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 Regular Meeting Agenda
7:00 p.m., Monday, September 21, 2015
Kenmore City Hall, Council Chambers
18120 68th Ave. NE, Kenmore, WA 98028

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

I. CALL MEETING TO ORDER

II. ROLL CALL

III. FLAG SALUTE

IV. AGENDA APPROVAL

V. PROCLAMATION

A. National Domestic Violence Awareness Month - October 2015
Proclamation

VI. CITIZEN COMMENTS

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

VII. CONSENT AGENDA

A. Approve Check Nos. 32854 - 32930 in the Amount of $323.052.19 and Electronically Transferred Payroll Funds Totaling $80,940.22 for Period Ending September 11, 2015
Checks for Approval

B. Authorize City Manager to Award Bid for Town Green Project
Agenda Bill

C. Authorize City Manager to Execute Contract No. 15-C1465 for 61st Avenue Void Repair
Agenda Bill

VIII. BUSINESS AGENDA

A. Discussion & Approval of Ordinance No. 15-0405, Speed Limit Change at NE 175th Street between 61st and 73rd Avenues NE - Kris Overleese, Public Works Director/City Engineer, and Brett Schock, Traffic Engineer
Agenda Bill & Attachment

B. Transit-Oriented Development (TOD) District Overlay Continued Review - Debbie Bent, Community Development Director, and Lauri Anderson, Senior Planner
Agenda Bill & Attachments

IX. STAFF REPORT

A. SR 522 West A 62nd Avenue Power Pole Realignment - Kris Overleese, Public Works Director/City Engineer, and Kent Vaughan, Senior Civil Engineer
Memo

X. COUNCILMEMBER REPORTS & COMMENTS

XI. COUNCILMEMBER INITIATIVES

XII. EXECUTIVE SESSION

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

XIII. POSSIBLE ACTION RELATING TO EXECUTIVE SESSION

XIV. ADJOURNMENT

Upcoming Meetings:

Mon., September 28, 2015	City Council Regular Meeting Canceled	
Tues., October 6, 2015	7:00 p.m.	Planning Commission Regular Meeting
Mon., October 12, 2015	7:00 p.m.	City Council Regular Meeting

City of Kenmore, Washington
Proclamation
Domestic Violence Awareness Month - October 2015

Whereas, in Washington State 19% of women and 9% of men have reported experiencing domestic violence in their lifetime, and approximately 15.5 million children in the U.S. are exposed to domestic violence every year; and

Whereas, domestic violence is so prevalent that it is costing the U.S. economy $5.1 billion a year, of which $4.1 billion goes directly to medical and mental health services; and

Whereas, victims of domestic violence are not readily visible by their outward appearances; and

Whereas, committed within the privacy of homes, domestic violence is a nearly invisible crime, although every one of us probably knows someone who has experienced it; and

Whereas, when a family member is abused, it can have long-term damaging effects on the victim that can also leave a mark on family, friends, and the community at large; and

Whereas, domestic violence is widespread and is devastating to society as a whole; and

Whereas, the problem of domestic violence is not confined to any group or groups of people, but crosses all economic, racial, gender, educational, religious, and societal barriers, and is sustained by societal indifference; and

Whereas, the crime of domestic violence violates an individual's privacy, dignity, security, and humanity due to the systematic use of physical, emotional, sexual, psychological, and economic control and/or abuse; and

Whereas, victims of violence should have access to medical and legal services, counseling, transitional housing, and other supportive services so that they can escape the cycle of abuse; and

Whereas, the Washington State Domestic Violence Hotline (1-800-562-6025) and the National Domestic Violence Hotline (1-800-799-SAFE) and its website (www.TheHotline.org), and other victims' services, provide lifesaving tools and immediate support to enable victims to find safety and begin lives free of abuse and also provide information for identifying abuse and steps to help a friend or loved one through an abusive relationship; and

Whereas, it is important to recognize the compassion and dedication of the individuals who provide services to victims of domestic violence and work to increase public understanding of this significant problem; and

Whereas, it is battered women themselves who have been in the forefront of efforts to bring peace, equality, and healing to our homes and communities; and

Whereas, local programs, state coalitions, national organizations, and other agencies nationwide are committed to increasing public awareness of domestic violence and its prevalence, and to eliminating it through prevention and education; and

Whereas, important partnerships have been formed among criminal and juvenile justice agencies, healthcare providers, allied professionals, and victim services to assist victims of domestic violence and their families; and

Whereas, we can reach out to friends and loved ones who have suffered from domestic violence and tell them that they are not alone,

NOW THEREFORE, I, David Baker, Mayor of the City of Kenmore, on behalf of the City Council, do hereby proclaim the month of October 2015 as DOMESTIC VIOLENCE AWARENESS MONTH and urge all citizens to actively work towards the elimination of domestic violence.

IN WITNESS WHEREOF, signed this 21st day of September, 2015.

Signed: ____________________________
David Baker, Mayor

Attested: ____________________________
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 and that the following claims, paid by checks 32854-32930 which total $323,052.19, and electronically transferred payroll funds totalling $80,940.22, are just, due and unpaid obligations against the City of Kenmore/KingCounty/Washington, and that I am authorized to authenticate and certify to said claims.

RJ Koji 9/11/15

City Manager Date

Brian Randall 9/11/15

~~Finance Director~~ Accountant Date

Check #	Vendor Name	Description	Check Amount
32854	BANNER BANK CS	National Night Out & Supplies	1,683.69
32855	BANNER BANK BAKER	Comp. Equipment, Mtgs, Conf. R	1,088.80
32856	WALTERS, GEORGE	ROW Permit Refund - ROW 575-15	206.00
32857	CITY OF KENMORE	PERS Retro Reimbursement	26.87
32858	NATIONWIDE FINANCIAL 401a	Social Security Replacement Plan	12,111.10
32859	NATIONWIDE RETIREMENT SOLUTIONS 457	Deferred Comp Payroll Deduction	285.00
32860	ICMA RETIREMENT TRUST 457 - 304745	Deferred Comp Payroll Deduction	2,835.43
32861	DRS 457	Deferred Comp Payroll Deduction	1,860.00
32862	CITY OF KENMORE FS	Flexible Spending Medical Plans	334.21
32863	BANK OF AMERICA 941	Payroll Taxes	17,141.54
32864	DEPARTMENT OF RETIREMENT SYSTEMS	WA State Retirement	17,949.72
32865	STATE OF FLORIDA DISBURSEMENT UNIT	Payroll Deduction	275.00
32866	HSA BANK	Employee Health Savings Account Contribution	150.00
32867	PETTY CASH CUSTODIAN	9/4/15 Petty Cash Reimbursement	380.69
32868	UNITED STATES POSTMASTER	Newsletter Postage	1,604.80
32869	CASCADE PEST CONTROL	Monthly Rhododendron Park Pest Control	142.35
32870	CITY OF BELLEVUE	4th Qtr ARCH Contributions	6,678.25
32871	CAPITAL ONE COMMERCIAL/ COSTCO	Play Day Supplies & SWM Outreach Supplies	440.09
32872	DAILY JOURNAL OF COMMERCE	Legal Notices - Town Green	765.60
32873	FERGUSON ENTERPRISES INC #1539	Catch Basins & Parts	1,403.62
32874	FIRST AMERICAN TITLE	Easement Recordings	466.00
32875	FRUHLING SAND & TOPSOIL	Drainage Materials	100.00
32876	CALPORTLAND COMPANY	Catch Basin & Drainage Materials	305.78
32877	JET CITY PRINTING	Business Registration & NTPP Postcards	700.81
32878	LIGHTHOUSE CONSULTING INC	August IT Services	2,890.71
32879	MR. T'S TROPHIES	Logo Wear for Mike Thomas	67.85
32880	NORTHSHORE FIRE DEPT	August Fire Marshal Plan Review	1,091.00
32881	OFFICE DEPOT	Office Supplies	281.71
32882	OLYMPIC ENVIRONMENTAL RESOURCES INC	Fall Recycling Event Planning	3,865.59
32883	PACIFIC TOPSOILS	Veg/Concrete Disposal/Topsoil Purchased	588.71

