official document or certification which is issued by the building official and which authorizes the construction, alteration, enlargement, conversion, reconstruction, remodeling, rehabilitation, erection, demolition, moving or repair of a building or structure.

C. "Capital facilities plan" means the capital facilities plan element of a comprehensive plan adopted by the City of Kenmore pursuant to Chapter 36.70A RCW, and such plan as amended.

D. "City manager" means the city manager or the city manager's designee.

E. "Council" means the city council of the City of Kenmore.

F. "Development activity" means any construction, expansion, or change in the use of a building or structure that creates additional demand and need for *public facilities*.

G. "Development approval" means any written authorization from the City of Kenmore which authorizes the commencement of a *development activity*.

H. "Dwelling unit" means one or more rooms designed for occupancy by a person or *family* for living and sleeping purposes, containing *kitchen facilities* and rooms with internal accessibility, for use solely by the dwelling's occupants. *Microhousing dwelling units* may share *kitchen facilities* with other dwelling units in place of providing *kitchen facilities* within each unit.

I. "Encumbered" means to reserve, set aside, or otherwise earmark the impact fees in order to pay for commitments, contractual obligations, or other liabilities incurred for *public facilities*.

J. "Feepayer" is a person, corporation, partnership, an incorporated association, or any other similar entity, or department or bureau of any governmental entity or municipal corporation, commencing a land

Exhibit 5

development activity which creates the demand for additional capital facilities, and which requires the issuance of a *building permit*. "Feepayer" includes an applicant for an impact fee credit.

K. "Gross floor area" means the total square footage of any building, structure, or use, including accessory uses.

L. "Hearing examiner" means the examiner who acts on behalf of the City in considering and applying land use regulatory codes as provided under this code. Where appropriate, "hearing examiner" also refers to the office of the hearing examiner.

M. "Impact fee" means a payment of money imposed by the City of Kenmore on *development activity* pursuant to this chapter as a condition of granting *development approval* in order to pay for the *public facilities* needed to serve new growth and development. "Impact fee" does not include a reasonable permit fee, an application fee, the administrative fee for collecting and handling impact fees, or the cost of reviewing independent fee calculations.

N. "Impact fee account" or "account" means the account(s) established for each type of public facility for which impact fees are collected. The accounts shall be established pursuant to KMC [20.47.080](#) and [20.47.090](#), and comply with the requirements of RCW [82.02.070](#).

O. "Independent fee calculation" means the transportation impact calculation, park impact calculation, and/or economic documentation prepared by a *feepayer* to support the assessment of an *impact fee* other than by the use of the rates listed in Article II of this chapter, or the calculations prepared by the *city manager* where none of the fee categories or fee amounts in Article II of this chapter accurately describe or capture the impacts of the new development.

P. "Interest" means the average interest rate earned in the last fiscal year by the City of Kenmore.

Q. "ITE Land Use Code" means the classification code number assigned to a type of land use by the Institute of Transportation Engineers in the version of "Trip Generation" adopted by the city.

R. "Low-income housing" means housing with a monthly housing expense, that is no greater than thirty percent of eighty percent of the median family income adjusted for family size in King County, as determined by the United States Department of Housing and Urban Development (HUD). In the event that HUD no longer publishes median income figures for King County, the county may use or determine such other method as it may choose to determine the King County median income, adjusted for household size.

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S. "Mobility Unit" means one PM peak hour person trip end. Each person trip has two trip ends, one each at the origin and destination.

T. "Open space" means for the purposes of this chapter undeveloped public land that is permanently protected from development (except for the development of trails or other passive public access or use).

U. "Owner" means the owner of record of real property, or a person with an unrestricted written option to purchase property; provided, that if the real property is being purchased under a recorded real estate contract, the purchaser shall be considered the owner of the real property.

V. "Parks" means parks, *open space*, and recreational facilities, including but not limited to ball fields, golf courses, athletic fields, soccer fields, swimming pools, tennis courts, volleyball courts, neighborhood parks, community parks, and *open space*.

W. "Parks study" means the "Rate Study for Impact Fees for Parks," City of Kenmore, dated May 15, 2001.

X. "Project improvements" means site improvements and facilities that are planned and designed to provide service for a particular development or users of the project, and are not system improvements. No improvement or facility included in a *capital facilities plan* adopted by the *council* shall be considered a project improvement.

Y. "Public facilities" means the following capital facilities owned or operated by the City of Kenmore or other governmental entities: (1) public transportation facilities; and (2) publicly owned *parks, open space*, and recreation facilities.

Z. "Rate study" means the "Transportation Impact Fee Rate Study Update," prepared for the City of Kenmore by Fehr & Peers, dated December 2015.

AA. "Residential" or "residential development" means all types of construction intended for human habitation. This shall include, but is not limited to, single-family, duplex, triplex, and other multifamily development.

BB. "Square footage" means the square footage of the *gross floor area* of the development.

CC. "State" means the State of Washington.

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DD. "System improvements" means *public facilities* that are included in the City of Kenmore's *capital facilities* plan and are designed to provide service to service areas within the community at large, in contrast to *project improvements*. EE. "Transportation facility" means public easements or right-of-way that enables motor vehicles, transit vehicles, bicycles and/or pedestrians to travel between destinations.

FF. "Trip generation" means the number of *mobility units* generated by a *development activity*.

20.47.030 Assessment of impact fees.

- A. The city shall collect *impact fees*, based on the rates in Article II of this chapter, from any applicant seeking *development approval* from the city for any *development activity* within the city, where such *development activity* requires the issuance of a building permit.
- B. For mixed use developments, *impact fees* shall be imposed for the proportionate share of each land use based on the applicable measurement in the *impact fee* rates set forth in Article II of this chapter.
- C. *Impact fees* shall be calculated at the time the complete application for a building permit is submitted using the *impact fee* rates then in effect. Except as provided in subsection F of this section, *impact fees* shall be paid at the time the permit is issued by the city.
- D. Applicants that have been awarded credits prior to the submittal of the complete *building permit* application pursuant to KMC 20.47.050 shall submit, along with the complete *building permit* application, a copy of the letter or certificate prepared by the *city manager* pursuant to KMC 20.47.050 setting forth the dollar amount of the credit awarded. Except as provided in subsection F of this section, *impact fees*, as determined after the application of appropriate credits, shall be collected from the *feepayer* at the time the *building permit* is issued.
- E. Except as provided in subsection F of this section, the *city manager* shall not issue the required permit unless and until the *impact fees* set forth in Article II of this chapter have been paid in the amount that they exceed exemptions or credits provided pursuant to KMC 20.47.040 or 20.47.050.
- F. An applicant for a building permit for a single-family detached or attached residence may request a deferral of the full *impact fee* payment, deferring collection of the *impact fee* payment until issuance of a certificate of occupancy or equivalent certification and subject to this subsection F. The certificate of occupancy or equivalent certification shall not be issued until the *impact fees* have been paid in full. The amount of *impact fees* that may be deferred must be determined by the fees in effect at the time the permit application is deemed complete. The term of an *impact fee* deferral under this subsection may not exceed eighteen months from the date of *building permit* issuance. An applicant seeking a deferral under this subsection must grant and record a deferred *impact fee* lien against the property in favor of the city in the amount of the deferred *impact fee*. The deferred *impact fee* lien, which must include the legal description, tax account number, and address of the property, must also be:
 - 1. In a form approved by the city;

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2. Signed and notarized by all *owners* of the property, with all signatures acknowledged as required for a deed, and recorded in the county where the property is located;
3. Binding on all successors in title after the recordation; and
4. Junior and subordinate to any mortgage or deed of trust for the purpose of construction upon the same real property granted by the person who applied for the deferral of *impact fees*.

If the deferred *impact fees* are not paid in accordance with a deferral authorized by this subsection, and in accordance with the term provisions established in this subsection, the city may institute foreclosure proceedings in accordance with chapter 61.12 RCW. Upon receipt of final payment of all deferred *impact fees* for a property, the city must execute a release of deferred *impact fee* lien for the property. The property *owner* at the time of the release, at his or her expense, is responsible for recording the lien release. The extinguishment of a deferred *impact fee* lien by the foreclosure of a lien having priority does not affect the obligation to pay the *impact fees* as a condition of final inspection, certificate of occupancy, or equivalent certification. Each applicant for a single-family *residential* construction permit, in accordance with his or her contractor registration number or other unique identification number, is entitled to annually receive deferrals under this subsection for the first twenty single-family *residential* construction *building permits* per city. A non-refundable fee, as set forth in a fee resolution adopted by the city *council*, associated with implementing this subsection shall accompany the request.

20.47.040 Exemptions.

A. Except as provided for below, the following shall be exempted from the payment of all *impact fees*:

1. Alteration expansion or replacement of an existing *residential* structure that does not add any *dwelling units*;
2. Miscellaneous improvements that do not increase the impacts of the development on the City's public facilities, including, but not limited to, fences, walls, swimming pools, and signs;
3. Demolition or moving of a structure;
4. Expansion or replacement of an existing single-family residential structure that maintains its single family character.
5. Replacement of a nonresidential structure with a new structure of the same size and use at the same site or lot when such replacement occurs within 12 months of the demolition or destruction of the prior structure. Replacement of a structure with a new structure of the same size shall be interpreted to include any structure for which the gross square footage of the building will not be increased by more than 100 square feet;
6. Any permit application that has been submitted to the city before closing time on the business day before the effective date of an amendment to this chapter and subsequently determined to be a complete application, based on the information on file as of the effective date of this amendment;

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7. Pursuant to RCW 82.02.060, the city may provide exemptions for low-income housing and other development activities with broad public purposes. The impact fees amounts waived in excess of 80% for low income housing pursuant to RCW 82.02.060 (3) will be paid for through the city's other funding sources, as identified in the December 2015 Transportation Impact Fees rate study by Fehr & Peers..

8. *Accessory dwelling units*, provided that *impact fees* would be assessed if at any time the *accessory dwelling unit* was converted to another land use or *dwelling unit* based on the fees in effect at the time of conversion.

20.47.050 Credits.

A. A *feepayer* can request that a credit or credits for *impact fees* be awarded to him/her for the total value of dedicated land, improvements, or construction provided by the *feepayer*. Credits will be given only if the land, improvements, and/or the facility constructed are:

1. Included within the *capital facilities plan* and identified on the list of *impact fee* projects in the *Rate Study*; and
2. At suitable sites and constructed at acceptable quality as determined by the city.

B. The *city manager* shall determine if requests for credits meet the criteria in subsection A of this section.

C. For each request for a credit or credits the *city manager* shall select an appraiser or the *feepayer* may select an independent appraiser acceptable to the *city manager*.

D. The appraiser must possess an MAI or other equivalent certification and shall not have a fiduciary or personal interest in the property being appraised. A description of the appraiser's certification shall be included with the appraisal, and the appraiser shall certify that he or she does not have a fiduciary or personal interest in the property being appraised.

E. The appraiser shall be directed to determine the total value of the dedicated land, improvements, and/or construction provided by the *feepayer* on a case-by-case basis.

F. The *feepayer* shall pay for the cost of the appraisal or request that the cost of the appraisal be deducted from the credit which the *city manager* may be providing to the *feepayer*, in the event that a credit is awarded.

G. After receiving the appraisal the *city manager* shall provide the *feepayer* with a letter or certificate setting forth the dollar amount of the credit, the reason for the credit, the legal description of the site donated where applicable, and the legal description or other adequate description of the project or development to which the credit may be applied. The *feepayer* must sign and date a duplicate copy of such letter or certificate indicating his or her agreement to the terms of the letter or certificate, and return such signed document to the *city manager* before the *impact fee* credit will be awarded. The failure of the *feepayer* to sign, date, and return such document within 60 calendar days shall nullify the credit.

H. No credit shall be given for *project improvements*.

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J. Any claim for credit must be made with the *impact fee* calculation submittal. The failure to timely file such a claim shall constitute a final bar to later request any such credit.

K. Determinations made by the *city manager* pursuant to this section shall be subject to the appeals procedures set forth in KMC 20.47.070.

20.47.060 Tax adjustments.

Pursuant to and consistent with the requirements of RCW 82.02.060, the *rate study* and *parks study* have provided adjustments for future taxes to be paid by the new development which are earmarked or proratable to the same new *public facilities* which will serve the new development. The *impact fee* rates in Article II of this chapter have been reasonably adjusted for taxes and other revenue sources which are anticipated to be available to fund public improvements.

20.47.070 Appeals.

A. Appeals of city decisions on transportation impact fees shall be conducted according to KMC 12.80.090.

B Appeals of city decisions on park impact fees shall be conducted as follows:

1. Appeals may only be filed by the *feepayer* for the property where the *development activity* will occur.
2. The *feepayer* must first file a request for review by the city manager regarding the *impact fees* with the *city clerk*, as follows:
 - a. The request shall be in writing on the form provided by the city;
 - b. The request for review by the *city manager* shall be filed within 14 calendar days of the *feepayer's* payment of the *impact fees* at issue; the failure to timely file such a request shall constitute a final bar to later seek such review;
 - c. No administrative fee will be imposed for the request for review by the *city manager*; and
 - d. The *city manager* shall issue his or her determination in writing.
3. Determinations of the *city manager* under subsection B.2 above with respect to the applicability of the *impact fees* to a given *development activity*, the availability or value of a credit, or the *city manager's* decision concerning the *independent fee calculation* which is authorized in Article II of this chapter, or the fees imposed by the *city manager* pursuant to Article II of this chapter, or any other determination which the *city manager* is authorized to make pursuant to this chapter, can be appealed to the hearing examiner.
4. Appeals shall be taken within 14 calendar days of the *city manager's* issuance of a written determination by filing a notice of appeal specifying the grounds thereof, and depositing the necessary fee, which is set forth in the existing fee schedules for appeals of such decisions. The *city*

Exhibit 5

manager shall transmit to the office of the hearing examiner all papers constituting the record for the determination, including, where appropriate, the *independent fee calculation*.

5. The hearing examiner shall fix a time for the hearing of the appeal, give notice to the parties in interest, and decide the same as provided in this code. At the hearing, any party may appear in person or by agent or attorney.

6. The hearing examiner is authorized to make findings of fact regarding the applicability of the *impact fees* to a given *development activity*, the availability or amount of the credit, or the accuracy or applicability of an *independent fee calculation*. The decision of the hearing examiner shall be final, except as provided in this section.

7. The hearing examiner may, so long as such action is in conformance with the provisions of this chapter, reverse or affirm, in whole or in part, or may modify the determinations of the *city manager*

20.47.080 Establishment of impact fee accounts.

A. *Impact fee* receipts shall be earmarked specifically and deposited in special *interest*-bearing accounts.

B. There are hereby established two separate *impact fee* accounts for the fees collected pursuant to this title: the transportation impact account and the *parks* impact account. Funds withdrawn from these accounts must be used in accordance with the provisions of KMC [20.47.100](#) and applicable *State* law. *Interest* earned on the fees shall be retained in each of the accounts and expended for the purposes for which the *impact fees* were collected.

C. On an annual basis, the *city manager* shall provide a report to the *council* on each of the two *impact fee* accounts showing the source and amount of all monies collected, earned, or received, and the public improvements that were financed in whole or in part by *impact fees*.

D. *Impact fees* shall be expended or *encumbered* within ten years of receipt, unless the *council* identifies in written findings extraordinary and compelling reason or reasons for the City to hold the fees beyond the ten-year period. Under such circumstances, the *council* shall establish the period of time within which the *impact fees* shall be expended or *encumbered*.

20.47.090 Refunds.

A. The current owner of the property for which an impact fee has been paid may receive a refund of such fees if the City fails to expend or encumber the impact fees within ten years of when the fees were paid or such other period of time established by RCW 82.02.070(3) on public facilities intended to benefit the development activity for which the impact fees were paid. Refunds shall be subject to the provisions of RCW 82.02.080. The request for refund must be submitted to the city manager in writing. [Ord. 11-0329 § 16 (Exh. 3).]

20.47.100 Use of funds.

A. Pursuant to this chapter, *impact fees* shall:

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1. Be used for public improvements that will reasonably benefit the new development; and
2. Not be imposed to make up for deficiencies in *public facilities* serving existing developments; and
3. Not be used for maintenance or operation.

B. Transportation *impact fees* may be spent for public improvements, including, but not limited to, planning, land acquisition, right-of-way acquisition, site improvements, necessary off-site improvements, construction, engineering, architectural, permitting, financing, and administrative expenses, applicable *impact fees* or mitigation costs, and any other expenses which can be capitalized.

C. Park *impact fees* may be spent for public improvements, including, but not limited to, planning for parks that will reasonably benefit the new development, land acquisition, site improvements, necessary off-site improvements, construction, engineering, architectural, permitting, financing, and administrative expenses, applicable *impact fees* or mitigation costs, and capital equipment pertaining to park facilities.

D. *Impact fees* may also be used to recoup public improvement costs previously incurred by the City to the extent that new growth and development will be served by the previously constructed improvements or incurred costs.

E. In the event that bonds or similar debt instruments are or have been issued for the advanced provision of public improvements for which *impact fees* may be expended, *impact fees* may be used to pay debt service on such bonds or similar debt instruments to the extent that the facilities or improvements provided are consistent with the requirements of this section and are used to serve the new development.

20.47.110 Review.

The fee rates set forth in Article II of this chapter may be reviewed and adjusted by the *council* as it deems necessary and appropriate in conjunction with the annual update of the *capital facilities plan* element of the City's comprehensive plan. The *council* may determine the amount of the adjustment and revise the fee rates set forth in Article II of this chapter. Absent such affirmative *council* adjustment, the city manager may adjust transportation *impact fees* annually in accordance with a **five year rolling average** of the Washington State Department of Transportation Construction Cost Index ("CCI"), coinciding with the *city council's* annual fee resolution.

Article II. Rates

20.47.120 Transportation impact fee.

The transportation *impact fee* rates shall be determined by the formula for calculating *impact fees* set forth in the *rate study*, which is incorporated herein by reference. Except as otherwise provided for *independent fee calculations* in KMC 20.47.140, exemptions in KMC 20.47.040, and credits in KMC 20.47.050, all new developments in the City will be charged the transportation *impact fee* applicable to the type of development, in an amount imposed by the city *council* by resolution.

20.47.130 Park impact fee.

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The park *impact fee* rates shall be determined by the formula for calculating *impact fees* set forth in the *parks study* and the Parks, Recreation, and Open Space Plan, which are incorporated herein by reference. Except as otherwise provided for independent fee calculations in KMC 20.47.140, exemptions in KMC 20.47.040, and credits in KMC 20.47.050, all new *residential* developments in the city will be charged the park *impact fee* applicable to the type of *dwelling unit*, in an amount imposed by the *city council* by resolution.

20.47.140 Independent fee calculations.

- A. If, in the judgment of the *city manager*, none of the fee categories or fee amounts set forth in KMC 20.47.120 or 20.47.130 accurately describe or capture the impacts of a new development on transportation or *parks*, an *independent fee calculation* may be performed and the *city manager* may impose alternative fees on a specific development based on those calculations. The alternative fees and the calculations shall be set forth in writing and shall be mailed to the *feepayer*.
- B. If a *feepayer* opts not to have the *impact fees* determined according to KMC 20.47.120 or 20.47.130, then the *feepayer* shall prepare and submit to the *city manager* an *independent fee calculation* for the *development activity* for which a *building permit* is sought. The documentation submitted shall show the basis upon which the *independent fee calculation* was made.
- C. Any *feepayer* submitting an *independent fee calculation* will be required to pay the city a fee to cover the cost of reviewing the *independent fee calculation*, in the amount established by the *city council* by resolution, unless otherwise established by the *city manager*, and shall be paid by the *feepayer* prior to initiation of review.
- D. There is a presumption that the calculations set forth in the *rate study* and *parks study* are valid. The *city manager* shall consider the documentation submitted by the *feepayer*, but is not required to accept such documentation or analysis which the *city manager* reasonably deems to be inaccurate or not reliable, and may, in the alternative, require the *feepayer* to submit additional or different documentation for consideration. The *city manager* is authorized to adjust the *impact fees* on a case-by-case basis based on the *independent fee calculation*, the specific characteristics of the development, and/or principles of fairness. The fees or alternative fees and the calculations shall be set forth in writing and shall be mailed to the *feepayer*.
- E. Determinations made by the *city manager* pursuant to this section may be appealed as set forth in KMC 20.47.070.

Article III. Miscellaneous Provisions

20.47.150 Existing authority unimpaired.

Nothing in this chapter shall preclude the city from requiring the *feepayer* or the proponent of a *development activity* to mitigate adverse environmental impacts of a specific development pursuant to the

Exhibit 5

State Environmental Policy Act, Chapter 43.21C RCW, based on the environmental documents accompanying the underlying *development approval* process, and/or Chapter 58.17 RCW, governing plats and subdivisions; provided, that the exercise of this authority is consistent with the provisions of Chapters 43.21C and 82.02 RCW.

20.47.155 Park space in lieu of impact fee.

A. The payment of a *parks impact fee*, consistent with this chapter, shall be the preferred method of meeting park space requirements for all new development, except as provided in subsection B below:

B. At the discretion of the city, the *feepayer* may be able to receive credit towards their *impact fee* for land dedicated, improvements made or other construction completed for park purposes.

1. Such land improvements or construction completed shall be adjacent to other publicly owned land;
or
2. Be within an area of the city designated within the city Comprehensive Plan as in need of park space; or
3. Would in some other way further the goals and objectives of the *capital facilities plan* or other city plans;
4. All such improvements shall be constructed at an acceptable quality as determined by the city.

Attachment B:

Transportation Impact Fee Update Rate Study



Prepared by
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City of Kenmore Transportation Impact Fee Update Rate Study

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INTRODUCTION

This report provides an update to the Transportation Impact Fee Program for the City of Kenmore. The update was prepared for the following reasons:

- The Growth Management Act (GMA) requires regular updates to impact fee programs. The last Transportation Impact Fee program update was adopted by the City in 2008.
- New projects have been added from the City's 2015 Transportation Element, while projects on the original impact fee project list have been completed.
- The 2015 update to the City's Transportation Element involved a change in the definition of Level of Service (LOS) to include bicycle, pedestrian, and transit-supportive facilities. The Impact Fee Program is being updated to reflect multi-modal LOS policy.
- The costs of projects on the impact fee project list have increased due to inflation and changing project scope since the last program update in 2008.
- The patterns of traffic growth, land use, and redevelopment have changed.

The remaining sections of the report describe the impact fee program methodology, the analyses performed, and the resulting recommendations.

METHODOLOGY

The impact fee structure for the City of Kenmore was designed to determine the fair share of improvement costs that may be charged to new development. The GMA allows impact fees for system improvements that reasonably relate to the impacts of new development, and specifies that fees are not to exceed a proportionate share of the costs of improvements.

The following key points summarize the impact fee structure (refer to **Figure 1**):

- A 20-year project improvement list (2015 – 2035) was developed as a part of the Transportation Element.
- These projects were evaluated for impact fee eligibility (non-capacity investments were eliminated)
- Of the remaining eligible projects, the portion of those projects addressing existing deficiencies or carrying non-city growth were subtracted from eligible costs.
- The remaining list of eligible program costs were divided by Kenmore's expected growth in person trips over the next 20 years.
- A land use-based fee schedule was developed using the cost per person trip calculated above.

Figure 1. Impact Fee Structure





IMPACT FEE PROJECT LIST

Washington State law (RCW 82.02.050) specifies that Transportation Impact Fees are to be spent on “system improvements.” System improvements can include physical or operational changes to existing roadways, as well as new roadway connections that are built in one location to benefit projected needs at another location. These are generally projects that add capacity (new streets, additional lanes, widening, signalization, etc.).

During the 2015 update to the City's Transportation Element of the Comprehensive Plan, the City changed the definition of LOS to include bicycle, pedestrian, and transit facilities. The City's vision is to have a future transportation network that accommodates all modes of travel. The Impact Fee Program can be structured to support the vision by funding bicycle, pedestrian, and transit-supportive projects that provide capacity for future growth and are within the right of way of ‘streets and roads’ as defined by the GMA.

The impact fee project list was based on the Transportation Element, which identified transportation projects needed in the next 20 years and beyond to meet the adopted Level of Service (LOS) standards and ensure that adequate facilities are provided for all travel modes. Fehr & Peers worked with the City to provide an impact fee project list by removing projects that were not eligible for impact fee funding. Projects relating to non-capital improvements, existing deficiencies, or projects beyond 20 years are not eligible. As a result, the impact fee project list includes a network of vehicular, biking, walking and transit-supportive projects on the city's roadway system. These capital projects form the basis for the City's impact fee and the 2035 concurrency project list.

The resulting project list is shown in **Table 1**. These projects are also illustrated spatially in **Figures 2-4**.

These projects all add person capacity to the city's transportation network. The project list includes the portion of the West Sammamish Bridge reconstruction related to adding pedestrian capacity. The project list also includes several projects that add pedestrian and bicycle capacity, including progress toward constructing the “Yellow Standard Pedestrian Facilities” and “Yellow Standard Bicycle Facilities” that relate to the multi-modal LOS policy adopted in the 2015 Transportation Element.





Transportation Impact Fee Rate Study – December 2015

TABLE 1. IMPACT FEE PROJECTS

<i>Projects</i>	<i>Benefit to Kenmore</i>	<i>Total Cost</i>
West Sammamish River Bridge	Safely accommodate all users by rebuilding aging bridge; maintain freight mobility/economic prosperity	\$8,000,000*
SR 522 improvements (61 st – 65 th)	Improve capacity for vehicle, transit, bicycle, and pedestrian safety	\$11,300,000
SR 522 improvements (Lake Forest Park – 61 st)	Improve capacity for vehicle, transit, bicycle, and pedestrian safety	\$12,000,000
Sidewalk and crossing program	Improve pedestrian safety and accommodation for all users	\$900,000
Arterial restriping to add bike lanes on 73 rd Ave (south of 192 nd), 80 th Ave, and Simonds Rd	Improve bicycle and pedestrian safety along key city arterials within existing right-of-way	\$360,000
Juanita Drive (NE 143 rd St to NE 155 th Pl)	Improve bicycle/pedestrian safety along Juanita Drive, connecting between Kirkland and 155 th	\$6,500,000
68 th Ave northbound right turn pocket extension	Improve local/regional circulation by improving the efficacy of 68 th /SR522 intersection in moving vehicles	\$2,600,000
Yellow standard pedestrian facilities	Improve pedestrian facility coverage (at least on one side of the street) on non-local streets and near schools	\$18,900,000
Yellow standard bicycle facilities	Improve safety and comfort for people biking around the City. Better connects Burke Gilman Trail with neighborhoods.	\$18,800,000
Grade separated SR 522 crossing	Improve local circulation, while relieving pressure on regional system; provide better options for walking/biking across SR 522	\$17,100,000
Intersection treatments at 67 th Ave/181 st St and 67 th Ave/175 th St	Intersection treatments necessary to accommodate increased volumes related to the grade separated crossing	\$6,000,000
Intersection treatment at 73 rd Ave/192 nd St, 80 th Ave/192 nd St, and 84 th Ave/Simonds Rd	Intersection treatment to improve safety and vehicle operations; would become necessary as traffic volumes grow	\$3,800,000
Total		\$106,260,000

*\$12 million reduced from \$20 million total cost to reflect Federal BRAC Grant



Figure 2. Transportation Impact Fee Projects

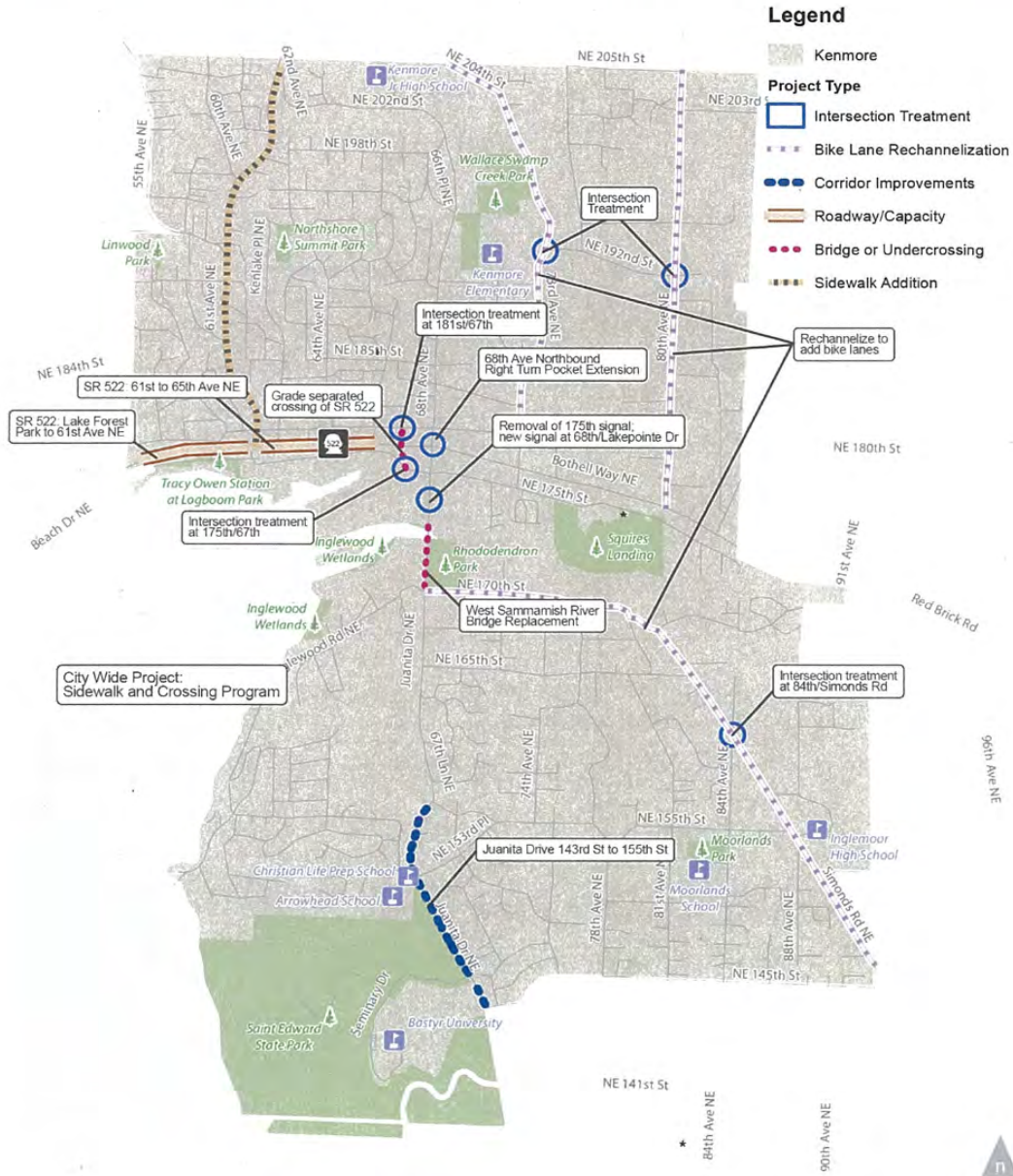
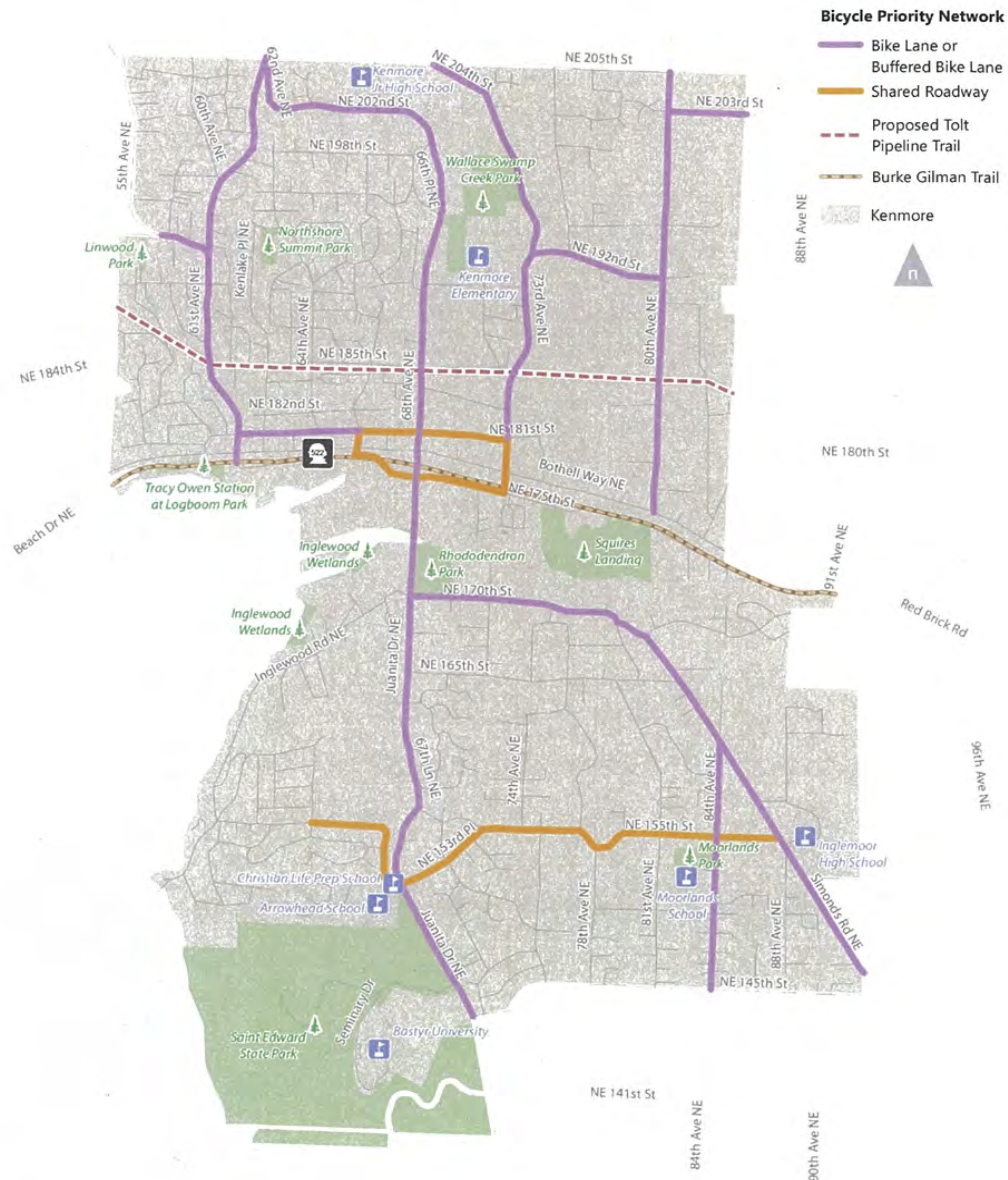




Figure 3. Yellow Standard Bicycle Facilities





TRAVEL GROWTH

Fehr & Peers developed a method to calculate growth in PM peak hour person trips ends¹, also known as “mobility units” within the City. The growth in trip ends is based on the expected 20-year growth in jobs and households in the City. The land uses in the City of Kenmore’s travel model served as the basis for calculating growth in mobility units. To approximate growth over the next 20 years, the model’s 2010 and 2035 land use data were used. The 2010 land use was scaled up proportionately to 2015 to account for estimated growth between 2010 and 2015.

The calculation of mobility units required several steps, as follows:

1. Translating the land uses in the travel model into a format used for impact fees and concurrency. This included:

- Converting total households into single family and multi-family units
- Converting employees into square footage using standard estimates of square feet per employee

2. Estimating the trip ends associated with the land use growth using ITE Trip Generation manual. This included:

- Calculating PM peak hour vehicle trip ends using generalized ITE trip generation rates (ITE, *Trip Generation*, 9th Edition, 2012) for the six land use categories in the travel model
- Converting vehicle trips into person trip ends using data from travel surveys and other regional travel model data. The primary data source was the Bellevue/Kirkland/Redmond travel model, which incorporates recent household travel survey data from eastside communities and the PSRC.²

¹ A trip travels between an origin and a destination. Each trip has two trip ends, one each at the origin and destination. Trip ends represent the persons coming to and from a given land use.

² The person trip data are limited to general land use categories (e.g. residential, retail, office etc.). As a result, for some land uses, the person trip rates were scaled based on the ratio of comparable vehicle trip rates found in the ITE report. Additional details of this methodology will be provided in an appendix to the study report



3. Total mobility units within the City were ultimately calculated by multiplying the PM peak person trip rate by either dwelling units, students, or square footage, depending on the land use.

The following is a summary of the PM peak hour mobility unit calculations:

- 2015³ Mobility Units =14,171
- 2035 Mobility Units=19,445
- Growth Mobility Units=5,274

These mobility units will be used in the calculation of transportation impact fees and monitoring concurrency. In the next step of the analysis, individual mobility unit rates were calculated for specific land use types within the city.

COST ALLOCATION

To meet GMA requirements, the City uses an impact fee methodology that distinguishes between facility improvements that address existing deficiencies and those that are needed to serve new growth. The resulting growth-related improvements are then separated into the Kenmore and non-Kenmore portions.

TRANSPORTATION DEFICIENCIES

Impact fees cannot be used to pay the costs addressing safety, maintenance, or existing level of service deficiencies. Based on Kenmore's adopted auto LOS policy, there are no existing auto deficiencies at intersections. Therefore, no existing deficiencies were removed for motorized projects.

The process for calculating the existing deficiencies for non-motorized projects was based on the need for the project. An assumption was made that both existing and future travelers create the need for non-motorized facilities in proportion to their magnitude of trips. Non-motorized projects have an existing deficiency based on the proportion of the 2015-2035 growth compared to the total trips generated citywide in 2035. Calculations showed that growth represents 34% of the total 2035 trips. Therefore, 66% of the need for non-motorized projects is due to existing trips, representing an existing deficiency.

PERCENT OF GROWTH WITHIN KENMORE

Once existing deficiencies were removed, the remaining costs are attributable to growth. However, not all of the growth comes from Kenmore development – there is a portion of growth that comes from

³ Note: 2015 is estimated by scaling the 2010 base year travel model data



surrounding jurisdictions. Adjustments were made for trips that pass through Kenmore or only have one end of the trip starting or ending in Kenmore.

Impact fees cannot be used to fund the portion of projects required by growth outside the City. The user profile of transportation facilities largely depends on the location within the city. Travelers on SR 522 are more likely to begin or end the trip outside of the City of Kenmore than those travelling off of the state highway system, for example through the intersection of 67th Ave NE and NE 181st Street. Therefore, Fehr & Peers analyzed traffic forecasts generated by the PSRC regional travel model in five different areas of the City where projects are located in order to find the portion of trips relating to outside growth in each area. Depending on the location, approximately 57%-85% of all vehicle trips in Kenmore are related to outside growth (this includes half of all trips that begin or end outside of Kenmore). Approximately 10% of all non-motorized trips are related to growth outside of Kenmore.