32884	CEMEX	Drainage Material & Asphalt	224.88
32885	SEATTLE TIMES	Legal Notices	1,047.79
32886	SIGN UP, SIGN CO, INC	Banners "Imagine Kenmore" & Parking Sign	525.60
32887	TOTAL LANDSCAPE CORP	Aug. Northshore Summit & Squires Landscaping	1,730.10
32888	WA CITIES INSURANCE AUTHORITY	Notary Bond Fee for Tela Whiteman	50.00
32889	WA STATE DEPT OF TRANSPORTATION	July Traffic Signal Maint 02-C184	1,098.08
32890	UPS STORE	Budget Book Printings/PRR Copies	1,965.81
32891	PAT'S TREES AND LANDSCAPE INC.	Emergency Tree Work & Kenmore Vill. Pruning	7,013.89
32892	ALL TRAFFIC DATA SERVICES, INC.	SR522 Traffic Counts	750.00
32893	WA STATE DEPT OF TRANSPORTATION	SR522 West A June & July Svcs 15-C1362	3,316.08
32894	SOUND LAW CENTER	Hearing Examiner Services	5,645.50
32895	DIGITAL REPROGRAPHICS SERVICES INC.	Public Records Request #1625	9.50
32896	HDR	SR522 West A Svcs 6/28-7/25/15	89,228.38
32897	QUALITY BUSINESS SYSTEMS INC.	1st & 2nd Floor Xerox Chgs 8/2-9/1/15	915.89
32898	TOPIA TECHNOLOGY/ BIS	WebSvc Hosting	200.00
32899	A+ CONFERENCING	8/20 SR522 Transit Now Conference Call	28.43
32900	SHRED-IT	8/19 Shredding Service	52.22
32901	J&K ASSOCIATES	200 Gallon Water Tank Trailer	7,485.42
32902	COMCAST	8/30-9/29 City Hall Internet/Cable	179.88
32903	SARAH ROBERTS	August Prosecution Services	10,508.04
32904	PHSI PURE HEALTH SOLUTIONS INC.	Incubator Filtered Water/ Month Ending 9/13	50.31
32905	FRONTIER	8/28-9/27 City Hall & Elevator Phone Service	1,035.11
32906	SUSSMAN/PREJZA & CO, INC	Skate Court & Gateway Signs	4,395.00
32907	WELLS FARGO FINANCIAL	8/21-9/20 1st & 2nd Floor Xerox Lease	1,041.25
32908	HOPKINS, CRAIG	Police Volunteer Mileage Reimbursement	21.28
32909	DEVRIES, DENIS	Police Volunteer Mileage Reimbursement	39.10
32910	LAW OFFICE OF JOHN RONGERUDE, P.S.	Special Legal Services 9/3/15	600.00
32911	JOYCE ZIKER PARKINSON	July Environmental Legal Advice Kenmore Vill.	225.00
32912	ANCHOR QEA, LLC	July Sediment Professional Services	3,208.00
32913	STATE OF WA DEPT. OF LICENSING	Notary Bond Fee - Tela Whiteman	30.00
32914	VOID	Void	-
32915	ALPHAGRAPHICS US718	Business Cards	297.14
32916	GOODSELL POWER EQUIPMENT #2 INC.	Facility Maintenance Supplies	306.55
32917	INNOVAC	Vactor Services & Pipe Inspections	2,169.48
32918	FASTSIGNS	Imagine Kenmore & Concert Signs	569.40
32919	BRIEN, GAYLYNN	June Sales Tax Data Management	50.00
32920	VERTICAL VISUAL SOLUTIONS INC.	Wayfinding Signs	5,095.26
32921	SCORE	August Inmate Housing & July Health Services	57,420.50
32922	LOYUK, SAMANTHA	Training Travel Reimbursements	1,285.48
32923	HANSEN, COREY	August Incubator Consulting Service	3,425.00
32924	MUMMA, RYAN	Training Travel Reimbursements	844.29
32925	GALLATIN PUBLIC AFFAIRS	Aug. Media Relations/Marketing Consulting	8,606.05
32926	LANGTON SPIETH, LLC	Aug. Community Engagement/Org. Prog. Dev.	5,053.74
32927	STEWART TITLE COMPANY	W. Sammamish River Bridge Subd. Guarantee	876.00
32928	WHITEMAN, TELA	Mileage Reimbursement/Records Mgt Training	50.60
32929	HOLLY, BRANDAN	DJ Services 8/8/15 Kenmore Play Day	100.00
32930	OSBORN CONSULTING INC.	June 192nd Culvert/61st Monitoring Svcs	16,561.24
9/4/2015	PAYROLL	Direct Deposit	80,940.22
			$ 403,992.41

2015	PRIOR VENDOR ACTIVITY		TOTAL FOR 2015
	314 PIE		24.00
	A & A AIRPORT LIMOUSINE SERVICE		798.00
	A+ CONFERENCING		273.74
	A-1 LANDSCAPING & CONSTRUCTION, INC.		7,177.73
	AA ASPHALTING, INC		16,583.78
	AA PARTY RENTALS		3,016.27
	AAA FLAG & BANNER MFG. CO., INC.		5,620.28
	AAA PRINTING		723.80
	AABCO BARRICADE COMPANY INC.		1,046.88
	ACTION ENTERTAINMENT		395.00
	ACTIVE SHOOTER TRAINING LLC		1,334.52
	ADVANCE TESTING & SERVICE INC		702.00
	AFLAC		3,508.08
	ALCALDE & FAY		40,812.52
	ALEXANDER, JEFF		250.00
	ALL CITY FENCE CO.		4,089.83
	ALLISON & PARTNERS		9,600.00
	ALPHA SUPPORTED LIVING SERVICES		250.00
	ALPHAGRAPHICS US718		1,304.42
	AM TEST, INC		100.00
	AMERICAN GENERAL		3,549.76
	AMERICAN PLANNING ASSOCIATION		2,111.00
	AMERICAN PUBLIC WORKS ASSOCIATION		960.00
	AMERICAN SOCIETY OF COMPOSERS		341.40
	ANCHOR QEA, LLC		4,118.00
	ANDERSON, RICK		300.00
	APPLIED TECHNOLOGIES NW INC.		8,700.25
	ARC - PACIFIC NORTHWEST		675.46
	ARTS OF KENMORE		3,240.25
	ASSOCIATION OF WA CITIES		16,925.94
	ATHENAS		101.00
	AURORA RENTS		1,142.07
	AV CAPTURE ALL		2,757.43
	AWC EMPLOYEE BENEFITS		334,291.16
	BAKER, DAVID		2,522.08
	BANK OF AMERICA 941		252,953.88
	BANNER BANK	BAKER	8,696.77
	BANNER BANK	BH	2,936.28
	BANNER BANK	CS	2,104.86
	BANNER BANK	DB	1,397.50
	BANNER BANK	JG	5,581.66
	BANNER BANK	JGORDON	19,147.43
	BANNER BANK	KENMORE	27,236.09
	BANNER BANK	LD	7,817.06
	BANNER BANK	NO	2,773.83
	BANNER BANK	PS	226.82

BANNER BANK VAN NESS	5,709.50
BASTYR UNIVERSITY	50,200.00
BEARCOM	199.29
BECKER, THEODORE J	1,675.00
BEN & JERRY'S	11.00
BERK & ASSOCIATES	6,200.00
BLACKBAUD	6,283.89
BOHMAN, BRIAN	300.00
BORROMEO, ALEXANDER	75.00
BOTTLEROCKIT	500.00
BRIEN, GAYLYNN	400.00
BUILDERS EXCHANGE OF WASHINGTON INC	183.85
BULGER SAFE & LOCK, INC.	48.83
CALPORTLAND COMPANY	952.60
CAPITAL ONE COMMERCIAL/ COSTCO	1,039.56
CASCADE PEST CONTROL	996.45
CATHOUSE PIZZA	48.00
CEMEX	2,813.60
CENTER FOR HUMAN SERVICES	10,000.00
CENTER FOR PRIORITY BASED BUDGETING	12,500.00
CHAVEZ, FRANCISCO	1,500.00
CHICK'N FIX	48.00
CHINOOK BOOK	1,642.50
CITY OF BELLEVUE	78,364.25
CITY OF KENMORE	294.81
CITY OF KENMORE FS	5,347.36
CITY OF KENT	500.00
CITY OF LAKE FOREST PARK	514,302.58
CITY OF SHORELINE	7,604.68
CITYWORKS/ AZTECA SYSTEMS INC.	20,074.64
CLK CONSTRUCTION LLC	9,811.11
CLOWNS UNLIMITED, INC.	876.00
COASTAL WEAR PRODUCTS INC	2,713.42
COASTWIDE LABORATORIES	6,661.81
CODE PUBLISHING COMPANY	6,226.04
COLUMBIA RIDGE LANDFILL	4,458.22
COMCAST	2,559.35
CONSOLIDATED PRESS	6,147.98
CONYERS, JODY	54.63
CROWN PRODUCTS LLC	1,021.30
CUNNINGHAM, ED	250.00
CURTIS, DR. MILTON	1,326.64
DAILY JOURNAL OF COMMERCE	2,083.80
DANSOUND INC	7,568.64
DAY WIRELESS SYSTEMS	1,325.67
DENUSKI, STACEY	150.00
DEPARTMENT OF ECOLOGY	20,592.50
DEPARTMENT OF LABOR AND INDUSTRIES	19,916.37
DEPARTMENT OF RETIREMENT SYSTEMS	234,606.01

DEVRIES, DENIS	269.76
DIGITAL REPROGRAPHICS SERVICES INC.	395.15
DLT SOLUTIONS	1,600.67
DRS 457	12,120.00
DURRANT, JEFF	337.50
EAGLE EYE CONSULTING ENGINEERS	125.00
ECONOMIC DEV COUNCIL OF SEATTLE/KC	5,000.00
EE-NA ENTERPRISES LLC	13,593.15
EMERGENCY SERVICE COORDINATING AGCY	50,559.00
EMPLOYMENT SECURITY DEPT	11,945.69
ENVIRONMENTAL SYSTEMS RESEARCH INST.	7,008.00
EVERGREEN PRINT SOLUTIONS	781.24
EVERGREEN SAFETY COUNCIL	299.00
EVER-MARK, LLC	1,115.43
FASTSIGNS	340.92
FAZZARI MARKETING	2,294.24
FERGUSON ENTERPRISES INC #1539	7,458.26
FIRE PROTECTION, INC	9,329.27
FISHER, ALENE	712.34
FRONTIER	8,206.26
FRUHLING SAND & TOPSOIL	2,226.26
FUNRENT	575.81
G & H PRINTING	387.78
GA JORGENSEN CO. INC.	253.81
GALLATIN PUBLIC AFFAIRS	8,765.53
GATES, JANICE	40.74
GENERAL DYNAMICS	890.00
GEOENGINEERS INC	3,292.25
GIP'S DOWN-HOME BBQ	168.00
GOODSELL POWER EQUIPMENT #2 INC.	1,176.85
GORDON THOMAS HONEYWELL	26,114.57
GOREENG	66.00
GOVDELIVERY, INC.	10,500.00
GOVERNMENT FINANCE OFFICERS ASSOC	190.00
GOVERNMENT FINANCE RESEARCH GROUP	1,995.00
GRABER MANUFACTURING, INC.	2,525.00
GRAINGER	2,019.10
GRAKLANOFF, ANNA	75.00
GREATER BOTHELL CHAMBER OF COMMERCE	3,452.09
GREGORY, JOANNE	1,835.87
GRINDLINE SKATEPARKS INC.	163,315.73
HANSEN, COREY	23,975.00
HARRIS & SMITH PUBLIC AFFAIRS	1,581.25
HARRIS COMPUTER SYSTEMS	7,390.06
HAVESON, CRAIG	7,500.00
HAWTHORNE LANE LLC	7,500.00
HDR	379,842.50
HELMETS R US INC	296.75
HERMANSON COMPANY, LLP	2,908.00