Appendix A shows the resulting percentages of growth within Kenmore for each project.

COST ALLOCATION RESULTS

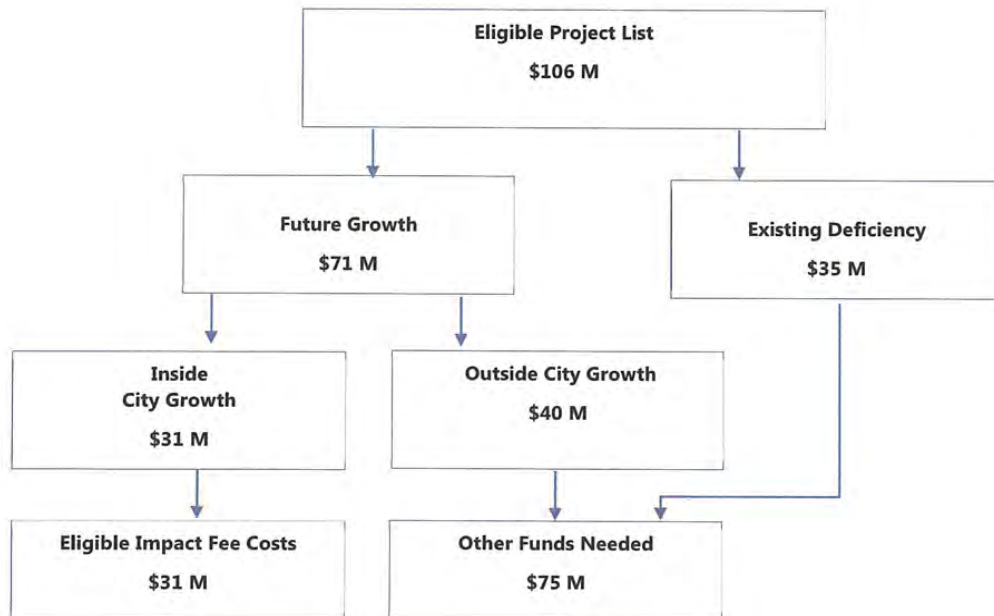
For discussion purposes, the dollar amounts shown in the following figures and text descriptions are rounded values expressed in millions of dollars. The actual amounts used in the calculations are accurate to a single dollar.

The total cost of the projects on the capacity project list is \$106 million as shown in **Figure 5**. Of this amount, \$35 million would go toward addressing existing deficiencies, leaving costs of \$71 million attributable to growth. The \$71 million was then split into 'city growth' and 'outside city growth.' The details of this calculation are shown in **Appendix A**.

The resulting city growth responsibility equals \$31 million of the total growth costs. This is the amount that can be charged as impact fees to development in Kenmore. The remaining \$83 million would be expected to be obtained from other sources of funding.



Figure 5. Impact Fee Cost Allocation (2015 – 2035)



In summary, the impact fees could contribute almost 30 percent of the total \$106 million cost of the improvement projects. City matching funds, new grants, and other sources would provide the remaining 70 percent of the total project costs.

The final step in the cost allocation process dealt with calculating the "cost per mobility unit" within Kenmore, derived by dividing the total eligible impact fee costs by the total number of new PM peak hour mobility units generated in Kenmore. A total of 5,274 new mobility units are estimated to occur within the City between 2015 and 2035.

The analysis produced the following results.

Impact fee costs	\$ 31,107,260
Divided by:	
New PM peak hour person trip ends	÷ 5,274
Equals:	
Cost per new person trip end	\$ 5,898



IMPACT FEE SCHEDULE

The impact fee schedule was developed by adjusting the "cost per trip end" information to reflect differences in trip-making characteristics for a variety of land use types within the City of Kenmore. The fee schedule is a table where fees are represented as dollars per unit for each land use category. **Table 2** shows the various components of the fee schedule (vehicle trip generation rates, person trip rates, new trip percentages, and trip length adjustment for each land use). The proposed impact fee schedule is structured to be similar to the current schedule for comparison purposes. The main differences are the following:

- Use of person trip ends (aka 'mobility units') rather than vehicle trip ends
- Updates to trip rates and percent new trips for some uses based on newer ITE data
- Update to certain land use categories to match newer ITE data

TRIP GENERATION

Trip generation rates for each land use type are derived from a variety of sources. Vehicle trip rates were obtained from the Institute of Transportation Engineers (ITE) *Trip Generation* report (9th Edition). These rates are expressed as vehicle trip ends during the PM peak hour.

The vehicle trip ends were converted to person trip ends using data from the Bellevue/Kirkland/Redmond travel model (BKR model), which incorporates recent household travel survey data from eastside communities and the PSRC. Any land use category that was not available from the BKR model was estimated using the person trip rate of a similar land use.

PASS-BY TRIP ADJUSTMENT

The trip generation rates represent total persons entering and leaving a property. For certain land uses (e.g., retail), a substantial amount of the motorized travel is already passing by the property and merely turns into and out of the driveway. These pass-by trips do not significantly impact the surrounding street system and therefore are subtracted out prior to calculating the impact fee. The resulting trips are considered "new" trips and are therefore subject to the impact fee calculation. The "new" trip percentages are derived partially



from the ITE *Trip Generation Handbook* (3rd Edition) and from available surveys conducted around the country⁴.

TRIP LENGTH ADJUSTMENT

Another variable that affects traffic impacts is the length of the trip generated by a particular land use. The "cost per trip" calculated in the impact fee program represents an average for all new trips generated within Kenmore. Being an average, there will be certain land uses that generate trips of different lengths. If a given trip length is shorter than the average, then its relative traffic impacts on the street system will be lower than average. Conversely, longer trips will impact a larger proportion of the transportation network. In order to reflect these differences, the method includes an adjustment factor, which is calculated as the ratio between the trip length for a particular land use type and the "average" trip length for the City.

Trip length data was taken from the current impact fee study.

SCHEDULE OF RATES

The proposed impact fee rates are shown along with the current impact fee rates in **Table 2**. In the fee schedule, fees are shown as dollars per unit of development for various land use categories, as defined in **Appendix B**. The impact fee program is flexible in that if a use does not fit into one of the categories, an impact fee can be calculated based on the development's projected trip generation.

⁴ 'New' trip percentages are based on vehicle trips surveyed at land use sites. No comparable non-motorized data are available.



Transportation Impact Fee Rate Study - December 2015

TABLE 2. IMPACT FEE SCHEDULE

ITE Land Use Category	PM Peak Vehicle Trip Rate ¹	PM Peak Person Trip Rate	% New Trips ²	Net New Person Trips per Unit of Measure		Trip Length Factor ³	Impact Fee Per Unit @ \$5,898 per Person Trip		Current Impact Fee @ \$7,287 per Vehicle Trip	
Light Industrial	0.97	1.06	100%	1.06	1,000 sq ft	1.59	\$9.90	per square foot	\$11.35	per square foot
Manufacturing	0.73	0.79	100%	0.79	1,000 sq ft	1.59	\$7.45	per square foot	\$8.57	per square foot
Mini-warehouse	0.26	0.28	100%	0.28	1,000 sq ft	1.59	\$2.65	per square foot	\$3.01	per square foot
Single family house	1.00	1.45	100%	1.45	dwelling	1.09	\$9,320.43	per dwelling unit	\$8,022.13	per dwelling unit
Apartment	0.62	1.02	100%	1.02	dwelling	1.15	\$6,906.50	per dwelling unit	\$5,195.55	per dwelling unit
Condominium	0.52	0.85	100%	0.85	dwelling	1.15	\$5,792.55	per dwelling unit	\$4,357.56	per dwelling unit
Mobile home	0.59	0.97	100%	0.97	dwelling	1.09	\$6,229.41	per dwelling unit	\$4,686.20	per dwelling unit
Hotel	0.60	0.87	100%	0.87	room	1.25	\$6,413.14	per room	\$5,374.08	per room
Motel	0.47	0.68	100%	0.68	room	1.25	\$5,023.63	per room	\$4,281.01	per room
Marina	0.19	0.23	100%	0.23	berth	0.97	\$1,323.44	per boat berth	\$1,342.97	per boat berth
Golf Course	0.30	0.37	100%	0.37	acre	1.00	\$2,154.28	per acre	\$2,186.07	per acre
Movie Theater	0.07	0.09	100%	0.09	seat	0.72	\$371.63	per seat	\$27.39	per square foot
Health/Fitness Club	3.53	4.30	100%	4.30	1,000 sq ft	0.97	\$24.59	per square foot	\$4.52	per square foot
High School	0.97	1.18	100%	1.18	1,000 sq ft	0.62	\$4.32	per square foot	\$4.38	per square foot
Church	0.55	0.67	100%	0.67	1,000 sq ft	1.15	\$4.54	per square foot	\$5.53	per square foot
Hospital	0.93	1.13	100%	1.13	1,000 sq ft	1.56	\$10.42	per square foot	\$13.41	per square foot
Nursing Home	0.22	0.27	100%	0.27	bed	0.87	\$1,375.00	per bed	\$1,394.71	per bed
General Office	1.49	1.75	100%	1.75	1,000 sq ft	1.59	\$16.45	per square foot	\$17.26	per square foot
Medical Office	3.57	4.20	100%	4.20	1,000 sq ft	1.50	\$37.17	per square foot	\$40.66	per square foot
Shopping Center	3.71	4.52	66%	2.98	1,000 sq ft	0.40	\$7.03	per square foot	\$8.85	per square foot
Supermarket	9.48	11.54	64%	7.39	1,000 sq ft	0.65	\$28.32	per square foot	\$27.22	per square foot
Convenience market-24 hr	52.41	63.81	49%	31.27	1,000 sq ft	0.40	\$73.78	per square foot	\$59.58	per square foot
Drive-In Bank	24.30	29.59	65%	19.23	1,000 sq ft	0.47	\$53.32	per square foot	\$79.89	per square foot
Restaurant: sit-down	9.85	11.99	40%	4.80	1,000 sq ft	0.80	\$22.64	per square foot	\$47.23	per square foot



ITE Land Use Category	PM Peak Vehicle Trip Rate ¹	PM Peak Person Trip Rate	% New Trips ²	Net New Person Trips per Unit of Measure		Trip Length Factor ³	Impact Fee Per Unit @ \$5,898 per Person Trip		Current Impact Fee @ \$7,287 per Vehicle Trip	
Fast food, no drive-up	26.15	31.84	50%	15.92	1,000 sq ft	0.62	\$58.22	per square foot	\$61.43	per square foot
Fast food, w/drive-up	32.65	39.75	50%	19.88	1,000 sq ft	0.62	\$72.70	per square foot	\$79.81	per square foot
Gas station	13.87	16.89	58%	9.80	pump	0.53	\$30,623.52	per pump	\$32,116.80	per pump
Gas Station w/convenience	13.51	16.45	44%	7.24	pump	0.53	\$22,628.40	per pump	\$24,286.88	per pump

² ITE Trip Generation (9th Edition): 4-6 PM Peak Hour Trip Ends

³ Excludes pass-by trips: see "Trip Generation Handbook: An ITE Proposed Recommended Practice" (2014). For Restaurant: sit-down uses, percentage of new trips based on peer studies with higher pass-by trip levels to be more consistent with trends expected in Kenmore.

⁴ Ratio to average trip length.



Table 3 provides two examples (residential and office) of the calculation.

TABLE 3. EXAMPLE CALCULATIONS OF IMPACT FEE RATE

		<i>Residential: Single Family</i>	<i>Office: General Office</i>
		<i>1.00</i>	<i>1.49</i>
	<i>Trip Generation Rate (Vehicles)</i>		
	<i>Conversion (Person / Vehicles)*</i>	<i>X 1.45</i>	<i>X 1.17</i>
	<i>Trip Generation Rate (Persons)</i>	<i>1.45</i>	<i>1.75</i>
x	Percent New Trips	100%	100%
x	Trip Length Adjustment	1.09	1.59
x	Average Cost per Trip End	\$5,898	\$5,898
÷	Divide by 1000 for rate per square foot	NA	1000
=	Impact Fee Rate (per unit)	\$9,320/dwelling	\$16.45/sq ft

* The vehicle-to-person trip conversion factor varies by land use category. Residential uses have the highest ratio of person trips to vehicle trips based on the survey results. This results primarily due to additional walking and biking trips that originate at a home compared to other land uses.



APPENDIX A – COST ALLOCATION RESULTS

Exhibit A illustrates how the impact fee project costs (shown in **Table 1**) were divided into growth-related costs attributable to the City. The first adjustment is for existing deficiencies, as described in the report text. The next adjustment is to calculate the 'Percent of Growth within Kenmore', which contains the results of the analysis to separate Kenmore and non-Kenmore growth. For motorized projects, the City's travel demand model was used to identify the portion of trips associated with Kenmore and non-Kenmore traffic. A technique called "select-link" analysis was used to isolate the vehicle trips in five different areas based on project location. The growth percentages for non-motorized and transit-oriented projects are also applied, as described in the report text. The final column of the table shows the growth cost for each project that can be allocated to impact fees.



Transportation Impact Fee Rate Study – December 2015

<i>Projects</i>	<i>Benefit to Kenmore</i>	<i>Total Cost</i>	<i>Deficiency</i>	<i>% Kenmore</i>	<i>\$ Eligible</i>
West Sammamish River Bridge*	Safely accommodate all users by rebuilding aging bridge; maintain freight mobility/economic prosperity	\$8,000,000	66%	90%	\$2,448,000
SR 522 improvements (61 st – 65 th)	Improve capacity for vehicle, transit, bicycle, and pedestrian safety	\$11,300,000	0%	15%	\$1,695,000
SR 522 improvements (Lake Forest Park – 61 st)	Improve capacity for vehicle, transit, bicycle, and pedestrian safety	\$12,000,000	0%	15%	\$1,800,000
Sidewalk and crossing program	Improve pedestrian safety and accommodation for all users	\$900,000	66%	90%	\$275,400
Arterial restriping to add bike lanes on 73 rd Ave (south of 192 nd), 80 th Ave, and Simonds Rd	Improve bicycle and pedestrian safety along key city arterials within existing right-of-way	\$360,000	66%	90%	\$110,160
Juanita Drive (NE 143 rd St to NE 155 th Pl)	Improve bicycle/pedestrian safety along Juanita Drive, connecting between Kirkland and 155 th	\$6,500,000	66%	75%	\$1,657,500
68 th Ave northbound right turn pocket extension	Improve local/regional circulation by improving the efficacy of 68 th /SR522 intersection in moving vehicles	\$2,600,000	0%	27%	\$702,000
Longer Term (7-20 year) Projects					
Yellow standard pedestrian facilities (see Figure 20)	Improve pedestrian facility coverage (at least on one side of the street) on non-local streets and near schools	\$18,900,000	66%	90%	\$5,783,400
Yellow standard bicycle facilities (see Figure 21)	Improve safety and comfort for people biking around the City. Better connects Burke Gilman Trail with neighborhoods.	\$18,800,000	66%	90%	\$5,752,800
Grade separated SR 522 crossing	Improve local circulation, while relieving pressure on regional system; provide better options for walking/biking across SR 522	\$17,100,000	0%	43%	\$7,353,000
Intersection treatments at 67 th Ave/181 st St and 67 th Ave/175 th St	Intersection treatments necessary to accommodate increased volumes related to the grade separated crossing	\$6,000,000	0%	43%	\$2,580,000
Intersection treatment at 73 rd Ave/192 nd St, 80 th Ave/192 nd St, and 84 th Ave/Simonds Rd	Intersection treatment to improve safety and vehicle operations; would become necessary as traffic volumes grow	\$3,800,000	0%	25%	\$950,000
Total		\$106,260,000			\$31,107,260

*\$12 million reduced from \$20 million total cost to reflect Federal BRAC Grant



APPENDIX B – LAND USE DEFINITIONS

The following land use definitions are derived from the ITE *Trip Generation* (9th Edition). They have been modified as appropriate for the City of Kenmore.

RESIDENTIAL

Detached Single Family Housing: Once or more detached housing units located on an individual lot. Includes accessory dwelling units. (ITE # 210)

Attached and Stacked Housing: A building or buildings designed to house two or more families living independently of each other. Includes apartments, condos, attached duplexes, P.U.D.'s, and attached townhouses. Includes single room occupancy if additional parking provided. (ITE # 220, 230)

Mobile Home Park: Mobile home parks generally consist of manufactured homes that are sited and installed on permanent foundations and typically have community facilities such as recreation rooms, swimming pools, and laundry facilities. (ITE # 240)

Nursing Home/Convalescent Center: A facility whose primary function is to provide chronic or convalescent care for persons who by reason of illness or infirmity are unable to care for themselves. Applies to rest homes, chronic care, and convalescent centers. (ITE # 620)

COMMERCIAL-SERVICES

Drive-in Bank: A free-standing building, with a drive-up window, for the custody or exchange of money, and for facilitating the transmission of funds. (ITE # 912)

Hotel: A place of lodging providing sleeping accommodations. May include restaurants, cocktail lounges, meeting and banquet rooms or convention facilities. (ITE # 310)

Motel: A place of lodging that provides sleeping accommodations and often a restaurant. Motels generally offer free on-site parking and provide little or no meeting space and few (if any) supporting facilities. (ITE # 320)

Gas station: A facility where the primary business is the fueling of motor vehicles. These service stations may also have ancillary facilities for servicing and repairing motor vehicles. Service stations are generally located at intersection or interchanges. (ITE # 944)



Gas Station with Convenience Store: A facility which combines elements of a convenience store and a gas station. Convenience food items are sold along with gasoline and other car products; gas pumps are primarily or completely self-service. (ITE # 945)

Movie Theater: Consists of audience seating, one or more screens and auditoriums, and a lobby and refreshment stand. (ITE # 444)

Health Club: Health clubs are privately owned facilities that primarily focus on individual fitness or training. They generally offer exercise or dance classes, weightlifting, fitness and gymnastics equipment, spas, massage services, locker rooms and small restaurants or snack bars. These may also include ancillary facilities, such as swimming pools, whirlpools, saunas and tennis. (ITE # 492)

Golf Course: Golf courses include 9-, 18-, 27- and 36-hole municipal courses. Some sites may also have driving rangers and clubhouses with a pro shop, restaurant, lounge and banquet facilities. (ITE # 430)

Marina: A facility providing moorage for boats. (ITE # 420)

COMMERCIAL-INSTITUTIONAL

High School: High Schools serve students who have completed middle or junior high school. Both public and private high schools are included in this land use. (ITE # 530)

Church: A building providing public worship facilities. Generally houses as assembly hall or sanctuary, meeting rooms, classrooms, and occasionally dining facilities. (ITE # 560)

Hospital: A building or buildings designed for the medical, surgical diagnosis, treatment and housing of persons under the care of doctors and nurses. Rest homes, nursing homes, convalescent homes and clinics are not included. (ITE # 610)

COMMERCIAL-RESTAURANT

High-Turnover Restaurant: A sit-down, full-service eating establishment with typical duration of stay of approximately one hour, usually moderately priced, and frequently part of a restaurant chain. These restaurants generally serve lunch and dinner, sometimes breakfast, may be open 24 hours per day, seats patrons individually, and serves patrons via a waiter or waitress. Some may also contain a bar area for serving food and alcoholic drinks. (ITE # 932)



Transportation Impact Fee Rate Study - December 2015

Fast Food Restaurant: An eating establishment that offers quick food service and a limited menu of items. Food is generally served in disposable wrappings or containers, and may be consumed inside or outside the restaurant building. May have a drive-up window. (ITE # 933, 934)

INDUSTRIAL

Light Industrial/High Technology: A facility where the primary activity is the conversion of raw materials or parts into finished products. Generally also have offices and associated functions. Typical uses are printing plants, material testing laboratories, bio-technology, medical instrumentation or supplies, communications and information technology, and computer hardware and software. (ITE # 110)

Manufacturing: A facility where the primary activity is the conversion of raw materials into finished products. Size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, manufacturing facilities generally also have office, warehouse, research and associated functions. (ITE # 140)

COMMERCIAL-RETAIL

Shopping Center, general Retail: An integrated group of commercial establishments that is planned, developed, owned, or managed as a unit. On-site parking facilities are provided, and administrative office areas are usually included. (ITE # 820)

Convenience Market: A use which combines retail food sales with fast foods or take-out food service; generally open long hours or 24 hours a day. (ITE # 851)

Supermarket: Retail store which sells a complete assortment of food, food preparation and wrapping materials, and household cleaning and servicing items. (ITE # 850)

COMMERCIAL-OFFICE

General Office: An administrative office building houses one or more tenants and is the location where affairs of a business, commercial or industrial organization, professional person or firm are conducted. The building or buildings may be limited to one tenant, either the owner or lessee, or contain a mixture of tenants including professional services, insurance companies, investment brokers, and company headquarters. Services such as a bank or savings and loan, a restaurant or cafeteria, miscellaneous retail facilities, and fitness facilities for building tenants may also be included. (ITE # 710)



Medical Office/Clinic: A facility which provides diagnoses and outpatient care on a routine basis but which is unable to provide prolonged in-house medical/surgical care. A medical office is generally operated by either a single private physician/dentist or a group of doctors and/or dentist. (ITE # 720)



Attachment C:

Concurrency Calculation Memo



MEMORANDUM

Date: March 21, 2016 (Updated)
To: Kris Overleese, City of Kenmore
From: Kendra Breiland and Sarah Keenan, Fehr & Peers
Subject: **City of Kenmore Concurrency Calculation**

Along with updating the impact fee program, the City of Kenmore is looking to update the way it assesses concurrency. Currently, concurrency is based on auto level of service at intersections. This program has been identified to be potentially problematic, as it places too much emphasis on vehicle delay at isolated locations within the City. The proposed concurrency program update will move to a City-wide capacity assessment based on person trips, or "mobility units". The proposed system requires that construction of transportation facilities (mobility unit supply) keep pace with land use development, which generates person trips (e.g., mobility unit demand).

MOBILITY UNIT SUPPLY CALCULATION

Under the proposed update, the City will keep track of its available mobility unit capacity. Development can only be approved if there is sufficient mobility unit capacity available based on:

1. The "running start", excess available capacity in Kenmore's transportation system today
2. Transportation capacity projects funded in the City's Six-Year Capital Improvement Program (CIP)
3. Any other constructed project that adds mobility unit capacity to the City that could be funded within six years

The "running start" capacity is the mobility unit capacity that is currently available. Many of Kenmore's roadways and sidewalks are not at capacity today; thus, there is some excess capacity. This excess capacity was calculated based on existing traffic counts and capacity standards for each type of roadway. Using city volume thresholds and level of service (LOS) standards for each of the

Kris Overleese
March 21, 2016
Page 2 of 3



City's major arterials, we estimated that there is a "running start" capacity of 543 PM peak hour mobility units.

The State's concurrency guidance allows communities to take credit for capacity that is funded for construction within six years. The CIP includes a number of projects to be constructed over the next six years, including the West Sammamish River Bridge, SR 522 improvements between 61st and 65th, as well as a number of sidewalk and bikeway enhancements. The mobility units were calculated for these projects based on a uniform cost per mobility unit citywide. The CIP capacity projects were determined to provide 1,117 PM peak hour mobility units.

The proposed concurrency program also provides flexibility to recognize the mobility unit capacity of other funded projects (for example, a new roadway or sidewalk that is added as part of a proposed development and adds to citywide mobility). For these proposed projects, the capacity would be calculated the same way as the CIP capacity, using the same cost per mobility unit.

Based on the above considerations, Kenmore's existing mobility unit supply is the "running start" capacity plus the CIP capacity, and the total is 1,660 PM peak hour mobility units.

MOBILITY UNIT DEMAND CALCULATION

To understand how development relates to mobility unit demand, the consultant team calculated the person trip generation of individual land uses. Using this information, the demand of mobility units for each development can be estimated.

TRACKING SUPPLY AND DEMAND

Fehr & Peers created a tool for easy tracking of supply and demand of mobility units in Kenmore. The tool works behind the scenes in Excel as a ledger system to evaluate how mobility unit supply (based on the running start analysis, programmed CIP capacity, and other proposed projects) compare to mobility unit demand based on entered development. The tool can be used to see if a development can be built based on available supply. So long as there are positive mobility units remaining, development is considered concurrent.

A screenshot of the tool is provided on the next page. In this example, we test how the mobility unit capacity supplied by the City's running start and programmed CIP provide more than sufficient capacity for a sample project, in this case a 100-unit apartment development.

Kris Overleese
March 21, 2016
Page 3 of 3



Select all projects that are constructed or funded in the 6 year CIP

☒ West Sammamish River Bridge	☐ Intersection treatments at 67th Ave/181st St
☒ SR 522 improvements (61st – 65th)	☐ Intersection treatments at 67th Ave/175th St
☐ SR 522 improvements (Lake Forest Park – 61st)	☐ 73rd Ave/ 192nd St intersection treatment
☐ 73rd Ave bike lanes	☐ 80th Ave/192nd St intersection treatment
☐ 80th Ave bike lanes	☐ 84th Ave/Simonds Rd intersection treatment
☐ Simonds Road bike lanes	Yellow Standard pedestrian facilities linear feet built
☐ Juanita Drive bike and ped improvements (NE 143rd St to NE 155th Pl)	5,500 (38,831 max)
☐ 68th Ave northbound right turn pocket extension	8,400 (62,162 max)
☐ Grade separated SR 522 crossing	Cost of other concurrency projects constructed
☐ Lakepointe Drive west (SR522 to 68th Ave)	\$0

"running start" mobility units = 543

mobility unit capacity from projects = 1,117

mobility units consumed by developments = 102

mobility units remaining = 1558

Description

ITE Category dwelling

Developments Description	ITE Category	Size	Unit	Mobility Units
New Apartment Complex	220 Apartment	100	dwelling	102



City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic: March 2016 Financial Report Presentation	For Council Meeting Agenda of: May 19, 2016 Department: Finance and Administration Prepared by: Joanne Gregory <u>Initial & Date</u> Approved by Department Head: <u> </u> 4/29/16 Approved by City Attorney: <u> </u> Approved by Finance Director: <u> </u> 4/29/16 Approved by City Manager: <u> </u> Proposed Council Action/Motion: Receive and File March 2016 Financial Report for the City of Kenmore, Washington
Expenditure Required N/A	Amount Budgeted \$59,692,797 Revenues \$69,265,349 Expenditures
Exhibits/Attachments: March 2016 Financial Report for the City of Kenmore, Washington.	
Appropriation Required N/A	
<u>INFORMATION/BACKGROUND:</u> The March 2016 monthly financial report is presented for Council review. This provides the opportunity for the City Council and the community to receive information on the City of Kenmore's biennium to date revenues and expenditures in comparison to the City's 2015-2016 adopted biennial budget. The budget was adopted on December 8, 2014. It also provides an opportunity to identify any potential variances or fluctuations from the budget. The mid-biennium budget review process has been completed and the December monthly report reflects the amended budgets approved by the City Council on November 23, 2015.	
<u>FISCAL CONSIDERATION:</u> March is the 15th month (63%) of the 24 month 2015-2016 biennium. The monthly schedules attached include the Transportation Benefit District Fund for informational purposes although it is a separate entity. Total General Fund revenues are at 61.2% of the amended budget and expenditures are at 58.2%. Sales taxes, development revenues, and franchise fees are trending ahead of budget. All segments of sales taxes (retail, construction, wholesale, other) are strong. Property taxes become due in April so that revenue source should rebound back up to budget. Only utility tax revenues continue to be a disappointment. Nationally, the unemployment rate was 5.0 as of March and has stabilized at this rate since about October. The Dow Jones closed at 17,685 which is higher than the close in February and January.	

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<u>COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:</u>
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Kenmore Budget Policy 9a: A revenue/expenditure report will be produced monthly so that it can be directly compared to the actual results of the fiscal year to date. Kenmore Budget Policy 9b: All budget amendments, both revenues and expenditures, will be noted in the monthly report.



PO Box 82607
KENMORE, WASHINGTON 98028

MEMORANDUM

TO: Rob Karlinsey, City Manager
FROM: Joanne Gregory, Finance Director
DATE: April 12, 2016
RE: March 2016 Financial Reports for the City of Kenmore, Washington

March 2016 financial information is presented for your review and delivery to the City Council. Attached you will find the following reports:

- General Fund Summary
- General Fund Revenue Graphs
- General Fund Expenditure Graphs
- Street Fund Summary
- Other Funds Monthly Activity
- Investment Schedule
- Cash and Investment Report
- Sales Tax Receipts by Business Type
- Retail Sales and Use Tax Distribution
- Real Estate Excise Tax Report
- Monthly Report for Kenmore Village
- Report for Transportation Benefit District

If you would like additional information or have any questions regarding the financial reports, please feel free to contact me.

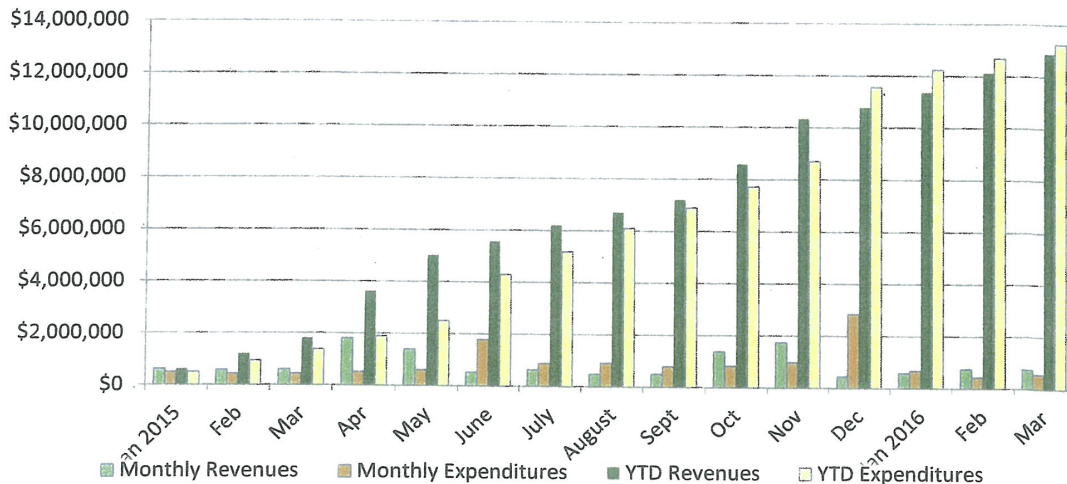
GENERAL FUND

The first section of the monthly financial report is a review of the General Fund. This fund accounts for operational activities and includes all financial resources except those required or elected to be accounted for in another fund. Revenues include various taxes, per capita distributions from the State, fines and forfeitures, permits and licenses, and fees for service. In the context of the biennial budget, March is the fifteenth month (62%) of the 2015-2016 biennial budget period. For the month of March, revenues exceeded expenditures in the General Fund by \$194,112.

The following chart illustrates the monthly revenue and expenditure activity in the General Fund through March 2016.

City of Kenmore, Washington
Monthly Financial Report
March 2016

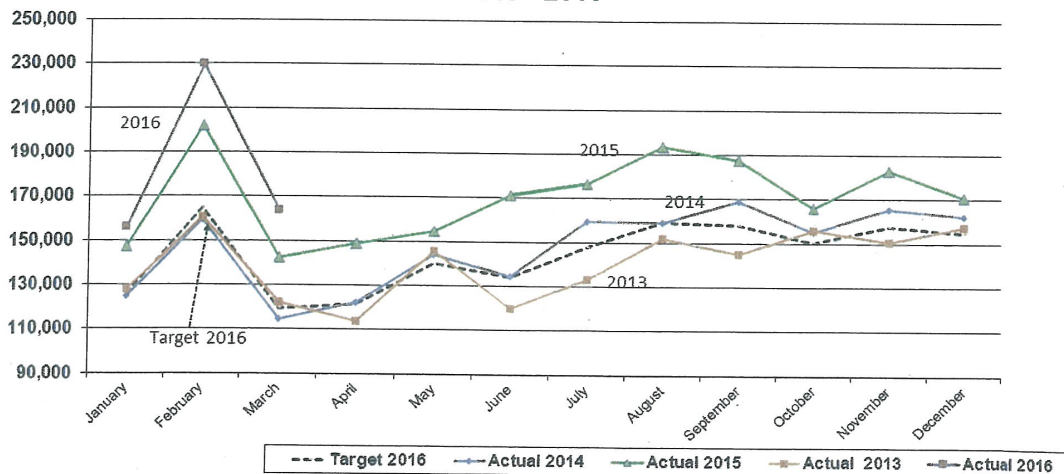
Biennium expenditures exceed revenues by \$362,474 due to the 2015 year end interfund transfers.



Total **revenues** for the month were **\$758,833**. Biennium to date revenues are \$12,880,251, which is 61.2% of the amended budgeted revenues of \$21,048,270. Primary sources of revenue for the month included property taxes in the amount of \$167,590, development fees & permits in the amount of \$173,248, retail sales and use taxes in the amount of \$163,676, and utility taxes in the amount of \$112,730.

A summary of sales tax revenues received in March is attached. These receipts are based on January sales activity. The chart below gives a historical perspective of monthly sales tax receipts over the last several years. The black dotted Target 2016 line is a monthly average of actual receipts during 2013, 2014, and 2015. The purple line represents 2016 actual receipts, which are \$56,662 above 2015, and ahead of 2016 target by \$138,612

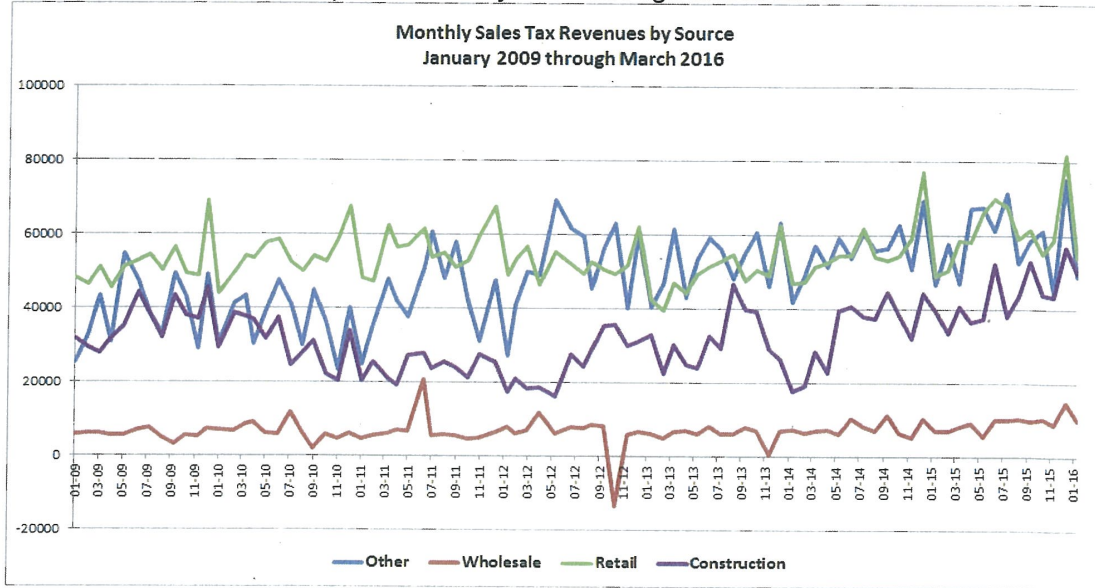
City of Kenmore
Retail Sales & Use Tax History
2013 - 2016



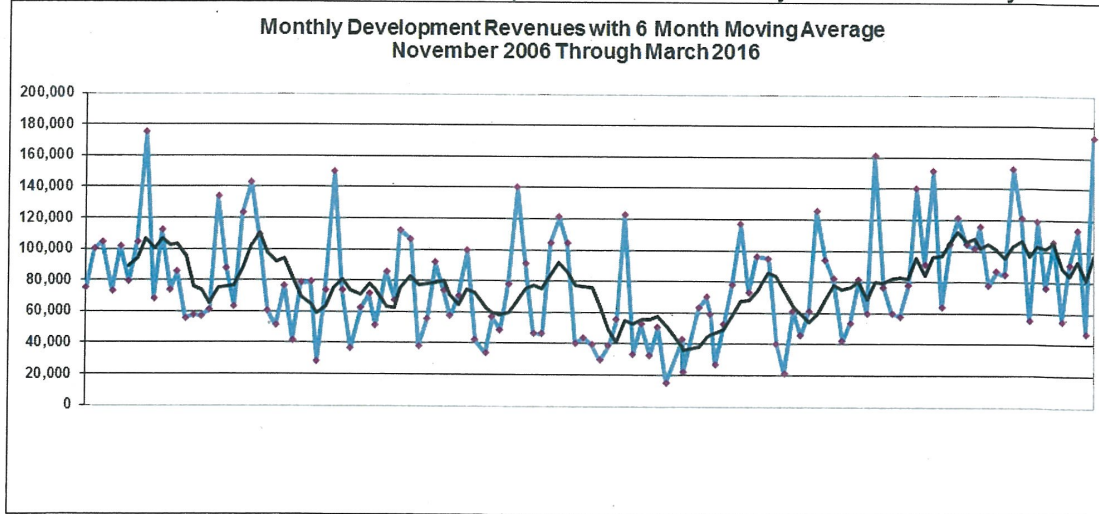
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City of Kenmore, Washington
Monthly Financial Report
March 2016

The following chart illustrates the historical trends of sales tax receipts from the major segments: construction, retail, wholesale, other (agriculture, services, manufacturing, transportation and utilities) from January 2009 through March 2016.



The following chart illustrates the development revenue activity over the last ten years.



March 2016 expenditures were **\$564,721**. Biennium to date expenditures are **\$13,242,725**, which is 58.2% of the amended biennial budget expenditures of **\$22,772,720**.

City of Kenmore, Washington
Monthly Financial Report
March 2016

Total City cash (\$7,303,192) and long term investments (\$11,839,801), at the end of March, totaled \$19,142,993. The Other Funds Monthly Activity graphs compare biennium to date revenues and expenditures to the 2015-2016 biennial budget.

Total non-General Fund revenues were \$750,935 and total non-General Fund expenditures were \$1,643,187.

In the **Street Fund** revenue from gas tax distributions was \$37,554. \$35,736 was expended for maintenance and operations during the month.

In the **Transportation Capital Fund** expenditures were \$969,700 for SR 522 West A construction. The fund received \$102,891 in grant reimbursements related to SR 522 West A project. The fund also received \$4,359 in reimbursements related to the Sammamish Bridge replacement project and \$19,908 in reimbursements for sidewalk and other street improvements.

The **Park Impact Fee** fund received \$184,144 in revenues during the month.

There was \$92,774 in revenues for the **Transportation Impact Fee** fund during the month.

The **Real Estate Excise Tax** Fund received \$110,066 of real estate excise taxes (REET) in March from sales activity that occurred in February. 49 transactions were reported this month. The 2016 year to date revenue exceeds the 2015 revenue by \$56,365 and by the 2016 Target by \$113,275.