HESTON VISUAL ARTS	383.25
HEWITT	296,143.14
HOME DEPOT CREDIT SERVICES	1,703.22
HONEY BUCKET	3,725.37
HOPELINK	15,250.00
HOPKINS, CRAIG	572.67
HORIZON DISTRIBUTORS INC	855.22
HORTON, JEANINE	280.32
HSA BANK	600.00
ICMA RETIREMENT TRUST 457 - 304745	46,046.88
iCOMPASS TECHNOLOGIES, INC.	9,879.20
IDEA DECANTER	500.00
INDEPENDENT STATIONERS	2,612.56
INDUSTRIAL PHYSICAL CAPABILITY SVCS	170.00
INGLEMOOR HIGH SCHOOL MUSIC BOOSTERS	1,600.00
INNOVAC	17,922.80
INSLEE, BEST, DOEZIE & RYDER, P.S.	108,065.21
INTEGRA TELECOM	6,736.03
INTERNATIONAL CODE COUNCIL, INC	56.39
INTERNATIONAL INST OF MUNI CLERKS	220.00
INTERNET DOMAIN NAME SERVICES INC.	180.00
iWORQ SYSTEMS	2,800.00
JACOBS ENGINEERING GROUP	50,280.06
JAYMARC - AV	897.90
JET CITY PRINTING	1,908.31
JOHNSON, WES	530.00
JOYCE ZIKER PARKINSON	9,692.50
KARLINSEY, ROB	374.54
KEEP POSTED INC	276.00
KENMORE COMMERCIAL LLC	27,258.00
KENMORE ELEMENTARY PTA	1,500.00
KENMORE JR HIGH SCHOOL	75.00
KIEWIT/GENERAL/MANSON	7,500.00
KING CO. UTILITY COORDINATION COUNCIL	75.00
KING COUNTY ANIMAL SVCS	2,905.00
KING COUNTY FINANCE	362,091.25
KING COUNTY FINANCE W.L.R.D.	54,214.97
KING COUNTY FLEET ADMIN	383.18
KING COUNTY MUNICIPAL CLERKS ASSOC	25.00
KING COUNTY OFFICE OF FINANCE	4,200.39
KING COUNTY PARKS	72.41
KING COUNTY RADIO COMM SERVICES	567.22
KING COUNTY REAL ESTATE SVCS	500.00
KING COUNTY RECORDER'S OFFICE	107.00
KING COUNTY SHERIFF	1,779,477.25
KING COUNTY SUPERIOR COURT CLERK	141,200.00
KING COUNTY TREASURY	13,507.11
KING CTY EASTSIDE TRANSP PARTNERSH	200.00
KONICA MINOLTA BUSINESS SOLUTIONS	3,870.42

KUKER-RANKEN INC	29.51
KUSTOM SIGNALS, INC.	18.00
LAKE CITY PICTURE FRAMING	249.89
LANGTON SPIETH, LLC	13,900.00
LAW OFFICE OF JOHN RUNGERUDE, PS	1,800.00
LEE BRIANTE	1,000.00
LEGACY FORD	31,111.73
LIGHTHOUSE CONSULTING INC	39,978.42
LINCOLN NATIONAL LIFE INSURANCE	6,979.97
MACDONALD MILLER FACILITY SOLUTIONS	7,603.88
MAGEE, SCOTT	2,800.00
MAIL FINANCE	2,109.00
MANTLE INDUSTRIES INC	3,277.34
MARINE FLOATS CORPORATION	8,576.04
MARSHBANK CONSTRUCTION	2,772,510.58
MASTEC NETWORK SOLUTIONS	2,594.43
MEEHAN, NANCY	217.87
MIGHTY BISON BOOKING	3,500.00
MILLER STEPHENS, MARY	7,500.00
MILLS, VIC	250.00
MINZGHOR, NICHOLAS	416.69
MOBILE ELECTRICAL DISTRIBUTORS INC	13.47
MOBILE MINI, INC.	2,625.16
MODERN ENTERPRISES, LLC	1,750.00
MORGAN SOUND INC	3,426.26
MR. T'S TROPHIES	3,090.54
MUMMA, RYAN	60.95
MUNSON, JOSHUA	12.73
NARANCIC, SHEILA	3,250.00
NATIONAL BUSINESS INCUBATION ASSOC.	525.00
NATIONAL LIFE OF VERMONT	1,097.08
NATIONAL NEIGHBORHOOD WATCH INSTITUTE	345.00
NATIONWIDE FINANCIAL 401a	186,617.41
NATIONWIDE RETIREMENT SOLUTIONS 457	4,560.00
NEEMA'S COMFORT	55.92
NEOPOST NORTHWEST	274.82
NORTHSHORE FIRE DEPT	4,526.25
NORTHSHORE PARK & REC SERVICE AREA	1,360.00
NORTHSHORE ROTARY CLUB	988.00
NORTHSHORE SCHOOL DISTRICT	5,000.00
NORTHSHORE SENIOR CENTER	14,300.00
NORTHSHORE UTILITY DIST	44,190.08
NORTHSHORE YMCA	1,625.00
NORTHSHORE YOUTH & FAMILY SERVICES	8,000.00
NORTHWEST ATHLETICS	350.00
NORTHWEST LANDSCAPE SERVICES	10,430.69
NORTHWEST MARINE TRADE ASSOCIATION	425.00
NORTHWEST TROPHY	189.44
NW ENVIRONMENTAL TRAINING CENTER	1,325.00

OFFICE DEPOT	7,505.71
OFFICE MAX	3,849.29
OFFICE TEAM	9,042.70
OfficeMax Workplace Interiors	9,871.11
OLYMPIC ENVIRONMENTAL RESOURCES INC	22,479.80
OSBORN CONSULTING INC.	133,126.52
OUSLEY, NANCY	1,090.97
OVERLEESE, KRISTEN	77.88
PACIFIC TOPSOILS	3,572.01
PARADISE AMUSEMENTS	100.00
PARISI, NICK	44.00
PART WORKS INC	461.93
PASIFIKA ARTIST NETWORK LLC	2,250.00
PAWS	2,366.00
PENDLETON, MICHAEL	3,523.84
PEOPLES STORAGE	1,520.00
PERSONAL BEST/ TOPHEALTH	197.77
PERTEET INC.	146,505.65
PETERSON, JANET	600.00
PETTY CASH CUSTODIAN	446.14
PHAM, CHOUNG	98.54
PHSI PURE WATER FINANCE	1,177.21
PIEDMONT DIRECTIONAL	2,896.68
PIPERS CREEK NURSERY	188.34
PLANNING ASSOCIATION OF WASHINGTON	80.00
PROTECTION TECHNOLOGIES, INC	374.95
PUBLIC HEALTH DEPT. OF KING COUNTY	100.00
PUGET SOUND BUSINESS JOURNAL	97.00
PUGET SOUND CLEAN AIR AGENCY	14,740.00
PUGET SOUND ENERGY	132,828.48
PUGET SOUND REGIONAL COUNCIL	15,270.00
PURE WATER TECHNOLOGY OF PUGET SOUND	448.52
QUALITY BUSINESS SYSTEMS	6,475.99
RANDALL, BRIAN	124.06
REDMOND, MICHAEL	61.25
REPUBLIC SERVICES	6,303.65
RICHMOND AMERICAN HOMES OF WA	60.00
RM HOMES LLC	412.01
RODGERS, DEUTSCH & TURNER PLLC	70,600.00
ROGERS, GLENN	20.91
RONGERUDE, JOHN	900.00
SAFRIN, PATTY	101.35
SAMYN, DR. JEFFREY	250.00
SANDRA OWEN DESIGN	1,962.50
SARA CAHOONE	750.00
SARAH ROBERTS	73,556.28
SAUVE, GAYLEN	300.00
SAWYER, RICHARD	1,433.31
SCHINDLER ELEVATOR CORPORATION	1,151.52