The **Kenmore Village** Fund expended \$274,190 during the month for the Town Green project.

The **Transportation Benefit District** Fund received \$26,809 in vehicle license fees during March bringing the total for the biennium to \$415,802.

SUMMARY

This concludes the financial report for the City of Kenmore as of **March 31, 2016**. I appreciate your feedback and encourage you to contact me if you have any questions prior to the City Council meeting.

City of Kenmore, Washington
General Fund Summary Report
March 31, 2016



	CURRENT PERIOD 2015-2016				PRIOR PERIOD 2013-2014			
	MONTH	BIENNIUM TO DATE	% of	BIENNIUM BUDGET	MONTH	BIENNIUM TO DATE	% of	BIENNIUM BUDGET
	March 2016	2015-2016	BUDGET	2015-2016	March 2014	2013-2014	BUDGET	2013-2014
REVENUES								
Beginning Fund Balance		4,233,568		4,221,475				5,525,153
Property Taxes	167,590	4,749,727	53.1%	8,948,766	215,608	4,576,272	53.6%	8,542,053
Sales and Use Taxes	205,373	3,286,344	69.9%	4,700,532	150,978	2,675,389	67.6%	3,960,331
Utility Taxes	112,730	1,570,025	56.8%	2,763,390	136,792	1,776,666	60.4%	2,942,395
Other Taxes	0	106,468	94.5%	112,720	0	60,824	99.2%	61,300
Development Fees & Permits	173,248	1,476,673	75.7%	1,951,432	57,842	1,083,266	73.9%	1,465,185
Franchise Fees	0	1,040,965	73.2%	1,422,160	0	380,667	38.4%	992,405
Intergovernmental and Grants	92,853	520,174	73.5%	707,370	54,917	451,412	70.5%	639,866
Investment Interest	4,161	52,977	104.5%	50,700	3,176	60,073	102.9%	58,400
Fines and Forfeitures	-147	-4,991	0.0%	0	-31	-1,910	n/a	0
Transfers and Other Revenues	3,026	81,888	20.9%	391,200	11,058	402,863	70.4%	572,536
Total Revenues	758,833	12,880,251	61.2%	21,048,270	630,340	11,465,523	59.6%	19,234,471

Total Revenues & Beginning Fund Balance	17,113,819	25,269,745	24,759,624
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	CURRENT PERIOD 2015-2016				PRIOR PERIOD 2013-2014			
	MONTH	BIENNIUM TO DATE	% of	BUDGET	MONTH	BIENNIUM TO DATE	% of	BIENNIUM BUDGET
	March	2015-2016	BUDGET	2015-2016	March 2014	2013-2014	BUDGET	2013-2014
EXPENDITURES								
Cost Center								
City Council	8,102	213,838	65.1%	328,435	8,629	133,214	61.2%	217,644
City Manager	118,314	1,785,525	56.3%	3,173,222	66,493	1,324,359	73.7%	1,796,600
City Clerk	19,773	218,869	78.8%	277,683	7,949	126,474	23.6%	536,261
Finance	54,790	1,053,869	78.5%	1,342,155	24,743	396,957	62.1%	639,213
Legal	27,551	240,323	54.6%	440,000	12,709	294,026	59.5%	494,285
Non-Departmental *	0	0	0.0%	0	31,437	1,159,316	75.6%	1,532,818
Interfund Transfers	0	1,666,216	52.0%	3,202,671	0	3,316,000	212.0%	1,564,000
Public Safety	58,830	4,299,830	53.2%	8,076,115	53,572	3,879,766	54.0%	7,179,563
Engineering & Environmental Services	74,159	1,149,254	75.2%	1,527,950	44,510	803,855	76.9%	1,045,741
Community Development	35,916	500,153	60.3%	830,030	34,772	583,810	81.9%	712,632
Developmental Services	65,221	1,110,942	68.6%	1,620,050	43,425	764,921	51.0%	1,501,147
Parks & Facility Maintenance	102,066	1,003,905	51.4%	1,954,409	41,617	828,858	48.9%	1,695,042
Total Expenditures	564,721	13,242,725	58.2%	22,772,720	369,855	13,611,555	72.0%	18,914,946
Ending Fund Balance		3,871,094		2,497,025			0.0%	5,844,678

Total Expenditures and Ending Fund Balance	17,113,819	25,269,745	24,759,624
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*Non-Departmental expenditures have been moved to other General Fund Cost Centers

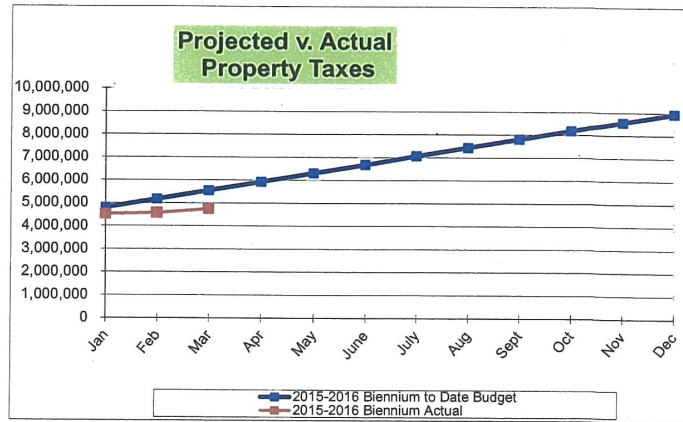
**City of Kenmore, Washington
General Fund Revenue Graphs
March 31, 2016**

PROPERTY TAXES

	2015-2016 Biennium to Date Budget	2015-2016 Biennium Actual
2015	4,427,247	4,511,047
Jan	4,804,040	4,525,700
Feb	5,180,834	4,582,137
Mar	5,557,627	4,749,727
Apr	5,934,420	
May	6,311,213	
June	6,688,007	
July	7,064,800	
Aug	7,441,593	
Sept	7,818,386	
Oct	8,195,180	
Nov	8,571,973	
Dec	8,948,766	
2015-16	8,948,766	

Year To Date
Actual v. Projected

85%

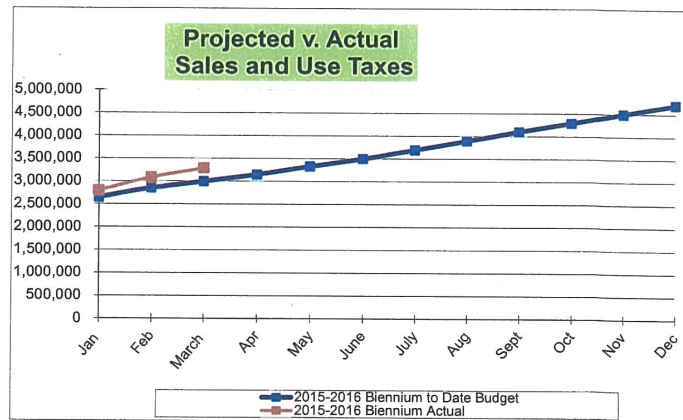


SALES, USE, CRIM JUSTICE TAXES

	2015-2016 Biennium to Date Budget	2015-2016 Biennium Actual
2015	2,491,685	2,592,076
Jan	2,650,828	2,792,417
Feb	2,853,765	3,080,971
March	3,000,413	3,286,344
Apr	3,153,514	
May	3,333,030	
June	3,501,714	
July	3,696,509	
Aug	3,895,328	
Sept	4,102,013	
Oct	4,294,991	
Nov	4,500,931	
Dec	4,700,532	
2015-16	4,700,532	

Year To Date
Actual v. Projected

110%

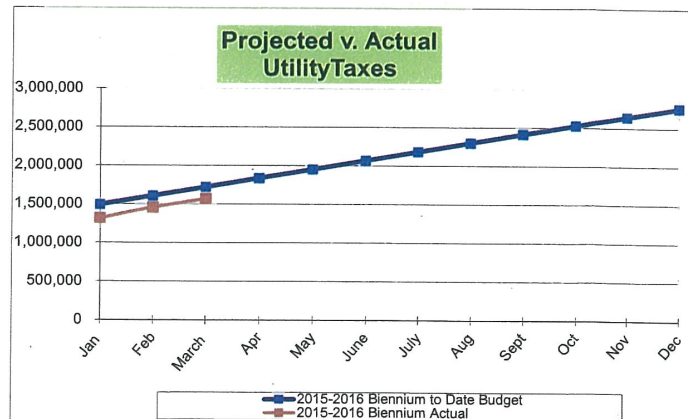


UTILITY TAXES

	2015-2016 Biennium to Date Budget	2015-2016 Biennium Actual
2015	1,381,695	1,185,774
Jan	1,496,836	1,316,335
Feb	1,611,978	1,457,296
March	1,727,119	1,570,026
Apr	1,842,260	
May	1,957,401	
June	2,072,543	
July	2,187,684	
Aug	2,302,825	
Sept	2,417,966	
Oct	2,533,108	
Nov	2,648,249	
Dec	2,763,390	
2015-16	2,763,390	

Year To Date
Actual v. Projected

91%



**City of Kenmore, Washington
General Fund Revenue Graphs
March 31, 2016**

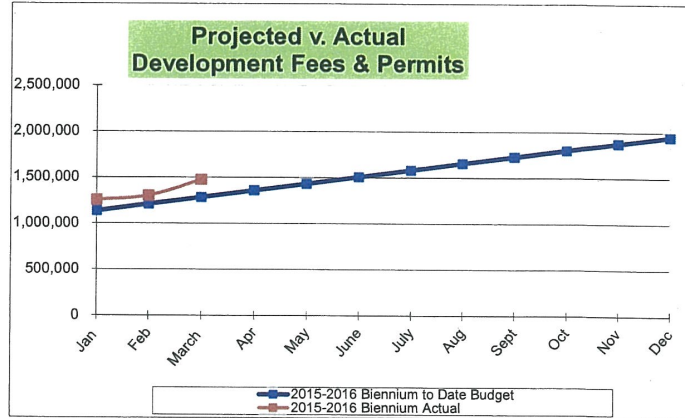
DEVELOPMENT FEES & PERMITS

	2015-2016 Biennium to Date Budget	2015-2016 Biennium Actual
2015	1,064,606	1,142,955
Jan	1,138,508	1,256,352
Feb	1,212,410	1,303,426
March	1,286,313	1,476,673
Apr	1,360,215	
May	1,434,117	
June	1,508,019	
July	1,581,921	
Aug	1,655,823	
Sept	1,729,726	
Oct	1,803,628	
Nov	1,877,530	
Dec	1,951,432	
2015-16	1,951,432	

Year To Date

Actual v. Projected

115%



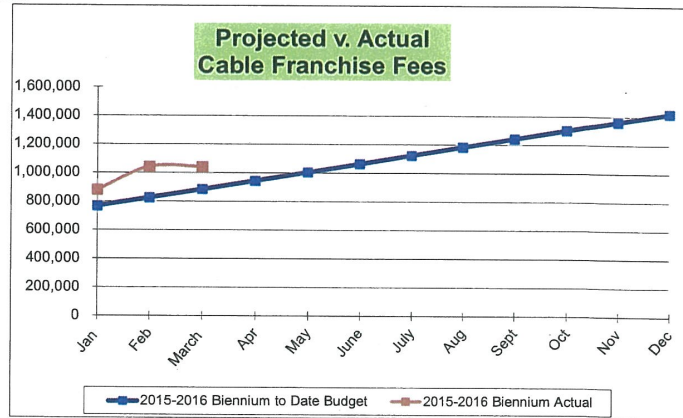
CABLE/WATER/SEWER FRANCHISE FEES

	2015-2016 Biennium to Date Budget	2015-2016 Biennium Actual
2015	708,000	802,881
Jan	767,513	879,309
Feb	827,027	1,040,965
March	886,540	1,040,965
Apr	946,053	
May	1,005,567	
June	1,065,080	
July	1,124,593	
Aug	1,184,107	
Sept	1,243,620	
Oct	1,303,133	
Nov	1,362,647	
Dec	1,422,160	
2015-16	1,422,160	

Year To Date

Actual v. Projected

117%



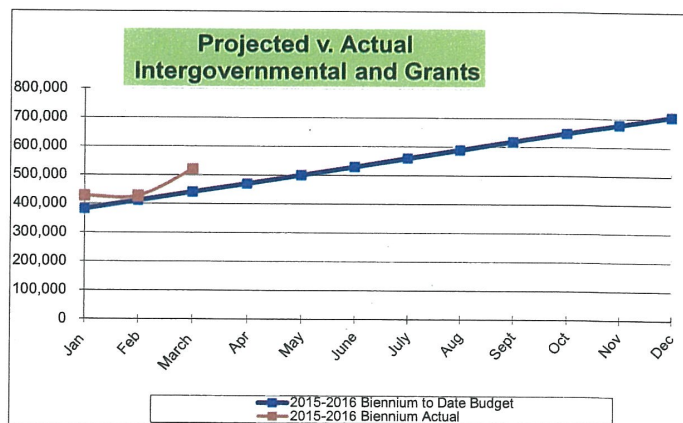
INTERGOVERNMENTAL & GRANTS

	2015-2016 Biennium to Date Budget	2015-2016 Biennium Actual
2015	353,685	387,283
Jan	383,159	427,322
Feb	412,633	427,322
March	442,106	520,174
Apr	471,580	
May	501,054	
June	530,528	
July	560,001	
Aug	589,475	
Sept	618,949	
Oct	648,423	
Nov	677,896	
Dec	707,370	
2015-16	707,370	

Year To Date

Actual v. Projected

118%



**City of Kenmore, Washington
General Fund Revenue Graphs
March 31, 2016**

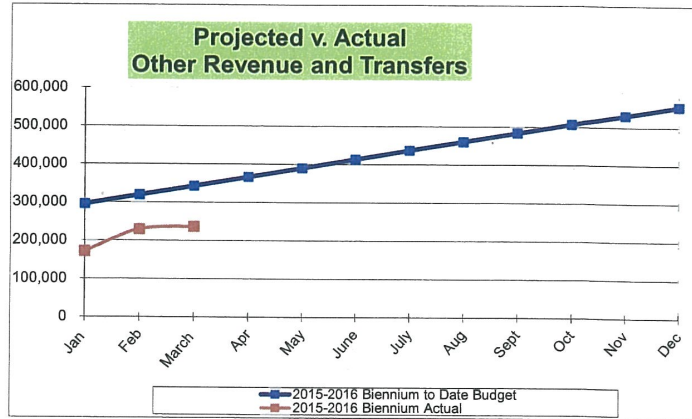
OTHER REVENUES AND TRANSFERS

	2015-2016 Biennium to Date Budget	2015-2016 Biennium Actual
2015	272,810	159,157
Jan	296,294	171,910
Feb	319,778	229,302
March	343,263	236,342
Apr	366,747	
May	390,231	
June	413,715	
July	437,199	
Aug	460,683	
Sept	484,168	
Oct	507,652	
Nov	531,136	
Dec	554,620	
2015-16	554,620	

Year To Date

Actual v. Projected

69%



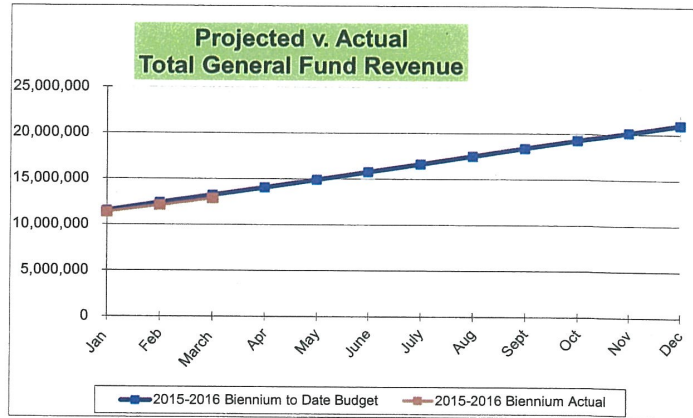
TOTAL GENERAL FUND REVENUE

	2015-2016 Biennium to Date Budget	2015-2016 Biennium Actual
Jan	11,537,179	11,369,345
Feb	12,418,424	12,121,418
March	13,243,380	12,880,252
Apr	14,074,789	
May	14,932,612	
June	15,779,604	
July	16,652,707	
Aug	17,529,834	
Sept	18,414,827	
Oct	19,286,114	
Nov	20,170,361	
Dec	21,048,270	

Year To Date

Actual v. Projected

97%



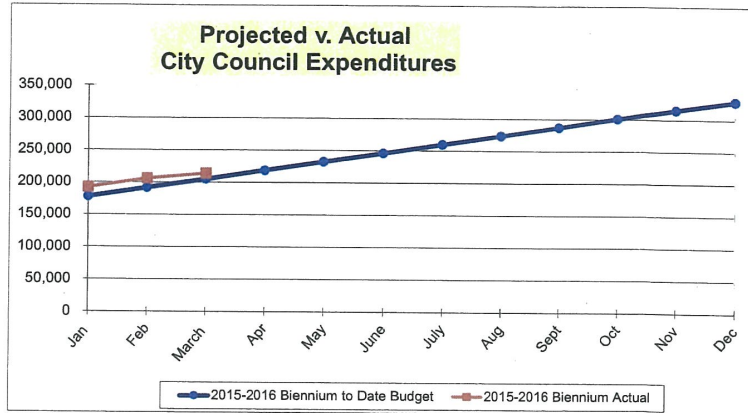
**City of Kenmore, Washington
General Fund Expenditure Graphs
March 31, 2016**

CITY COUNCIL

	2015-2016 Biennium to Date Budget	2015-2016 Biennium Actual
2015	163,989	156,472
Jan	177,693	191,957
Feb	191,397	205,736
March	205,101	213,838
Apr	218,804	
May	232,508	
June	246,212	
July	259,916	
Aug	273,620	
Sept	287,324	
Oct	301,027	
Nov	314,731	
Dec	328,435	
2015-16	328,435	

Year To Date
Actual v. Projected

104%

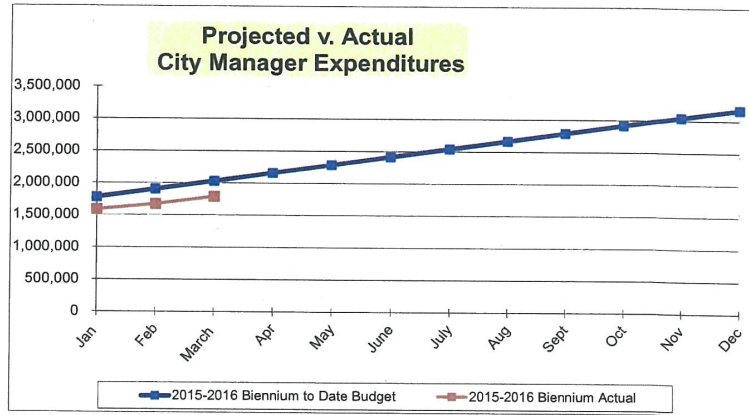


CITY MANAGER

	2015-2016 Biennium to Date Budget	2015-2016 Biennium Actual
2015	1,652,808	1,482,207
Jan	1,779,509	1,582,540
Feb	1,906,210	1,667,211
March	2,032,912	1,785,525
Apr	2,159,613	
May	2,286,314	
June	2,413,015	
July	2,539,716	
Aug	2,666,417	
Sept	2,793,119	
Oct	2,919,820	
Nov	3,046,521	
Dec	3,173,222	
2015-16	3,173,222	