SCHOCK, BRETT	227.04
SCORE	381,650.03
SEATTLE TIMES	9,599.56
SECRETARY OF STATE	57.60
SEES TREES AND EXCAVATION INC	1,029.30
SESAC	360.00
SEXTANT MARKETING GROUP	6,940.61
SHELTON, CINDY	42.55
SHERWIN-WILLIAMS CO. #8099	154.79
SHRED-IT	429.36
SIGN UP, SIGN CO, INC	1,724.63
SILVER KITE COMMUNITY ARTS CONSULT.	300.00
SNOHOMISH COUNTY	6,393.00
SNOHOMISH COUNTY HEARING EXAMINER	500.00
SOCRATA, INC.	5,913.00
SOLODVNIK, EUGENE & TATYANA	57.50
SOUND CITIES ASSOC	12,798.49
SOUND LAW CENTER	3,213.00
SOUND PUBLISHING, INC.	9,215.18
SPERRY, LAURIE	91.95
SPOT HOT DOG & BRATS	97.00
SREBNIK, DEBRA	57.90
ST OF WA DEPT OF FISH & WILDLIFE	500.00
STARDOM SERVICES, INC.	4,080.00
STATE AUDITOR'S OFFICE	16,298.37
STATE OF FLORIDA DISBURSEMENT UNIT	4,400.00
STEWART MACNICHOLS HARMELL, INC.	45,283.08
STEWART TITLE COMPANY	1,314.00
STOPTECH, LTD.	4,544.25
STUDIO 3 SIGNS	2,299.50
SUNGARD PUBLIC SECTOR INC.	19,875.00
SUSSMAN/PREJZA & CO, INC	385.00
TELESYSTEMS WEST	2,219.85
TERREBONNE LIMITED	337.34
THE DOWNTOWN MOUNTAIN BOYS	1,000.00
THE KIPLINGER LETTER	99.00
THOMAS, MICHAEL	133.36
TIKOR CONSULTING	52.79
TOPIA TECHNOLOGY/ BIS	3,490.00
TOTAL LANDSCAPE CORP	64,548.89
TOWN CENTER HARDWARE	1,661.17
TREE SOLUTIONS, INC.	855.00
TWEDT, CHARLES	1,500.00
TWO BROTHERS' TREES	600.00
ULINE	1,544.27
UNITED RENTALS NW, INC	1,829.67
UNITED STATES POSTMASTER	3,173.04
UNITED WAY OF KING COUNTY	4,362.54
UPS STORE	327.69

URBAN LAND INSTITUTE	215.00
US POSTAL SERVICE (HASLER)	4,097.92
U-SAVE OIL CO	2,150.00
UTILITIES UNDERGROUND LOCATION CTR	1,354.50
V2WORKS	3,544.42
VAN NESS, ALLAN	1,873.47
VAUGHAN, KENT	116.00
VERIZON WIRELESS	9,143.80
W.S.S.O. Advanced Training	500.00
WA ASSOC OF BUILDING OFFICIALS	950.00
WA ASSOC OF PUBLIC RECORDS OFFICERS	140.00
WA CITIES INSURANCE AUTHORITY	212,891.00
WA FINANCE OFFICERS ASSOCIATION	150.00
WA GUARANTEED EDUCATION TUITION	800.00
WA STATE CONSOLIDATED TECH SVCS	875.00
WA STATE DEPT OF CORRECTIONS	230.50
WA STATE DEPT OF ENTERPRISE SVCS	175.00
WA STATE DEPT OF LABOR & INDUSTRIES	141.60
WA STATE DEPT OF TRANSPORTATION	22,152.85
WAGE WORKS	400.00
WALL, JOHN	596.78
WASHINGTON CITY/COUNTY MGMT ASSOC	365.00
WASHINGTON STATE PATROL	2,139.13
WASHINGTON TREE SERVICE INC	1,533.00
WAYNE'S ROOFING INC.	72,027.98
WELLS FARGO FINANCIAL	8,586.93
WELWEST CONSTRUCTION INC.	4,868.03
WESTERN DISPLAY FIREWORKS, LTD.	17,000.00
WETLANDS & WOODLANDS INC	183.96
WINTER, KENDL	750.00
WINTERBOURNE LANDSCAPE	574.88
WONDERLAND DEVELOPMENT	2,500.00
ZONAR SYSTEMS	525.33
ZORNES, GARY	600.00
ZUMAR	1,813.37
	10,534,487.08

City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic: Contract No. 15-C1462 for construction of the Town Green Project **Proposed Council Action/Motion:** Authorize City Manager to enter into Contract No. 15-C1462 with a qualified bidder for construction of the Town Green Project, not to exceed $2,800,000, including Washington State Sales Tax.	**For Council Meeting Agenda of:** September 21, 2015 **Department:** City Manager **Prepared by:** Rob Karlinsey, City Manager and Debbie Bent, Community Development Director **Initial & Date** **Approved by Department Head:** ________ **Approved by City Attorney:** ________ **Approved by Finance Director:** ________ **Approved by City Manager:** RGK

Expenditure Required	Amount Budgeted	Appropriation Required
$2.8 million	See Fiscal Consideration	$ 0

INFORMATION/BACKGROUND: The advertisement for bid was published in the Seattle Times and Daily Journal of Commerce on 8/20/15 and 8/26/15. The bid advertisement noted an estimated construction cost of $2.5 to $2.8 million. An optional pre-bid information meeting was held at City Hall on 9/2/15. Sealed bids are due by 10 a.m. on 9/23/15. Bids will be opened 9/23/15. Staff will then follow-up with reference checks and review the bid to determine if there is a qualified low bidder.

Staff recommends that at the 9/21/15 Council meeting, Council gives authorization to the City Manager to enter into Contract No. 15-C1462 with a qualified bidder for construction of the Town Green Project if the bid, including Washington State Sales Tax, is at or below $2,800,000.

The project involves construction and installation of an approximate 21,000 square foot plaza area (utilities, seating options, paving, landscaping, and water feature) plus the new 4,600 square foot community building.

FISCAL CONSIDERATION: At the 3/16/15 Council meeting staff presented a funding recommendation, including funding sources, for increasing the total project budget (design, engineering, construction, furniture, fixtures, equipment, project management, etc.) from $3.5 million to $4.2 million. As stated previously, staff will be bringing forward a follow-up budget amendment to a future Council meeting consistent with Council direction to proceed with the design and costs presented at the 3/16/15 meeting.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED: Council goal #2 develop downtown is part of implementing the Economic Development Plan. A central gathering space is identified in the positioning statement for Kenmore Village. Developing a central gathering space is also consistent with the adopted Downtown Plan and Park and Recreation Open Space (PROS) plan.

City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic:

Contract No. 15-C1465 for construction of the 61st Ave NE Void Repair Project

Proposed Council Action/Motion:

Authorize City Manager to enter into a contract for construction of the 61st Ave NE Void Repair Project not to exceed $71,000.

For Council Meeting Agenda of: September 21, 2015

Department: Public Works

Prepared by: Zack Richardson, Capital Projects Manager

	Initial & Date
Approved by Department Head:	KMO 9/11/15
Approved by City Attorney:	N/A
Approved by Finance Director:	✓
Approved by City Manager:	PJK

Exhibits/Attachments:
N/A

Expenditure Required	Amount Budgeted	Appropriation Required
$ 71,000	$71,000 ($39,750 PW Operations / $31,250 SW Small Works)	$ 0

INFORMATION/BACKGROUND:

In early 2015, crews sent to repair a settling sidewalk discovered a void underneath a portion of sidewalk along 61st Ave NE; staff believes the adjacent stream (Tributary 0056) washes out material along the rockery wall separating the sidewalk from the stream. Staff had King County crews fill and repair the void immediately. Concerned that more voids could exist, staff worked with the City's geotechnical consultant and had the remainder of the sidewalk along 61st Ave NE, between NE 190th St and NE 181st St, inspected with ground penetrating radar. The investigation revealed that additional voids exist under the sidewalk and need to be repaired. Staff identified 5 areas with voids that required repair, a project which is cumulatively too large for King County crews to address quickly. The project before the Council now will repair the voids as quickly and efficiently as possible.

The project will remove the sidewalk panels above the identified voids, fill the void area with large quarry spall rock, and then provide a choker course of smaller rock in order to replace the sidewalk panel. The project includes requirement for vehicles, pedestrians, and bicycles to be shifted west to maintain facilities for all users.

Because a majority of the sidewalk and void repair will require removing the existing fence in those locations, staff have also incorporated fence repair into the project scope of work. In addition, the existing top rail of the chain link fence along the east side of 61st Ave NE from NE 190th St to NE 181st St will be replaced with a tension wire, consistent with a separate upcoming public works operations project along other portions of 61st Ave NE.

Staff has advertised this project for bid on the City's Small Works Roster and final bids are due September 30. Staff is requesting authorization to award the construction contract ahead of bids being due, based on an estimated project cost, in order to expedite the contracting process. The expedited process is being pursued by staff (1) to get the sidewalk voids repaired as quickly as possible, and (2) to avoid the wet season to the maximum extent feasible.

FISCAL CONSIDERATION:

This project is has not been budgeted as a capital improvement project; the voids were discover this year and need to be repaired. Staff have identified existing funding sources in order to pay for project cost as follows:

Description	Total Cost	Revenue Source / Budget Fund	
		Public Works Operations	Surface Water Small Works
Investigation/Design	$12,450	$6,225	$6,225
Staff Time	$5,100	$2,550	$2,550
Design & Staff Subtotal	**$17,550**	**$8,775**	**$8,775**
Void Repair Construction*	$62,500	$31,250	$31,250
Fence Construction Only*	$8,500	$8,500	
Construction Subtotal*	**$71,000**	**$39,750**	**$31,250**
Total Project Costs	$88,550	$48,525	$40,025

* Includes 20% contingency

The value of the construction contract authority listed above represent staff's cost estimate plus a 20% contingency. However, the project has an unusually high number of unknowns and the full extent of the repairs will not be clear until the sidewalk panels are removed and the voids are exposed. It is possible that staff may need to request additional authority in order to complete this contract.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

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

City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic: Speed Limit Ordinance

Proposed Council Action/Motion: Adopt Ordinance No. 15-0405 Amending the Kenmore Municipal Code to Reduce the Speed Limit on N.E. 175th Street

For Council Meeting Agenda of: September 21, 2015

Department: Public Works

Prepared by: Brett Schock, PE

	Initial & Date
Approved by Department Head:	9/10/15 KHO
Approved by City Attorney:	via email 9/8/15
Approved by Finance Director:	
Approved by City Manager:	RJK 9/11/15

Exhibits/Attachments:
Attachment A: Ordinance No. 15-0405

Expenditure Required	Amount Budgeted	Appropriation Required
$500	$100,000	NA

INFORMATION/BACKGROUND:

The purpose of this Council Report is to recommend the adoption of Ordinance 15-0405 (Attachment A) that would modify the speed limit on one City street:

- NE 175th Street between 61st and 73rd Avenues NE: lower the speed limit from 35 mph to 30 mph

NE 175th Street between 61st and 73rd Avenues NE: When the City incorporated in 1998, the City adopted the current King County speed limit of 35 mph. Prompted by resident and staff requests to review the posted speed limit, the City asked King County traffic engineering staff to perform a speed study. City staff has reviewed this study and agree with the findings and recommendation to lower the speed limit to 30 mph. The current 85th percentile speed (the speed at which 85% of the vehicles are traveling at or below) for the corridor is between 33 and 35 mph, depending on the side of 68th Avenue NE. This is lower than anticipated and demonstrates that the roadway conditions warrant a lower posted limit. The current street volume is between 2,200 and 3,000 vehicles a day, with most traffic traveling eastbound.

Other considerations in the recommendation of a speed limit reduction include the street classification, number of driveways, lane width, shoulder conditions, pedestrian and parking activity, vertical geometry, and accident rate. East of 68th Avenue NE, a number of driveways and high parking activity contributes to a lower recommended limit. West of 68th Avenue NE, the number of driveways is even higher and parking activity is high. The measured speeds west of 68th are higher than east of 68th, and the recommended speed hinges on the pedestrian activity. With the proximity to the Burke Gillman Trail, there is significant pedestrian activity in the area of NE 175th Street, but not necessarily on NE 175th Street. Depending on how this pedestrian activity is accounted for in the evaluation method, the speed limit could be 30 or 35 mph on this section of NE 175th Street. Considering the desire for consistency and the existing 85th percentile speed, a 30 mph limit is recommended on both sides of 68th Avenue NE.

Attachment A outlines the City's legal authority and steps required to modify a speed limit which is part of the Kenmore Municipal Code. Should Council adopt ordinance 15-0405, City staff would authorize King County to change the speed limit signs along NE 175th Street.
FISCAL CONSIDERATION: The installation of new speed limit signs on NE 175th Street could be accomplished within Operations existing sign budget.
COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED: 1. To focus on and emphasize multimodal transportation safety in the City of Kenmore with a specific focus on pedestrian, bicycle and other means of travel.

ORDINANCE NO. 15-0405

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF KENMORE, AMENDING SECTION 10.15.040.B OF THE KENMORE MUNICIPAL CODE TO REDUCE THE SPEED LIMIT ON NE 175^TH STREET BETWEEN 61^ST AVENUE N.E. AND 73^RD AVENUE N.E. FROM 35 MPH TO 30 MPH; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, RCW 46.04.280 and 46.61.415 authorize the Kenmore City Council to establish the proper maximum speed limits for all arterials within the corporate boundaries of Kenmore, as determined by an engineering and traffic investigation; and

WHEREAS, in 2015, King County staff and the City of Kenmore staff conducted an engineering and traffic evaluation of N.E. 175th Street between 61st Avenue N.E. and 73rd Avenue N.E. located within the City of Kenmore; and

WHEREAS, based upon this engineering and traffic investigation, the City has determined that 30 miles per hour is a reasonable and safe maximum limit on N.E. 175st Street between 61st Avenue N.E. and 73rd Avenue N.E., and that the current speed limit of 35 miles per hour should be decreased to 30 miles per hour; and

WHEREAS, pursuant to RCW 46.61.415, the City Council determines and declares that the reasonable and safe maximum speed limits for that portion of N.E. 175th Street shall be reduced as established herein;

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

Section 1. **Amendment.** Section 10.15.040.B of the Kenmore Municipal Code is hereby amended to read as follows:

B. It is determined on the basis of engineering and traffic investigations that the maximum speed limits originally established under King County (see subsection A of this section) are more than is deemed necessary for the safe operation of vehicles on certain streets. The city council determines and declares that the reasonable and safe maximum speed limits of the streets identified below shall be as follows:

1. Bothell Way N.E. (also known as State Route 522) between Milepost 6.21 and Milepost 8.23 shall have the maximum speed limit of 40 miles per hour.

2. 80th Avenue N.E. between N.E. 205th Street and Bothell Way N.E. (also known as State Route 522) shall have the maximum speed limit of 35 miles per hour.

3. N.E. 175th Street between 61st Avenue N.E. and 73rd Avenue N.E. shall have the maximum speed limit of 30 miles per hour.

Section 2. Modification of Signage. The City shall provide for the posting of appropriate per hour maximum speed limit signs along N.E. 175th Street.

Section 3. Publication and Effective Date. This ordinance or a summary thereof consisting of the title shall be published in the official newspaper of the City. The maximum speed limit of 30 miles per hour for the part of N.E. 175th Street addressed in Section 1 of this Ordinance shall take effect after the effective date of this Ordinance and posting of appropriate signage.

PASSESD BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE ___DAY OF __________, 2015.

CITY OF KENMORE

____
David Baker, Mayor

ATTEST/AUTHENTICATED:

____
Patty Safrin, City Clerk

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY:

BY ___________________________
Rod Kaseguma, City Attorney

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NO. ___________________

City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic: Continued review of the Transit Oriented Development (TOD) District Overlay **Proposed Council Action/Motion:** Discuss the recommendations and provide final direction on any desired changes for presentation at the public hearing, tentatively scheduled for 10/12/15.	**For Council Meeting Agenda of:** 09/21/15 **Department:** Community Development **Prepared by:** Debbie Bent, Community Development Director and Lauri Anderson, Senior Planner **Initial & Date** **Approved by Department Head:** LWK for DB 9/9/15 **Approved by City Attorney:** — **Approved by Finance Director:** Jane 9/9/15 **Approved by City Manager:** RUK 9/9/15 **Exhibits/Attachments:** 1. TOD Boundaries recommended by the Planning Commission 2. Mobile home parks in Kenmore 3. Proposed TOD District Overlay code amendments 4. Photographs of higher density developments

Expenditure Required $0 **Amount Budgeted**: $0 **Appropriation Required** $0

INFORMATION/BACKGROUND: On July 20, staff reintroduced the Transit Oriented Development (TOD) District Overlay code amendments. Council members had several questions about the amendments and identified six topics for future discussion and recommendation before the amendment package moves to a public hearing:

1. Location of TOD. Should it be expanded to include mobile home parks and/or more of downtown?
2. Off-site provision of affordable housing. Should this be prohibited?
3. Pioneer project benefit related to affordable housing. Should this be revised or eliminated?
4. Parking for alternative vehicles (scooters, motorcycles). Should additional parking standards be created?
5. Density of 120 du/acre projects. What does this density look like?
6. Minimum/maximum distances between trees in tree groves. Why was this standard established and should protection of individual trees also receive a bonus?

Following are staff responses and recommendations:

1. Location of TOD. The location of the TOD District as recommended by the Planning Commission is shown on Attachment 1. The TOD District presently includes one mobile home park (near Kenmore Square), but does not include the five other mobile home parks in the City (see Attachment 2). These parks are located in areas fairly close to existing transit service, but two of them--south of SR-522--are adjacent to areas targeted for future commercial development. Although planned for residential development at this time, the area of these two parks could, in the future, be considered for expansion of the City's commercial area, if needed. Including these properties in the TOD District Overlay may encourage redevelopment to higher density housing and limit future opportunities for commercial expansion. Staff supports the Planning Commission's recommendation not to apply the TOD District Overlay south of SR-522.

Extending the TOD District Overlay to existing mobile home parks north of SR-522 may incentivize redevelopment of these areas. Although affordable housing would be provided as part of the development, the number of affordable housing units provided would be a fraction of the housing being displaced. For example, a rough calculation of redevelopment to maximum density on the parcel just east of City Hall yields the following result: 63 affordable units displaced; 39 affordable units developed. Still, this may be a more desirable end result than if the TOD District Overlay opportunity was not available, as development under the current Downtown Residential zoning would not require provision of any affordable units.

As the future treatment of the City's mobile home parks is a complicated issue, staff recommends that a study of the TOD expansion to mobile home parks north of SR-522 be deferred and added to the affordable housing issues to be addressed through the Housing Strategy Plan (an implementation measure of the Housing Element of the Comprehensive Plan).

2. Off-site provision of affordable housing. The recommended amendments would allow off-site provision of affordable housing if the city manager or his/her designee agrees that the applicant has adequately demonstrated that the proposal achieves a result equal to or better than providing the affordable housing on-site. Standards for locating the units off-site state that the proposed location may not lead to an undue concentration of affordable housing in any particular area of the TOD District or Downtown. The priority is for the project to be located in the TOD District.