Year To Date
Actual v. Projected

88%

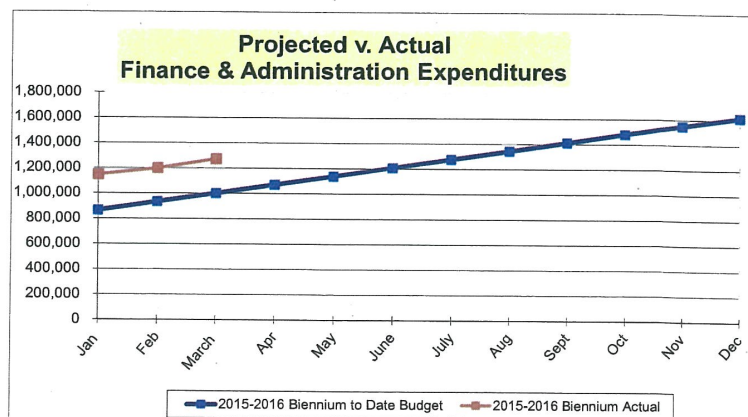


FINANCE & ADMINISTRATION

	2015-2016 Biennium to Date Budget	2015-2016 Biennium Actual
2015	798,363	909,180
Jan	866,819	1,147,482
Feb	935,276	1,198,175
March	1,003,732	1,272,737
Apr	1,072,188	
May	1,140,644	
June	1,209,101	
July	1,277,557	
Aug	1,346,013	
Sept	1,414,469	
Oct	1,482,926	
Nov	1,551,382	
Dec	1,619,838	
2015-16	1,619,838	

Year To Date
Actual v. Projected

127%



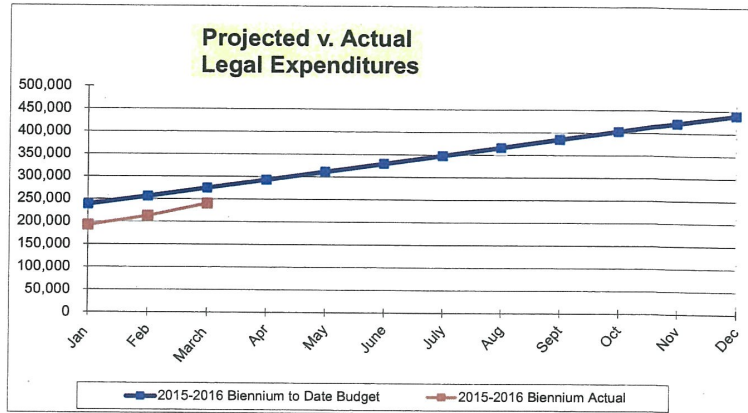
City of Kenmore, Washington
General Fund Expenditure Graphs
March 31, 2016

LEGAL

	2015-2016 Biennium to Date Budget	2015-2016 Biennium Actual
2015	220,000	189,956
Jan	238,333	192,069
Feb	256,667	212,773
March	275,000	240,324
Apr	293,333	
May	311,667	
June	330,000	
July	348,333	
Aug	366,667	
Sept	385,000	
Oct	403,333	
Nov	421,667	
Dec	440,000	
2015-16	440,000	

Year To Date
 Actual v. Projected

87%

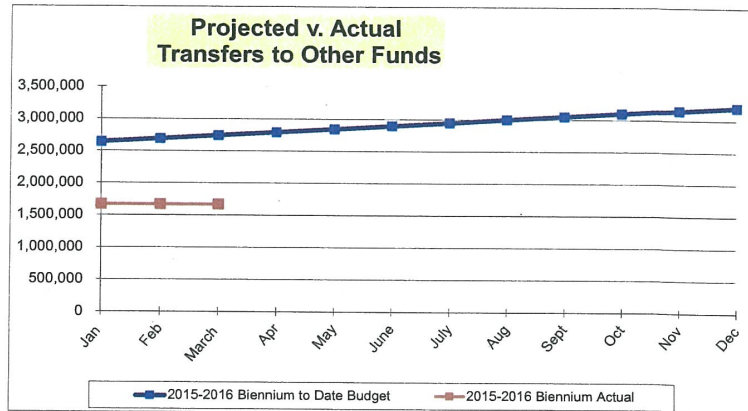


TRANSFERS TO OTHER FUNDS

	2015-2016 Biennium to Date Budget	2015-2016 Biennium Actual
2015	2,588,786	1,666,216
Jan	2,639,943	1,666,216
Feb	2,691,100	1,666,216
March	2,742,257	1,666,216
Apr	2,793,414	
May	2,844,571	
June	2,895,729	
July	2,946,886	
Aug	2,998,043	
Sept	3,049,200	
Oct	3,100,357	
Nov	3,151,514	
Dec	3,202,671	
2015-16	3,202,671	

Year To Date
 Actual v. Projected

61%

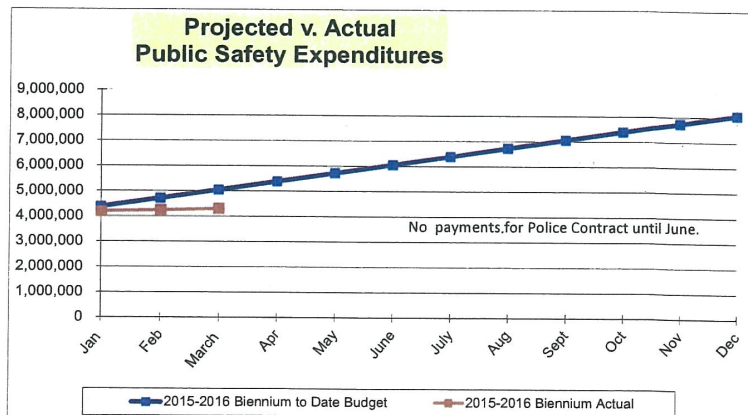


PUBLIC SAFETY

	2015-2016 Biennium to Date Budget	2015-2016 Biennium Actual
2015	4,051,177	4,152,022
Jan	4,386,589	4,187,043
Feb	4,722,000	4,241,000
March	5,057,412	4,299,830
Apr	5,392,823	
May	5,728,235	
June	6,063,646	
July	6,399,058	
Aug	6,734,469	
Sept	7,069,881	
Oct	7,405,292	
Nov	7,740,704	
Dec	8,076,115	
2015-16	8,076,115	

Year To Date
 Actual v. Projected

85%



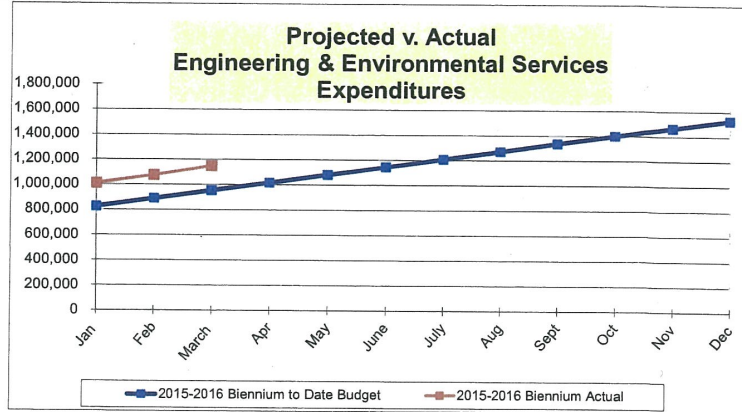
City of Kenmore, Washington
General Fund Expenditure Graphs
March 31, 2016

ENGINEERING & ENVIRONMENTAL SERVICES

	2015-2016 Biennium to Date Budget	2015-2016 Biennium Actual
2015	763,129	937,886
Jan	826,864	1,010,654
Feb	890,599	1,075,095
March	954,334	1,149,254
Apr	1,018,069	
May	1,081,804	
June	1,145,540	
July	1,209,275	
Aug	1,273,010	
Sept	1,336,745	
Oct	1,400,480	
Nov	1,464,215	
Dec	1,527,950	
2015-16	1,527,950	

Year To Date
 Actual v. Projected

120%

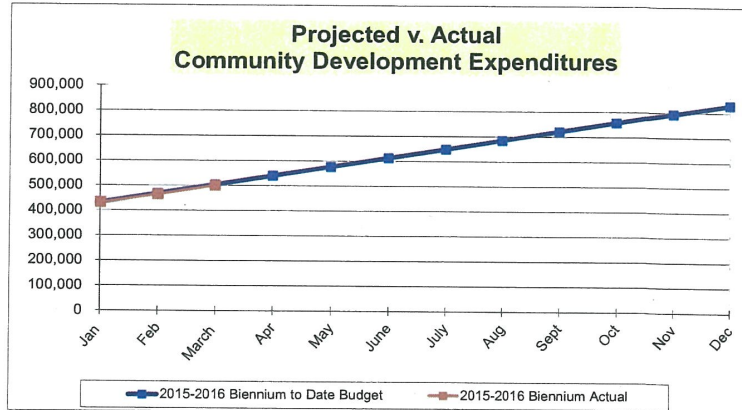


COMMUNITY DEVELOPMENT

	2015-2016 Biennium to Date Budget	2015-2016 Biennium Actual
2015	395,834	401,776
Jan	432,017	431,552
Feb	468,200	464,237
March	504,383	500,153
Apr	540,566	
May	576,749	
June	612,932	
July	649,115	
Aug	685,298	
Sept	721,481	
Oct	757,664	
Nov	793,847	
Dec	830,030	
2015-16	830,030	

Year To Date
 Actual v. Projected

99%

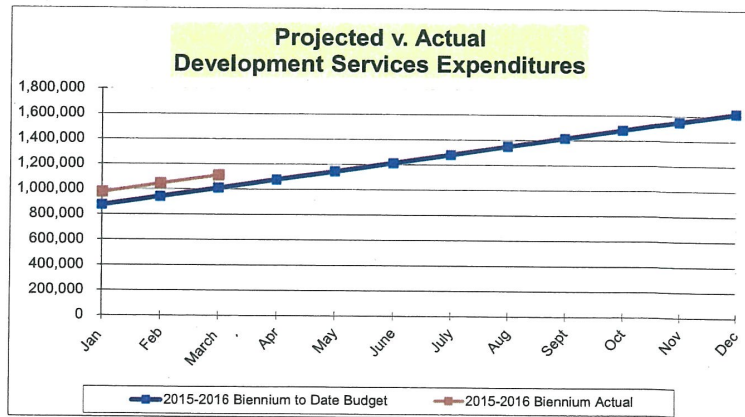


DEVELOPMENT SERVICES

	2015-2016 Biennium to Date Budget	2015-2016 Biennium Actual
2015	808,496	855,249
Jan	876,126	976,587
Feb	943,755	1,045,721
March	1,011,385	1,110,942
Apr	1,079,014	
May	1,146,644	
June	1,214,273	
July	1,281,903	
Aug	1,349,532	
Sept	1,417,162	
Oct	1,484,791	
Nov	1,552,421	
Dec	1,620,050	
2015-16	1,620,050	

Year To Date
 Actual v. Projected

110%



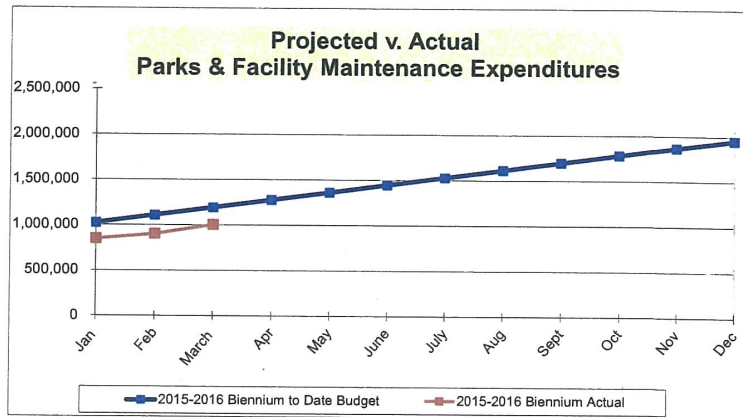
**City of Kenmore, Washington
General Fund Expenditure Graphs
March 31, 2016**

PARKS & FACILITY MAINTENANCE

	2015-2016 Biennium to Date Budget	2015-2016 Biennium Actual
2015	941,427	802,859
Jan	1,025,842	847,373
Feb	1,110,257	901,839
March	1,194,673	1,003,905
Apr	1,279,088	
May	1,363,503	
June	1,447,918	
July	1,532,333	
Aug	1,616,748	
Sept	1,701,164	
Oct	1,785,579	
Nov	1,869,994	
Dec	1,954,409	
2015-16	1,954,409	

Year To Date
Actual v. Projected

84%

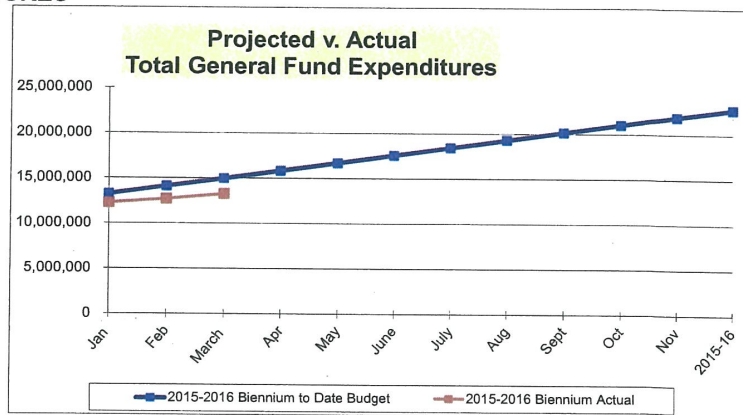


TOTAL GENERAL FUND EXPENDITURES

	2015-2016 Biennium to Date Budget	2015-2016 Biennium Actual
Jan	13,249,735	12,233,472
Feb	14,115,461	12,678,004
March	14,981,187	13,242,725
Apr	15,846,913	
May	16,712,639	
June	17,578,365	
July	18,444,090	
Aug	19,309,816	
Sept	20,175,542	
Oct	21,041,268	
Nov	21,906,994	
2015-16	22,772,720	

Year To Date
Actual v. Projected

88%



**City of Kenmore, Washington
Street Fund Summary Report
March 31, 2016**

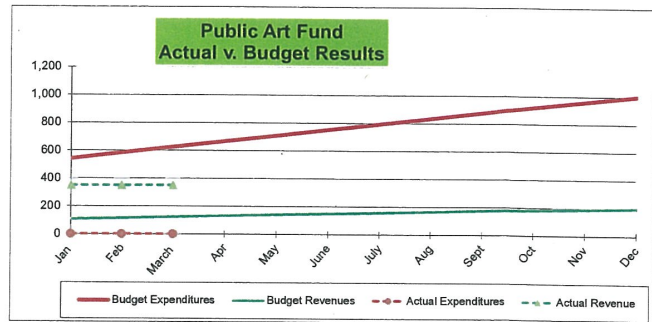


	MONTH	BIENNIUM TO DATE	% of	BUDGET
	<u>March 2016</u>	<u>2015-2016</u>	<u>BUDGET</u>	<u>2015-2016</u>
<u>REVENUES</u>				
Beginning Fund Balance		899,288		899,288
Fuel Tax	37,554	554,614	63.6%	871,531
Investment Interest	0	4,458	-	0
Miscellaneous	66	1,524	-	0
ROW Permit Fees/Inspections	0	143,040	79.5%	180,000
Transfer from General Fund	0	485,430	58.3%	833,000
Transfer from TBD	0	232,000	48.8%	475,000
Total Revenues	37,620	1,421,067	60.2%	2,359,531
Total Revenues & Beginning Fund Balance		2,320,355		3,258,819

	MONTH	BIENNIUM TO DATE	% of	BUDGET
	<u>March 2016</u>	<u>2015-2016</u>	<u>BUDGET</u>	<u>2015-2016</u>
<u>EXPENDITURES</u>				
Salary and Benefits	22,121	355,177	61.5%	577,783
Maintenance & Operations	35,736	912,296	51.8%	1,760,494
Capital	0	32,132	97.4%	33,000
Transfer to Transportation Capital	0	320,597	80.1%	400,000
Total Expenditures	57,857	1,620,202	58.5%	2,771,277
Ending Fund Balance		700,152		487,542
Total Expenditures and Ending Fund Balance		2,320,355		3,258,819

**City of Kenmore, Washington
Other Funds Monthly Activity
March 31, 2016**

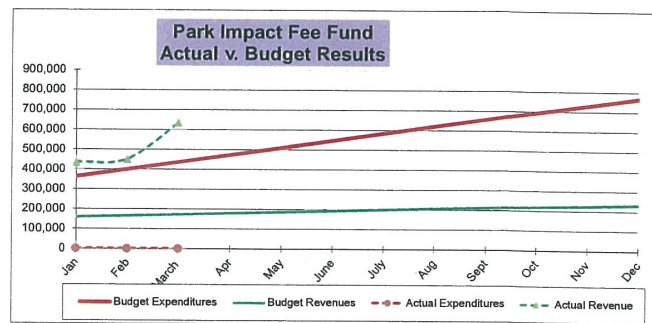
PUBLIC ART FUND				
	2015-2016 Budget Expenditures	2015-2016 Actual Expenditures	2015-2016 Budget Revenue	2015-2016 Actual Revenue
2015	500	0	100	352
Jan	542	0	108	352
Feb	583	0	117	352
March	625	0	125	352
Apr	667		133	
May	708		142	
June	750		150	
July	792		158	
Aug	833		167	
Sept	875		175	
Oct	917		183	
Nov	958		192	
Dec	1,000		200	
2015-16	1,000		200	
Total Actual to Date vs Total Budget		0%		176%



This fund accounts for public art authorized by Ordinance 01-0115. One percent (1%) of public project construction contracts is contributed to this fund to provide for public art displays or performing arts events as authorized by the City Council.

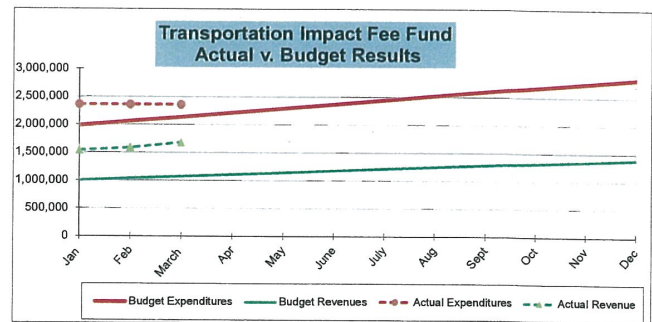
0

PARK IMPACT FEE FUND				
	2015-2016 Budget Expenditures	2015-2016 Actual Expenditures	2015-2016 Budget Revenue	2015-2016 Actual Revenue
2015	325,000	0	154,878	396,247
Jan	361,706	0	161,477	437,063
Feb	398,412	0	168,076	452,453
March	435,118	0	174,674	636,597
Apr	471,824		181,273	
May	508,530		187,872	
June	545,236		194,471	
July	581,941		201,069	
Aug	618,647		207,668	
Sept	655,353		214,267	
Oct	692,059		220,866	
Nov	728,765		227,464	
Dec	765,471		234,063	
2015-16	765,471		234,063	
Total Actual to Date vs Total Budget		0%		272%



This fund accounts for City imposed park impact fees on new development. Expenditures are for public park acquisitions and improvements.