Given the project-specific analysis that would occur with a request to locate the affordable housing off-site, and given that the City has discretion to approve or disapprove such a request, staff continues to recommend that the alternative compliance approach be retained.

3. Affordability incentives for Pioneer projects. The purpose of the Pioneer project incentives was to encourage development of TOD in the newly established district. Information from the Downtown Task Force (DTTF) meeting materials suggest that the Task Force wanted to acknowledge the increased risk associated with the development of new forms of housing in a community and provide incentives to compensate for this risk. At the time of the original TOD District recommendation in 2010, there was very little new multifamily development in Kenmore. Construction of the Spencer68 project may have reduced the perceived risk to some degree. TOD District development, itself, already has a number of incentives (density bonuses and reduced parking requirements). An additional Pioneer project incentive—beyond the affordability incentive-- further reduces parking requirements.

Given these existing encouragements to development and the Council's expressed concern for affordable housing, staff recommends that the Pioneer project incentive related to affordable housing be eliminated. The proposed code amendments (see Attachment 3) have been adjusted to reflect this recommendation.

4. Alternative vehicle parking. The City presently does not have specific standards for motorcycle and scooter parking. These vehicles are expected to use existing parking stalls. Other jurisdictions in the area have signed/striped some on-street spaces for motorcycles or scooters, but Kenmore has not done this given the very limited amount of on-street striped parking. Staff recommends no changes to the proposed regulations.

5. Photographs of higher density housing. Attachment 4 contains photographs of several projects with densities between 40 du/acre (the TOD District minimum) and 120 du/acre (the TOD District maximum) and even higher. Under the proposed standards, the building envelope would be controlled by the setback rules of the underlying zoning district and the maximum height (65') allowed by the TOD District Overlay.

6. Tree groves. Staff has listened to the audiotapes of the DTTF meetings where tree grove preservation was discussed. A minimum distance between trees that could be part of a grove was established to support healthy trees. The discussion concluded that some trees may be so close to each other that they "hang up" with each other—reducing tree health—and making the grove unsuitable for preservation. The second reason discussed for providing a minimum distance between trees in a grove was the allowance for planting trees to achieve a grove. Again, the idea was that if a proponent wanted to plant large trees to get the tree grove allowance, those trees should be planted a certain distance apart to keep the trees healthy.

After review, staff recommends that the minimum distance between trees in a grove be eliminated for the TOD District Overlay. As part of the tree protection plan required for any new development, health of trees is assessed by a qualified tree protection professional and only healthy trees may be retained. The tree protection professional also reviews the proposed location of transplanted or replacement trees.

The DTTF's rationale for not extending a bonus to preservation of individual trees was the desire to preserve groups of trees in order to provide a "feathered edge" on the horizon. Concerns about the windthrow impacts of leaving large individual trees standing also were discussed.

Staff recommends that individual tree protection not be included in the Overlay standards. Protection of individual significant trees is accomplished through the underlying tree management and protection rules in the Zoning Code (KMC Chapter 18.57). These regulations identify the protection of individual trees which provide wildlife habitat or are within required setbacks as priorities. These rules would apply in the TOD District Overlay along with the Significant Tree Grove Retention proposal.

Attachment 3 has been amended to eliminate the minimum distance between trees in a significant tree grove.

General Background

Between 2008 and 2010, the Downtown Task Force (DTTF) developed regulations for a Transit Oriented Development (TOD) District Overlay. The TOD District was to be an optional set of development standards for a specific area that an applicant could pursue in place of the underlying zoning. TOD is focused on providing higher density housing to support transit usage—particularly high capacity transit. As residential development is the indispensable component to TOD, standalone commercial development is prohibited under the TOD District Overlay rules. Benefits of TOD, generally, include reducing traffic volumes and greenhouse gas emissions, increasing transit ridership, satisfying housing demand, and improving the pedestrian environment. On 2/28/11, Council deferred action on the TOD District proposal until after completion of the Regional Business zoning project and reassessment of the TOD District boundaries by the Planning Commission. An adjustment to the boundaries was recommended by the Planning Commission in 2014.

Proposed code amendments include incentives to using the TOD District Overlay. These incentives are:

- increased residential density (up to 120 dwelling units per acre),
- increased height (up to 65' in areas not adjacent to single-family zoning), and
- reduced parking requirements.

They also identify requirements that developments proposed under the TOD District Overlay must satisfy, including:

- affordable housing,
- more stringent design standards (in some cases), and
- pedestrian walkways and waterfront pedestrian trails.

The TOD District proposal includes standards designed to encourage preservation of significant tree groves in exchange for even greater density and further reduced parking. Too, "Pioneer projects"—the first application(s) for the TOD District Overlay—are granted special incentives.

Underlying zoning districts in the area proposed for the TOD District as recommended by the Planning Commission include portions of: the R1 single family zoning district, the R12, R18, and R24 multifamily zoning districts, the Public and Semi-Public zone (Park and Ride lot), the Urban Corridor east subarea, and the Downtown Commercial zone.

FISCAL CONSIDERATION:

None at this time.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

Goal 1: To focus on and emphasize multimodal transportation safety in the City of Kenmore with a specific focus on pedestrian, bicycle, and other modes of travel.
Goal 4: To continue to implement the Economic Development Plan with an emphasis on the following key points: Create a vibrant, walkable downtown.
Goal 10: To identify, develop, and actively promote a walkable area in downtown.

TOD District Overlay

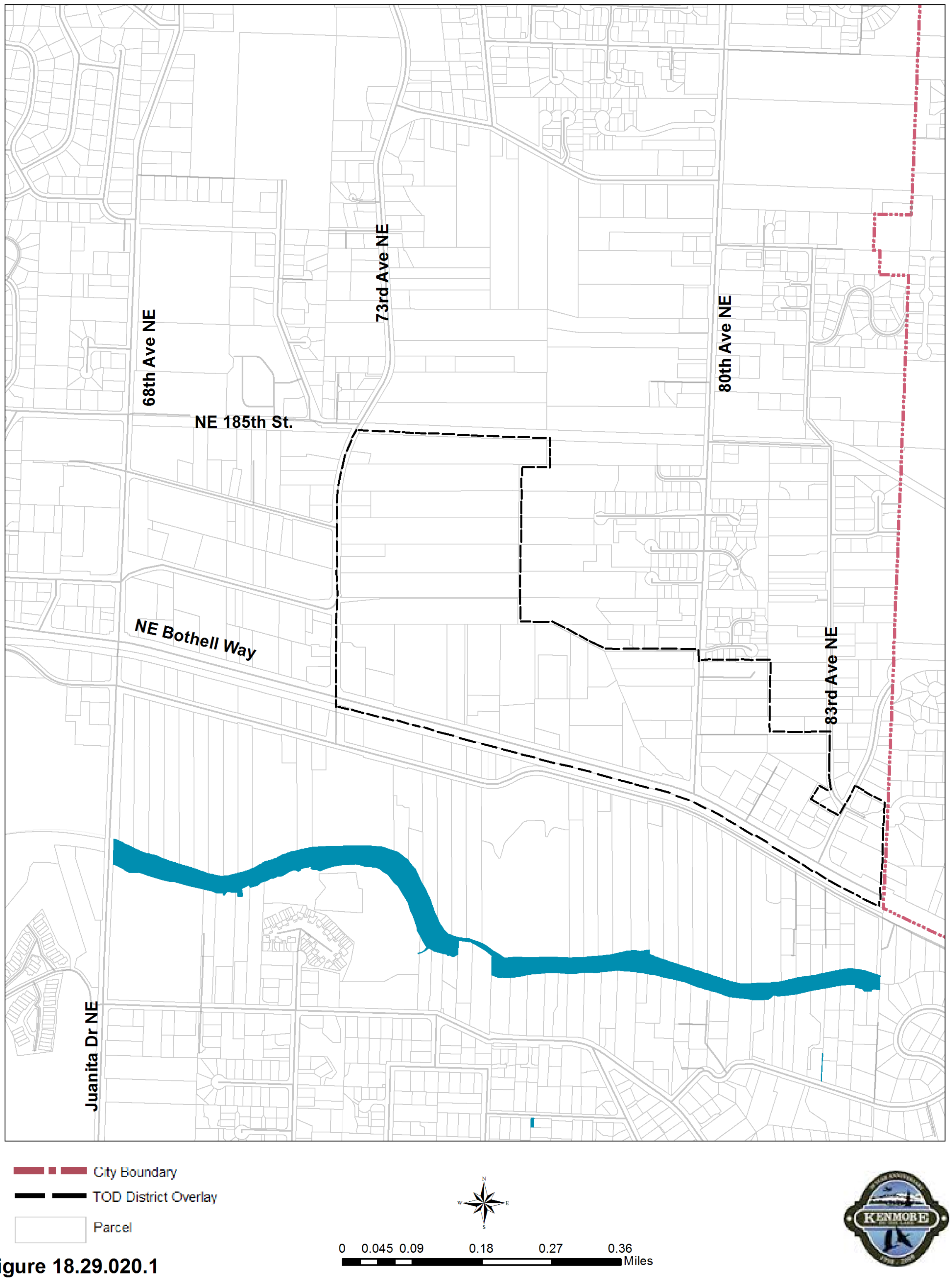


Figure 18.29.020.1

King County iMap

Date: 8/10/2015 Notes:

N

King County
GIS CENTER

Attachment 3

DRAFT TRANSIT-ORIENTED DEVELOPMENT (TOD) DISTRICT OVERLAY CODE

(September 21, 2015 updates recommended by staff)

[NEW CODE SECTION TO BE ADDED]

Chapter 18.29 Transit Oriented Development (TOD) District Overlay

18.29.010 Intent

The purpose of the TOD District Overlay is to reinforce the City's planned concentration of pedestrian-oriented mixed-use development at intensities that support and are supported by multi-modal transportation options, including high capacity transit. The TOD District Overlay revitalizes the City's core by creating incentives and opportunities for a mix of jobs and residences, cultivates a respectful relationship among development within the District, the natural environment, and nearby traditional neighborhoods, and provides a framework for future infrastructure and service decisions. The TOD District provides public benefits in the form of encouraging housing affordable to all economic groups, increased pedestrian connectivity, quality design, and incentive to preserve significant tree groves where they exist.

18.29.020 Area

The area of the TOD District Overlay is shown on Figure 18.29.020.1. In order to develop under the TOD District Overlay, at least 50% of a parcel shown on Figure 18.29.020.1 shall be located within the TOD District Overlay.

TOD District Overlay

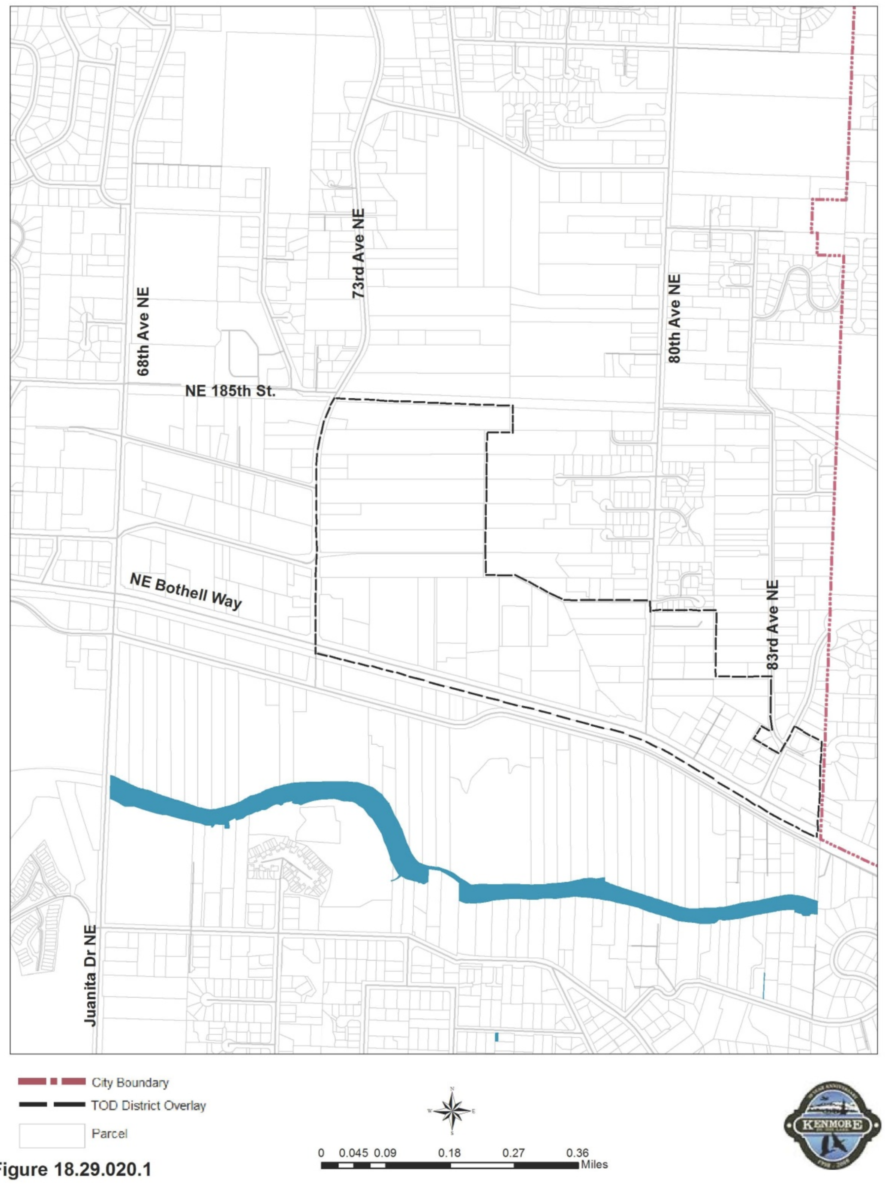


Figure 18.29.020.1

-

18.29.030 Applicability

A. The TOD district is an incentive-based zoning overlay. Applicants who elect to develop under the provisions of the TOD District Overlay shall adhere to all development standards set forth in this Chapter; except that development standards not addressed in this Chapter shall be governed by provisions of the underlying zone.

B. In order to be eligible to develop under the TOD District Overlay regulations, a development application shall meet the following criteria:

1. The property must be located within the TOD District Overlay area as described in Section 18.29.020;

2. The proposed development must either:

i. be considered a mixed-use development as defined in KMC 18.20.1740; or

ii. be a residential-only development or mixed-use development with commercial permitted only on the ground floor if located in the R-12, R-18, or R-24 underlying zones, which are areas designated as primarily residential.

C. Eligible properties within the TOD District Overlay that do not choose to develop under the provisions of this Chapter shall comply with the provisions of the underlying zone in their entirety.

18.29.040 Use allowances

The following uses listed in Table A are identified as permitted, conditionally permitted or prohibited uses for properties electing to develop under provisions of the TOD District Overlay.

All uses not specifically listed in this section shall be prohibited.

Table A. TOD District Overlay Use Allowances

Permitted	Conditionally Permitted	Prohibited
Arts, entertainment, indoor [1,3]	Ambulatory surgery center[2]	Adult entertainment business
Business service, standard[1,3]	Animal kennel/shelter[2,5]	Air transportation service
Day-care	College/university[2]	Arts, entertainment, outdoor
Eating and drinking place[1]	Communication facility	Auction house
Educational service[1]	Fire or police facility[2]	Automotive sales and service, marine
Health care and social assistance[1,3]	Laboratory[2]	Automotive sales and service, non-marine
Manufacturing, light[1,3,5]	Park	Business service, intensive
Mobile food service[4]	Regional land use	Cemetery, columbarium or

Permitted	Conditionally Permitted	Prohibited
		mausoleum
Multiple family dwelling	Religious institution[2]	Community residential facility
Office[1]	Supportive living facility[2]	Construction and trade
Personal service[1,3]		Family child-care home
Recreational facility, indoor[1,3]		Funeral home/crematory
Retail sales[1,3,5]		Hospital
Temporary lodging[1,3]		Manufacturing, heavy
		Marijuana business
		Mobile home park
		Recreational facility, outdoor
		Resource land use
		Retail sales, bulk
		Secure facility
		Single detached dwelling unit
		Standalone parking
		Transportation
		Utility facility
		Vehicle or equipment rental
		Vehicle refueling station
		Warehousing
		Wholesale trade

[1] Commercial use limitations in residentially-oriented underlying zones: If these uses are proposed for property with underlying zoning of R-12, R-18, or R-24, then each use is limited to maximum 5,000 square feet per use and 15,000 square feet total contiguous non-residential area within the development.

[2] Conditional use permit required in underlying Urban Corridor, Downtown Commercial, and Public/Semi-Public zones. Prohibited in all other underlying zones within the TOD District Overlay area.

[3] Conditional use permit required in underlying R-12, R-18, R-24 zones. Permitted in underlying Urban Corridor, Downtown Commercial, and Public/Semi-Public zones within the TOD District Overlay area.

[4] Mobile food vendors are permitted subject to the following requirements:

a. For a stand, location shall be on a sidewalk or near a storefront consistent with barrier-free regulations;

b. For a stand, location on the sidewalk or near a storefront shall provide for at least four feet of unobstructed sidewalk between the stand and the sidewalk edge for pedestrian movement;

c. No permanent fencing, walls, or other structures are installed which hinder removal of the structure from the site;

d. No required parking stall shall be blocked or rendered unusable as a result of the mobile vendor;

e. Safe ingress and egress to the site shall be maintained. Visibility for transportation and pedestrian access shall be maintained;

f. The limited duration of the mobile vendor shall be established as a condition of approval of any applicable permits; if accessory to a use, such operation is removed daily at the time of or prior to the close of business hours;

g. A sign permit is required for exterior signage in accordance signage in accordance with the sign code, Chapter 18.42 KMC.

[5] No outdoor storage of materials shall be permitted.

18.29.050 Zoning standards

The following development standards in Table B apply to properties electing to develop under provisions of the TOD District Overlay:

Table B. TOD Overlay District Development Standards

STANDARD	REQUIREMENT
Minimum Density: Dwelling Units/Gross Acre	40[1]
Maximum Density: Dwelling Units/Gross Acre	120[1]
Maximum Height	65'[2]

[1] Portions of any property developing under the TOD District Overlay regulations with an underlying zoning of R-1 shall cluster development away from critical areas or corridors such as urban separators or the wildlife habitat network to the extent possible and the open space shall be placed in a separate tract that includes at least 50 percent of the site. The open space tract shall be permanent and meet the provisions of KMC 17.20.130.B.

[2] Portions of any property developing under the TOD District Overlay regulations that are within 50 feet of a single family zone (R-1, R-4, R-6) shall have a maximum height of 35 feet within that area to provide a transition in height to the lower intensity uses.