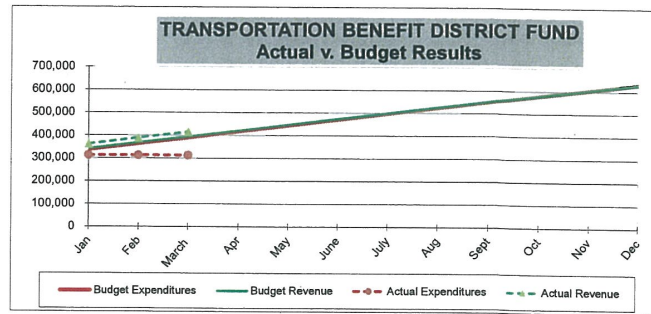
TRANSPORTATION IMPACT FEE FUND				
	2015-2016 Budget Expenditures	2015-2016 Actual Expenditures	2015-2016 Budget Revenue	2015-2016 Actual Revenue
2015	1,904,780	2,360,000	975,257	1,413,466
Jan	1,981,444	2,360,000	1,010,424	1,548,410
Feb	2,058,108	2,360,000	1,045,590	1,599,014
March	2,134,773	2,360,000	1,080,757	1,691,789
Apr	2,211,437		1,115,924	
May	2,288,101		1,151,090	
June	2,364,765		1,186,257	
July	2,441,429		1,221,424	
Aug	2,518,093		1,256,590	
Sept	2,594,758		1,291,757	
Oct	2,671,422		1,326,924	
Nov	2,748,086		1,362,090	
Dec	2,824,750		1,397,257	
2015-16	2,824,750		1,397,257	
Total Actual to Date vs Total Budget		84%		121%



This fund accounts for City imposed transportation impact fees on new development. Expenditures are for public transportation improvements.

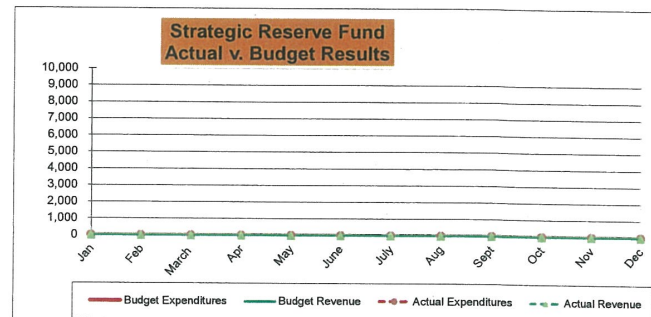
**City of Kenmore, Washington
Other Funds Monthly Activity
March 31, 2016**

TRANSPORTATION BENEFIT DISTRICT FUND				
	2015-2016 Budget Expenditures	2015-2016 Actual Expenditures	2015-2016 Budget Revenue	2015-2016 Actual Revenue
2015	309,500	309,500	315,100	334,634
Jan	336,208	312,000	341,358	362,255
Feb	362,917	312,000	367,617	389,104
March	389,625	312,000	393,875	415,913
Apr	416,333		420,133	
May	443,042		446,392	
June	469,750		472,650	
July	496,458		498,908	
Aug	523,167		525,167	
Sept	549,875		551,425	
Oct	576,583		577,683	
Nov	603,292		603,942	
Dec	630,000		630,200	
2015-16	630,000		630,200	
Total Actual to Date vs Total Budget		50%		66%



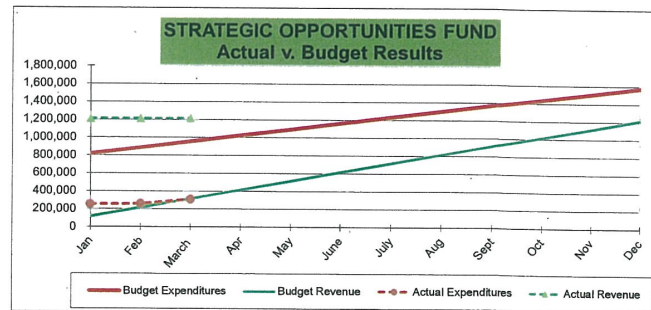
The Transportation Benefit District fund accounts for the \$20 vehicle license tab fees levied on vehicles located in the Kenmore city limits. The revenue generated will be used in maintaining the City's transportation system.

STRATEGIC RESERVE FUND				
	2015-2016 Budget Expenditures	2015-2016 Actual Expenditures	2015-2016 Budget Revenue	2015-2016 Actual Revenue
2015	0	0	0	0
Jan	0	0	0	0
Feb	0	0	0	0
March	0	0	0	0
Apr	0	0	0	0
May	0	0	0	0
June	0	0	0	0
July	0	0	0	0
Aug	0	0	0	0
Sept	0	0	0	0
Oct	0	0	0	0
Nov	0	0	0	0
Dec	0	0	0	0
Total Actual to Date vs Total Budget	0	0%	0	0%



This fund was created to serve as the City's emergency reserve fund. Per State Statute, the fund cannot exceed \$.375 per \$1,000 of the City's assessed value and is fully funded at \$1,264,464 for 2011. No expenditures are anticipated or have been budgeted at this time.

STRATEGIC OPPORTUNITIES FUND				
	2015-2016 Budget Expenditures	2015-2016 Actual Expenditures	2015-2016 Budget Revenue	2015-2016 Actual Revenue
2015	746,200	247,741	20,943	1,211,827
Jan	814,950	252,597	120,693	1,214,052
Feb	883,700	260,695	220,444	1,215,602
March	952,450	307,618	320,194	1,217,352
Apr	1,021,200		419,944	
May	1,089,950		519,694	
June	1,158,700		619,445	
July	1,227,450		719,195	
Aug	1,296,200		818,945	
Sept	1,364,950		918,695	
Oct	1,433,700		1,018,446	
Nov	1,502,450		1,118,196	
Dec	1,571,200		1,217,946	
2015-16	1,571,200		1,217,946	
Total Actual to Date vs Total Budget		20%		100%

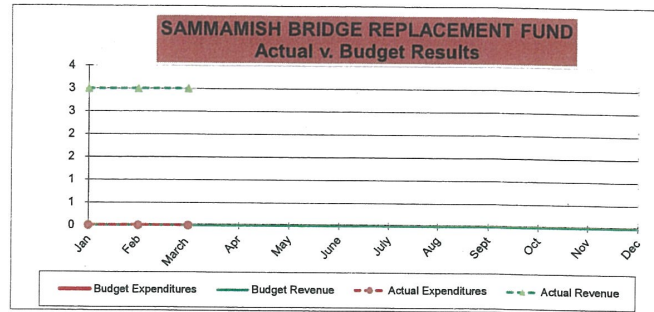


The purpose of the Strategic Opportunities Fund is to have funds available for the City to make key investments or take advantage of strategic opportunities as they present themselves. For 2015-16, the Business Incubator expenditures are budgeted in this fund.

City of Kenmore, Washington
Other Funds Monthly Activity
March 31, 2016

SAMMAMISH BRIDGE REPLACEMENT FUND

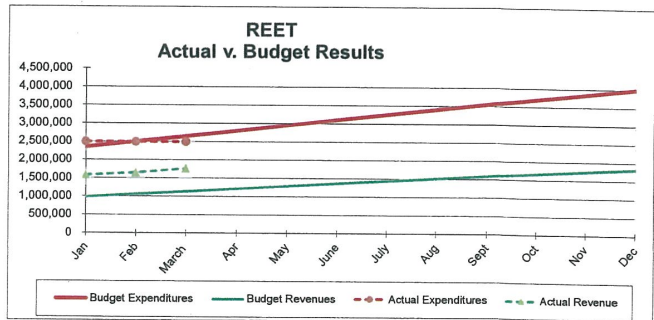
	2015-2016 Budget Expenditures	2015-2016 Actual Expenditures	2015-2016 Budget Revenue	2015-2016 Actual Revenue
2015	0	0	0	3
Jan	0	0	0	3
Feb	0	0	0	3
March	0	0	0	3
Apr	0		0	
May	0		0	
June	0		0	
July	0		0	
Aug	0		0	
Sept	0		0	
Oct	0		0	
Nov	0		0	
Dec	0		0	
2015-16	0		0	
Total Actual to Date vs Total Budget		0%		0%



The Sammamish Bridge Replacement fund is a fund used to put money aside for the replacement of the West Sammamish bridge.

REAL ESTATE EXCISE TAX FUND

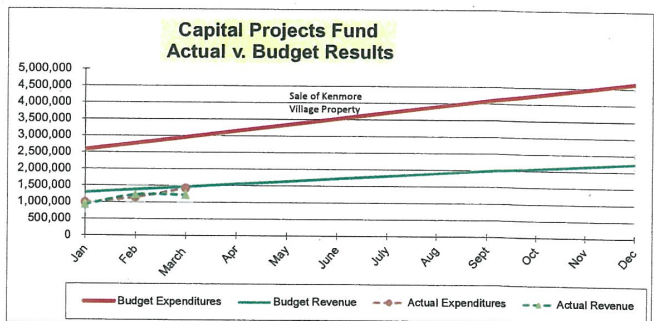
	2015-2016 Budget Expenditures	2015-2016 Actual Expenditures	2015-2016 Budget Revenue	2015-2016 Actual Revenue
2015	2,191,250	2,484,359	914,000	1,464,658
Jan	2,340,921	2,484,359	990,083	1,587,477
Feb	2,490,593	2,484,359	1,066,167	1,657,623
March	2,640,264	2,484,359	1,142,250	1,767,689
Apr	2,789,935		1,218,333	
May	2,939,607		1,294,417	
June	3,089,278		1,370,500	
July	3,238,949		1,446,583	
Aug	3,388,621		1,522,667	
Sept	3,538,292		1,598,750	
Oct	3,687,963		1,674,833	
Nov	3,837,635		1,750,917	
Dec	3,987,306		1,827,000	
2015-16	3,987,306		1,827,000	
Total Actual to Date vs Total Budget		62%		97%



The Real Estate Excise Tax Fund accounts for the 1/2% real estate excise taxes levied by the City which are restricted to capital projects and improvements. Expenditures include transfers to the Park Capital Fund for park improvements and Transportation Capital Fund for transportation improvements.

KENMORE VILLAGE FUND

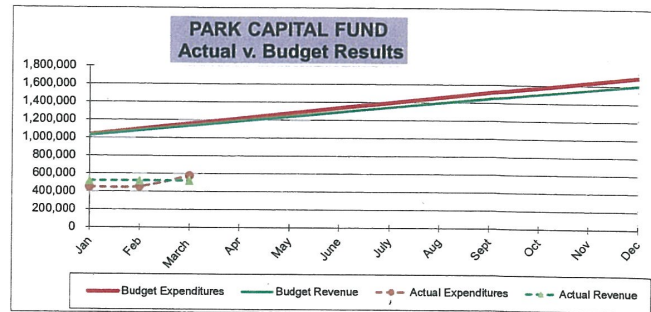
	2015-2016 Budget Expenditures	2015-2016 Actual Expenditures	2015-2016 Budget Revenue	2015-2016 Actual Revenue
2015	2,389,500	1,003,897	1,219,200	939,764
Jan	2,576,306	986,635	1,304,842	939,764
Feb	2,763,112	1,139,797	1,390,483	1,230,764
March	2,949,917	1,420,862	1,476,125	1,230,764
Apr	3,136,723		1,561,767	
May	3,323,529		1,647,408	
June	3,510,335		1,733,050	
July	3,697,140		1,818,692	
Aug	3,883,946		1,904,333	
Sept	4,070,752		1,989,975	
Oct	4,257,558		2,075,617	
Nov	4,444,363		2,161,258	
Dec	4,631,169		2,246,900	
2015-16	4,631,169		2,246,900	
Total Actual to Date vs Total Budget		31%		55%



The Kenmore Village Fund accounts for leasing activity and property transactions within Kenmore Village

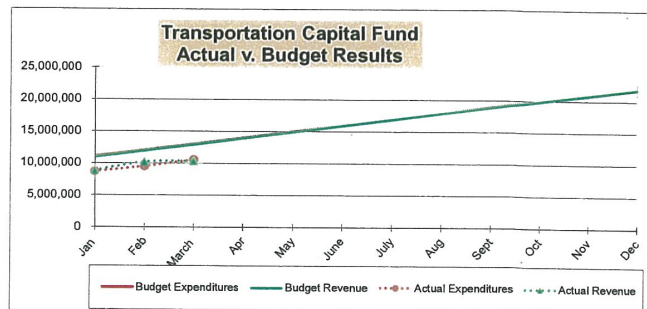
**City of Kenmore, Washington
Other Funds Monthly Activity
March 31, 2016**

PARK CAPITAL FUND				
	2015-2016 Budget Expenditures	2015-2016 Actual Expenditures	2015-2016 Budget Revenue	2015-2016 Actual Revenue
2015	974,000	437,373	975,200	521,437
Jan	1,033,769	448,504	1,027,698	521,437
Feb	1,093,539	453,784	1,080,196	521,437
March	1,153,308	575,191	1,132,694	521,437
Apr	1,213,078		1,185,191	
May	1,272,847		1,237,689	
June	1,332,617		1,290,187	
July	1,392,386		1,342,685	
Aug	1,452,155		1,395,183	
Sept	1,511,925		1,447,681	
Oct	1,571,694		1,500,178	
Nov	1,631,464		1,552,676	
Dec	1,691,233		1,605,174	
2015-16	1,691,233		1,605,174	
Total Actual to Date vs Total Budget		34%		32%



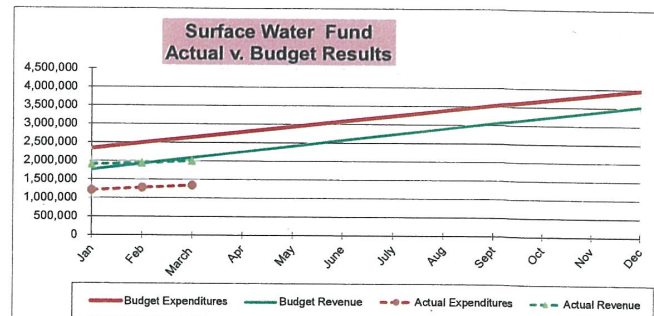
The Park Capital fund will account for Park Capital Projects formerly included in the Municipal Capital fund. In addition, distributions from the King County Proposition 2 Parks Expansion Levy will be receipted into this fund

TRANSPORTATION CAPITAL FUND				
	2015-2016 Budget Expenditures	2015-2016 Actual Expenditures	2015-2016 Budget Revenue	2015-2016 Actual Revenue
2015	10,039,810	8,637,374	9,989,310	8,681,369
Jan	11,023,357	8,669,016	10,977,781	8,856,349
Feb	12,006,905	9,485,351	11,966,251	10,236,046
March	12,990,452	10,529,365	12,954,722	10,363,204
Apr	13,973,999		13,943,192	
May	14,957,546		14,931,663	
June	15,941,094		15,920,133	
July	16,924,641		16,908,604	
Aug	17,908,188		17,897,074	
Sept	18,891,735		18,885,545	
Oct	19,875,283		19,874,015	
Nov	20,858,830		20,862,486	
Dec	21,842,377		21,850,956	
2015-16	21,842,377		21,850,956	
Total Actual to Date vs Total Budget		48%		47%



The Transportation Capital Fund accounts for capital improvements to the City's streets and SR 522, funded by various grants plus City resources from real estate excise tax and transportation impact fees. All phases of improvements to SR 522 are now accounted for in this fund. There is a time lag between project expenditures and reimbursements from grants; this accounts for the lower revenues compared to the expenditures.

SURFACE WATER MANAGEMENT FUND				
	2015-2016 Budget Expenditures	2015-2016 Actual Expenditures	2015-2016 Budget Revenue	2015-2016 Actual Revenue
2015	2,188,308	1,115,684	1,620,000	1,915,280
Jan	2,336,430	1,207,683	1,780,000	1,922,104
Feb	2,484,553	1,275,765	1,940,000	1,955,947
March	2,632,675	1,338,128	2,100,000	2,017,402
Apr	2,780,797		2,260,000	
May	2,928,920		2,420,000	
June	3,077,042		2,580,000	
July	3,225,164		2,740,000	
Aug	3,373,287		2,900,000	
Sept	3,521,409		3,060,000	
Oct	3,669,531		3,220,000	
Nov	3,817,654		3,380,000	
Dec	3,965,776		3,540,000	
2015-16	3,965,776		3,540,000	
Total Actual to Date vs Total Budget		34%		57%

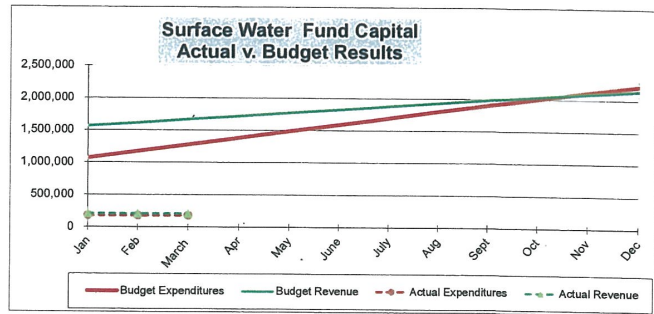


This fund accounts for receipts from surface water assessments. The assessments are collected through the property tax billings; the majority of the receipts are collected in May and November. Expenditures are for surface water maintenance activities such as sweeping and drainage as well as capital improvements.

City of Kenmore, Washington
Other Funds Monthly Activity
March 31, 2016

SURFACE WATER CAPITAL FUND

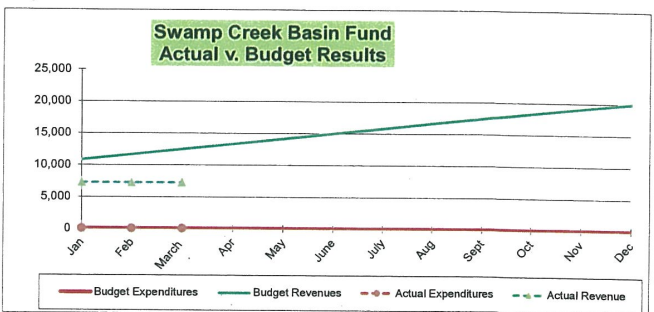
	2015-2016 Budget Expenditures	2015-2016 Actual Expenditures	2015-2016 Budget Revenue	2015-2016 Actual Revenue
2015	960,611	176,312	1,506,266	204,826
Jan	1,064,685	176,312	1,559,036	204,826
Feb	1,168,759	176,312	1,611,805	204,826
March	1,272,833	176,312	1,664,575	204,826
Apr	1,376,907		1,717,344	
May	1,480,981		1,770,114	
June	1,585,056		1,822,883	
July	1,689,130		1,875,653	
Aug	1,793,204		1,928,422	
Sept	1,897,278		1,981,192	
Oct	2,001,352		2,033,961	
Nov	2,105,426		2,086,731	
Dec	2,209,500		2,139,500	
2015-16	2,209,500		2,139,500	
Total Actual to Date vs Total Budget		8%		10%



This fund accounts for the expenditures for Surface Water Capital Improvements. Revenue sources for this fund include a variety of federal, state, or local grants, surface water management fees transferred from the Surface Water Management Fund and real estate excise taxes.

SWAMP CREEK BASIN FUND

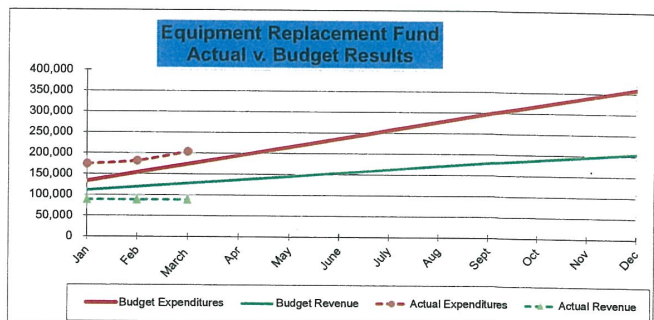
	2015-2016 Budget Expenditures	2015-2016 Actual Expenditures	2015-2016 Budget Revenue	2015-2016 Actual Revenue
2015	0	0	10,000	7,271
Jan	0	0	10,833	7,271
Feb	0	0	11,667	7,271
March	0	0	12,500	7,271
Apr	0		13,333	
May	0		14,167	
June	0		15,000	
July	0		15,833	
Aug	0		16,667	
Sept	0		17,500	
Oct	0		18,333	
Nov	0		19,167	
Dec	0		20,000	
2015-16	0		20,000	
Total Actual to Date vs Total Budget		0%		36%



This fund accounts for the Memorandum of Agreement with King County which provided funds reserved for surface water projects, improvements, and maintenance within the Swamp Creek Basin.

EQUIPMENT REPLACEMENT FUND

	2015-2016 Budget Expenditures	2015-2016 Actual Expenditures	2015-2016 Budget Revenue	2015-2016 Actual Revenue
2015	112,000	173,486	103,000	89,227
Jan	132,531	173,486	111,583	89,227
Feb	153,063	181,188	120,167	89,227
March	173,594	203,245	128,750	89,227
Apr	194,125		137,333	
May	214,656		145,917	
June	235,188		154,500	
July	255,719		163,083	
Aug	276,250		171,667	
Sept	296,781		180,250	
Oct	317,313		188,833	
Nov	337,844		197,417	
Dec	358,375		206,000	
2015-16	358,375		206,000	
Total Actual to Date vs Total Budget		57%		43%



This fund is used to maintain a reserve for future replacement of equipment, including, but not limited to furniture, computers and vehicles. Payments are received from various operating departments and funds that benefit from or use the assets.

City of Kenmore, Washington
Investment Schedule
March 31, 2016



Report by Security	Investment #	Type	Average Yield to Maturity-Securities				Possible Call Date	Overall Average Yield	0.74%
			Maturity Date	Purchase Date	Rate	Yield			
								Principal or Balance	Yield Equivalents
Piper Jaffray									
	31771J4M9	FICO	9/26/2017	8/14/2012	1.13%	1.13%	non callable	894,731.88	10,137.31
Total Piper Jaffrey Purchases								894,731.88	10,137.31
Time Value Investments									
	31359MEL3	FNMA	4/22/2017	10/22/2012	0.86%	0.86%	no call	999,468.08	8,595.43
	31771EAL5	FICO	2/8/2018	1/13/2015	1.15%	1.15%		999,114.48	11,489.82
	3134G43V8	FHLB	5/15/2018	7/23/2014	1.36%	1.36%		988,450.00	13,462.69
	3135G0XK4	FNMA	5/25/2018	11/25/2013	1.38%	1.38%		985,750.00	13,583.64
	3135G0XK4	FNMA	5/25/2018	2/27/2014	1.30%	1.30%		989,691.00	12,865.98
	3133EA5T1	FFCB	1/23/2019	7/23/2014	1.59%	1.59%		984,270.00	15,689.26
	3135G0G23	FNMA	4/29/2019	11/24/2015	1.35%	1.35%	4/26/2016	998,326.00	13,477.40
Total TVI Purchases								6,945,069.56	89,164.21
Banner Bank CD's									
Total Banner Bank CD's									
Sound Community Bank CD's									
	18299229	CD	2/11/2018	2/11/2016	0.80%	0.80%		1,000,000.00	8,000.00
Total Sound Community Bank CD's								1,000,000.00	8,000.00
Opus Bank CD's									
	11495975	CD	2/10/17	6/10/15	0.35%	0.35%		1,000,000.00	3,500.00
	11539715	CD	3/29/18	3/30/16	0.85%	0.85%		1,000,000.00	8,500.00
	11527322	CD	6/30/16	6/30/2015	0.45%	0.45%		1,000,000.00	4,500.00
Total Cascade Bank CD's								3,000,000.00	16,500.00
TOTAL ALL SECURITIES								\$ 11,839,801.44	\$ 123,801.53
		Banner Checking and Savings				0.07% Banner		3,543,027.17	2,480.12
		Cash						1,005.00	-
		Local Government Investment Pool				0.42% LGIP		3,759,159.74	15,792.23
		Total Accounts						\$ 19,142,993.35	142,073.88

City of Kenmore, Washington
Cash and Investment Report
March 31, 2016



<u>Fund</u>	Beg. Cash & Inv. from Prev. Mo.	Monthly Revenues	Monthly Expenditures	End. Cash & Inv. Current Month
General	\$3,691,595	\$758,833	\$564,721	3,885,708
Street	720,698	37,620	57,857	700,461
Transportation Capital	751,092	127,158	1,044,014	(165,763)
Public Art	67,652	0	0	67,652
Park Impact Fee	1,205,226	184,144	0	1,389,370
Transportation Impact Fee	401,946	92,774	0	494,720
Swamp Creek Basin	1,404,934	0	0	1,404,934
Transportation Benefit District	86,032	26,809	0	112,841
Sammamish Bridge Replacement	516	0	0	516
Real Estate Excise Tax	1,587,476	110,066	0	1,697,543
Kenmore Village	2,477,214	0	281,065	2,196,149
Park Capital	68,221	0	121,408	(53,186)
Surface Water Management	2,162,562	61,456	62,364	2,161,654
Surface Water Capital	12,164	0	0	12,164
Strategic Reserve	1,264,465	0	0	1,264,465
Strategic Opportunities	3,101,798	1,750	46,923	3,056,625
Equipment Replacement	362,713	0	22,057	340,656
Trust & Agency	474,835	109,157	7,500	576,492
Totals	\$19,841,139	\$1,509,768	\$2,207,908	\$19,142,999

<u>Fund</u>	Cash, Savings, Local Govt Investment Pool	(> One Year) Fixed Investments	Total
General	-\$2,369,094	\$6,254,802	3,885,708
Street	-149,539	850,000	700,461
Transportation Capital	-165,763	0	(165,763)
Public Art	52,652	15,000	67,652
Park Impact Fee	459,370	930,000	1,389,370
Transportation Impact Fee	464,720	30,000	494,720
Swamp Creek Basin	4,934	1,400,000	1,404,934
Transportation Benefit District	112,841	0	112,841
Sammamish Bridge Replacement	516	0	516
Real Estate Excise Tax	1,697,543	0	1,697,543
Kenmore Village	1,746,149	450,000	2,196,149
Park Capital	-53,186	0	(53,186)
Surface Water Management	1,651,654	510,000	2,161,654
Surface Water Capital	12,164	0	12,164
Strategic Reserve	414,465	850,000	1,264,465
Strategic Opportunities	3,056,622	0	3,056,622
Equipment Replacement	-109,345	450,000	340,655
Trust & Agency	476,491	100,000	576,491
Totals	\$7,303,193	\$11,839,802	\$19,142,995

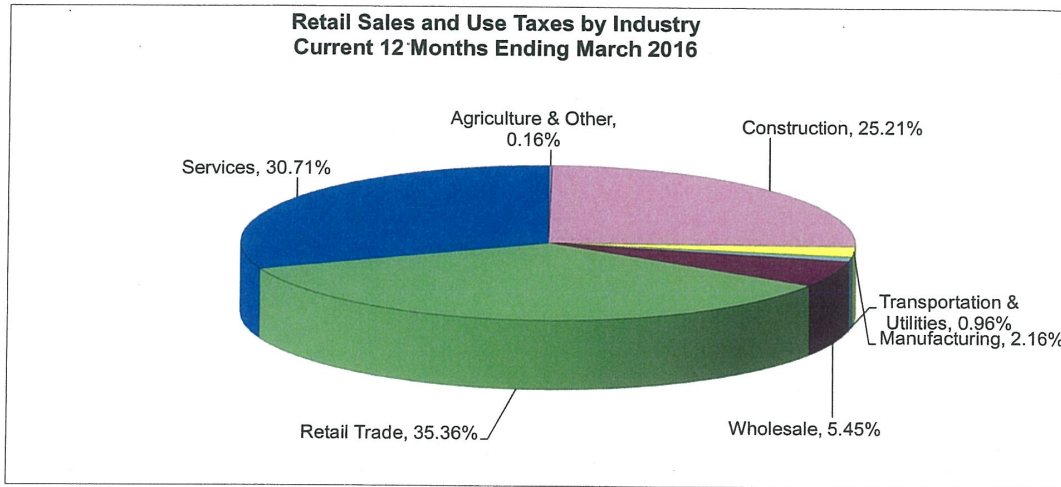
City of Kenmore, Washington
SALES TAX RECEIPTS BY BUSINESS TYPE
 March 2016

	SALES TAX	USE TAX	TOTAL	PERCENT
AGRICULTURE & OTHER	125.96	0.00	125.96	0.1%
CONSTRUCTION	47,560.24	2,635.70	50,195.93	30.7%
MANUFACTURING	2,355.80	0.00	2,355.80	1.4%
TRANSPORTATION & UTILITIES	916.67	239.20	1,155.88	0.7%
WHOLESALE	9,942.35	83.97	10,026.31	6.1%
RETAIL TRADE	54,011.84	178.53	54,190.37	33.1%
SERVICES	33,579.62	631.80	34,211.42	20.9%
INFORMATION	8,781.34	20.01	8,801.35	5.4%
PUBLIC SERVICES	18.42	2,594.04	2,612.47	1.6%
	<u>157,292.24</u>	<u>6,383.26</u>	<u>163,675.50</u>	<u>100.0%</u>

City of Kenmore, Washington
Retail Sales and Use Tax Distribution
March 31, 2016

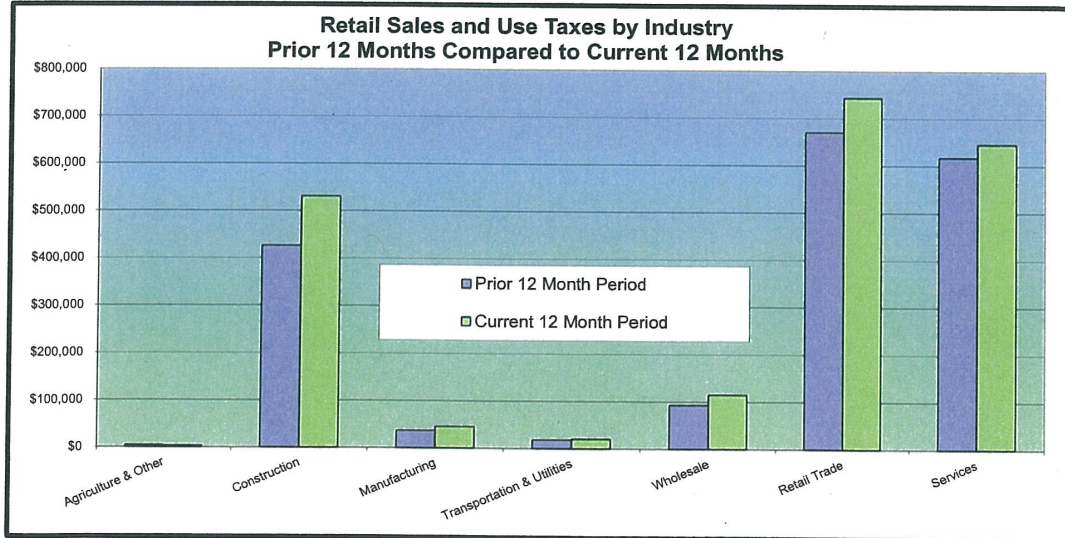


Industry	Prior 12 Months ending March 2015	Current 12 Months ending March 2016	% Increase/ (Decrease)	% of Total
Agriculture & Other (Landscaping, Animal Hospitals)	\$4,021	\$3,295	-18.07%	0.16%
Construction	425,615	530,122 *	24.55%	25.21%
Manufacturing (Printing, Publishing, Other Manuf.)	36,872	45,451	23.27%	2.16%
Transp/Comm/Utilities (Telecomm., Air Transport.)	18,393	20,143	9.51%	0.96%
Wholesale (Lumber, Other Wholesale)	92,481	114,486	23.79%	5.45%
Retail Trade (Eating, Merchandise, Food Stores)	670,315	743,347	10.90%	35.36%
Services (Auction, Recreation, Auto Repair, Financial)	617,059	645,607	4.63%	30.71%
Totals	\$1,864,756	\$2,102,451	12.75%	100%
Increase/(Decrease)		\$237,695	12.75%	



NOTE: Due to the City's Confidentiality Agreement with the Department of Revenue, specific business information cannot be disclosed.

There is a sixty-day lag between sales taxes collected and when they are remitted to the City



**City of Kenmore, Washington
Real Estate Excise Tax Report
March 31, 2016**

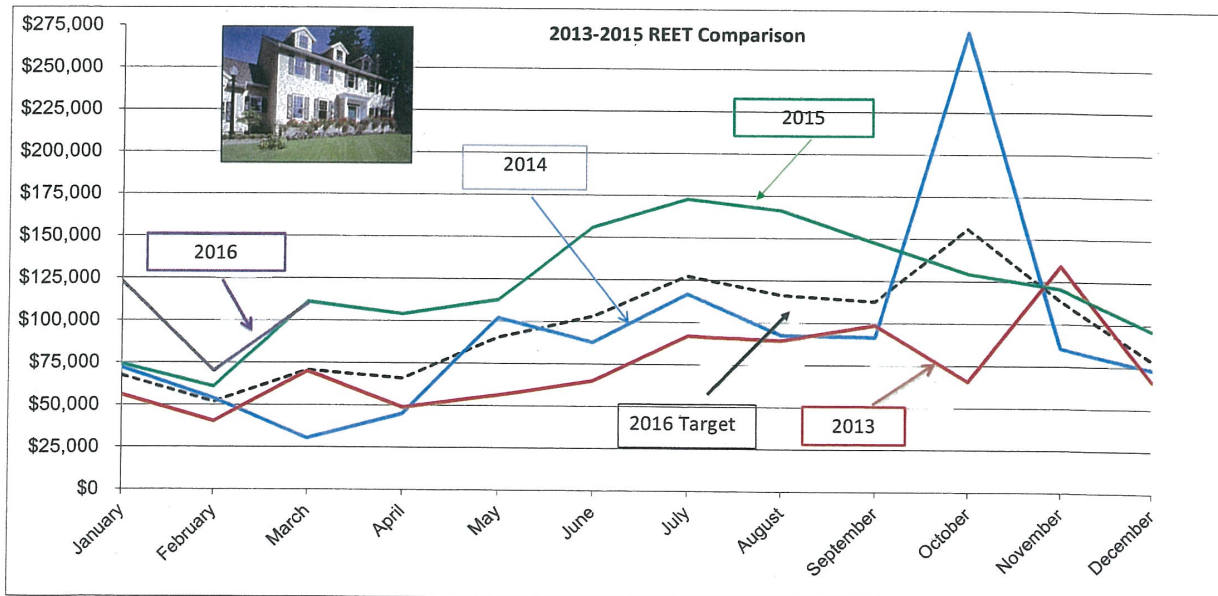


Real Estate Excise Taxes (REET) 2012 - 2016 Monthly Receipts						
	Actual 2012	Actual 2013	Actual 2014	Actual 2015	Actual 2016	Target 2016
January	54,359	55,801	72,106	74,259	122,819	67,389
February	18,064	40,281	54,038	61,070	70,146	51,797
March	29,691	69,946	30,426	111,337	110,066	70,570
April	30,662	48,671	45,118	104,280		66,023
May	52,575	56,178	102,257	112,927		90,454
June	60,408	64,938	88,070	156,338		103,116
July	81,316	91,779	116,858	173,095		127,244
August	56,626	89,496	92,932	166,651		116,360
September	82,785	98,573	91,812	147,668		112,684
October	60,265	65,596	272,842	129,678		156,039
November	88,057	134,286	85,748	120,907		113,647
December	152,262	66,342	73,582	96,566		78,830
	\$767,070	\$881,886	\$1,125,790	\$1,454,776	\$303,031	\$924,916

For 2016, REET is \$56,365 more than the same period last year and more than the 2016 target by \$113,275

* NOTE THE 2016 target is computed on a 3 year average (2013-2015) of actual receipts

Real Estate Excise Taxes (REET) 2012 - 2016 Property Sales > \$500,000								
The sales actually occur in the prior month; there is a 30 day lag between sales and when the City receives the revenue								
	Taxes from > \$500,000 Sale Amounts							
	2012	2013	2014	2015	2016	2013	2014	2015
January	5,515,283	3,380,165	4,699,850	7,418,000	18,590,517	16,732	23,264	36,719
February	1,152,000	3,417,500	3,930,920	6,607,900	9,701,034	16,917	19,458	32,709
March	750,000	3,514,000	2,175,430	7,874,934	15,147,174	17,394	10,768	38,981
April	870,000	1,570,450	4,266,725	14,291,370		7,774	21,120	70,742
May	2,796,250	3,634,210	12,347,730	14,068,904		17,989	61,121	69,641
June	1,215,000	2,761,500	7,353,999	20,361,466		13,669	36,402	100,789
July	4,196,500	8,478,706	15,071,601	25,571,387		41,970	74,604	126,578
August	1,756,200	6,131,455	5,882,306	22,614,538		30,351	29,117	111,942
September	4,859,500	10,911,500	8,437,700	18,821,380		54,012	41,767	93,166
October	3,087,500	5,568,400	44,456,605	16,519,240		27,564	220,060	81,770
November	8,334,960	18,620,230	8,922,100	14,736,156		92,170	44,164	72,944
December	23,033,200	4,606,450	7,142,900	13,187,535		22,802	35,357	65,278
	\$57,566,393	\$72,594,566	\$124,687,866	\$182,072,810		359,344	617,202	901,259
								215,022



City of Kenmore, Washington
Monthly Report for Kenmore Village Fund
March 31, 2016



<u>Revenues</u>	<u>March</u>	<u>Biennium-to-</u>	<u>Biennium Budget</u>
	<u>2016</u>	<u>Date</u>	
Lease Income (USPS & Kenmore Village)	0	25,000	67,000
Investment Interest	0	12,216	23,000
Sale of Property	0	901,302	903,000
Event Sponsorship	0	0	1,500
Grant for Public Square	0	291,000	270,000
Transfer From General Fund	0	0	60,000
Leasehold Excise Returned	0	1,246	2,400
Total Revenues	<u>0</u>	<u>1,230,764</u>	<u>1,326,900</u>
<u>Expenditures</u>			
6700 Building Improvements	0	72,028	0
Downtown Plan Services	4,373	56,429	0
Property Management	0	0	19,000
Utilities and Insurance - Kenmore Village	0	3,405	0
Repairs, Maintenance, Other Services	0	11,198	133,240
Surface Water and Fire Benefit Fees	2,502	7,399	0
Transfer to Park Capital Fund	0	134,929	134,929
Kenmore Village Public Square	274,190	1,135,475	3,365,000
Total Expenditures	<u>281,065</u>	<u>1,420,862</u>	<u>3,652,169</u>
Net Income (Loss)	<u>-281,065</u>	<u>-190,099</u>	<u>-2,325,269</u>

NOTE: This schedule only reflects activity occurring on the City books and does not include the lease revenue and expenditures accounted for by the property management firm.

Kenmore Transportation Benefit District
Monthly Report
March 31, 2016



Revenues	March 2016	Biennium-to- Date	Percent of Budget	Biennium Budget
Vehicle Fees	26,809	415,803	65.98%	630,200
Investment Interest	0	112		
Total Revenues	\$26,809	\$415,915	66.00%	\$630,200
Expenditures				
WCIA Insurance	0	5,000	100.00%	5,000
Reimbursement to Street Fund	0	232,000	48.84%	475,000
Overlay	0	75,000	50.00%	150,000
Total Expenditures	0	312,000	49.52%	630,000
Net Income (Loss)	\$26,809	\$103,915		\$200