18.29.060 Affordable housing requirements.

For properties choosing to develop under the TOD District Overlay, development shall provide affordable housing. Development choosing to develop under the TOD District Overlay shall not utilize the provisions of Residential Density Incentives found in KMC 18.80 to achieve maximum densities.

A. Definitions: For purposes of the TOD District Overlay, the following affordable housing definitions shall apply:

1. Affordable Housing Unit: Housing reserved for occupancy by eligible households and affordable to households whose annual income does not exceed the following percent of the Median Income, adjusted for household size, and no more than thirty percent of the monthly household income is paid for monthly housing expenses (Housing expenses for ownership housing include mortgage and mortgage insurance, property taxes, property insurance, and homeowners dues. Housing expenses for rental housing include rent and appropriate utility allowance.)

2. Bonus units: Dwelling units achieved through the TOD District Overlay that exceed the number of units allowed by the base density of the underlying zoning district.

3. Moderate Income Affordable Housing. For rental housing, moderate income affordable housing is defined as affordable at 70% of Median Income, adjusted for household size. For ownership housing, moderate income affordable housing is defined as affordable at 80% of Median Income adjusted for household size.

4. Low Income Affordable Housing. For rental housing, moderate income affordable housing is defined as affordable at 50% of Median Income, adjusted for household size. For ownership housing, moderate income affordable housing is defined as affordable at 65% of Median Income adjusted for household size.

5. Median Income means the median income for the Seattle MSA as most recently determined by the Secretary of Housing and Urban Development under Section 8(f)(3) of the United States Housing Act of 1937, as amended, or if programs under said Section 8(f)(3) are terminated, median income is determined under the method used by the Secretary prior to such termination. In the event that HUD no longer publishes median income figures for the Seattle MSA or King County, the City may use any other method for determining the King County median income, adjusted for household size.

6. ~~Definition of Affordability for Pioneer Projects. For purposes of this code section, a pioneer project consists of the first 100 bonus housing units provided under the TOD District Overlay regulations. For pioneer projects, the definition of moderate income affordable units is modified to be 80% of Median Income for rental housing, and 100% of median income for ownership housing.~~

Pursuant to the authority of RCW 36.70A.540, the City finds that the higher income levels specified in the definition of Affordable Housing under Subsection 18.29.060.A, rather than those stated in the definition of “low-income households” in RCW 36.70A.540, are needed to address local housing market conditions in the City.

B. Cap on Total Number of Affordable Housing Units Required: Affordable housing requirements shall be capped at 10% of the total number of dwelling units being provided.

C. Number of Affordable Housing Units Required: Affordable housing units shall be provided for any development exceeding the base density of the underlying zone as follows:

1. Tier 1: If the number of bonus units is less than or equal to thirty percent of the total number of dwelling units, then for every three bonus units, one dwelling unit shall be a moderate income affordable housing unit and two bonus dwelling units may be bonus market rate dwelling units.

2. Tier 2: If the number of bonus units is greater than thirty percent of the total number of dwelling units, then a combination of low income affordable housing units and moderate income affordable housing units shall be provided as follows: For every four bonus units allowed beyond that needed to achieve the 10% moderate income affordable housing units, one of the moderate income affordable housing units shall be made into a low income affordable housing unit up to a maximum of 33% of the affordable housing units (or 3.3% of the total dwelling units in the development).

3. Determination of Number of Affordable Housing Units Required: See KMC 18.30.020.D for method of rounding to determine the number of affordable housing units required.

4. Affordable housing example:

   Example is a 1.5-acre property with a base density of 48 dwelling units (du)/acre. Without the TOD District Overlay, the property could achieve up to 72 dwelling units.

   Tier 1 example: Proposed TOD development would achieve 93 dwelling units on site for 62 du/acre. This provides 21 “bonus” dwelling units above the 48 du/acre base density of the zone. Since the number of bonus units (21) is less than 30% of the total units (93), seven of the 21 bonus units must be affordable to moderate income households, meeting Tier 1 affordability requirements.

   Tier 2 example: Proposed TOD development would achieve 113 dwelling units on site for 75 du/acre. This provides 41 “bonus” dwelling units above the 48 du/acre base density of the zone. Since the number of bonus units (41) is greater than 30% of the total units (113), 11 of the 41 bonus units must be affordable, meeting the 10% affordability cap. Nine of these are affordable to moderate income households and 2 are affordable to low income households (33 of the bonus units used toward achieving 10% affordable units (11*3) plus 8 of the bonus units applied toward making two of the affordable units low income affordable units (8*.25=2).

D. Alternative Compliance. The city manager may approve a request for satisfying all or part of the affordable housing requirements with alternative compliance methods if they meet the following requirements:

1. The project proponent may propose an off-site alternative, and must demonstrate that any alternative compliance method achieves a result equal to or better than providing affordable housing onsite.
2. Affordable Housing Units provided through the alternative compliance method must be the same type of units as the units in the project which gave rise to the requirement.
3. Affordable Housing Units may be provided offsite if the location chosen does not lead to undue concentration of affordable housing in any particular area of the Transit Oriented Development District or Downtown.
4. Priority is for the project to be located within the Transit Oriented Development District. However, the city manager may approve a project located outside the Transit Oriented Development District if the location has access to commercial uses, transit, and does not result in an undue concentration of affordable housing,
5. The proposal must demonstrate that the affordable units provided off-site will be completed before or within the same time period as the development generating the affordable housing requirement, or provide such other assurances as approved by the city manager.

Applications for alternative compliance shall be submitted at the time of application, and must be approved prior to issuance of any building permit. The proposal must describe a specific location, type, and amount of affordable housing and how and when it will be developed. Any proposal for providing off-site affordable housing must also address the timing for providing the off-site housing, which, unless otherwise approved by the City, shall be built simultaneously with or prior to the construction of housing for the subject property. For projects approved for off-site affordable housing, there will be a recorded agreement on both the “sending” property and the “receiving” property. The covenant on the sending site will be released once the affordable housing is completed on the receiving property.

E. Affordability Agreement**.** Prior to issuing any building permit, an agreement in a form approved by the city manager that addresses price restrictions, homebuyer or tenant qualifications, phasing of construction, monitoring of affordability, duration of affordability, and any other applicable topics of the Affordable Housing Units shall be recorded with King County Department of Records and Elections. This agreement shall be a covenant running with the land and shall be binding on the assigns, heirs and successors of the applicant. The City may agree, at its sole discretion, to subordinate any affordable housing regulatory agreement for the purpose of enabling the owner to obtain financing for development of the property.

F. Implementation Provisions. The following requirements shall be met for all affordable units:

1. Duration. Housing shall serve only income-eligible households for a minimum period of 50 years from the latter of the date when the Affordability Agreement between the housing

owner and the City, as referenced in Subsection E is recorded, or the date when the affordable housing becomes available for occupancy as determined by the City.

2. Designation of Affordable Housing Units**.** Prior to the issuance of any permit(s), the City shall review and approve the location and unit mix of the Affordable Housing Units consistent with the following standards:

   a. Location. The location of the Affordable Housing Units shall be approved by the City, with the intent that they generally be intermingled with all other dwelling units in the development.

   b. Tenure. The tenure of the Affordable Housing Units (ownership or rental) shall be the same as the tenure for the rest of the housing units in the development.

   c. Size (bedroom). The Affordable Housing Units shall consist of a range of number of bedrooms that are comparable to units in the overall development.

   d. Size (square footage). The size of the Affordable Housing Units, if smaller than the other units with the same number of bedrooms in the development, shall be approved by the city manager. If there is a proposal that the affordable units be smaller than the market rate units, in no case shall the Affordable Housing Units be less than 500 square feet for a studio unit, 600 square feet for a one bedroom unit, 800 square feet for a two bedroom unit, or 1,000 square feet for a three bedroom unit.

   e. Design. The exterior design of the Affordable Housing Units shall be compatible and comparable with the rest of the dwelling units in the development and shall comply with design standards specified in KMC 18.29.080. The interior finish and quality of construction of the Affordable Housing Units shall at a minimum be comparable to entry level rental or ownership housing in the City.

3. Timing/Phasing. The Affordable Housing Units shall be available for occupancy in a time frame comparable to the availability of the rest of the dwelling units in the development.

G. Monitoring and fees. The City reserves the right to establish in the Affordability Agreement referred to in Subsection E, monitoring fees for the Affordable Housing Unit, which can be adjusted over time to account for inflation. The purpose of any monitoring fee is for the review and processing of documents to maintain compliance with income and affordability restrictions of the Affordability Agreement.

18.29.070 Parking.

Parking in the TOD District Overlay should be sufficient to support local businesses and residential development, while at the same time promoting transit ridership, walkable streets, and efficient use of land. Proposed development choosing to develop under the TOD District Overlay shall provide parking as follows:

A. Minimum parking requirements for non-residential uses may be reduced to 75% of the minimum requirement computed according to the provisions of Chapter 18.40.030.

B. Minimum residential parking shall be supplied at the following ratios:

1. 1.0 parking spaces per market-rate dwelling unit, except as follows:

   a. Pioneer Project Incentive. For purposes of this code section, a pioneer project consists of the first 100 bonus housing units provided in the city under the TOD District Overlay regulations. The first 100 bonus housing units ~~provided under KMC 18.29.050~~in a pioneer project(s) may elect to provide parking spaces for market rate bonus units at 0.6 parking spaces per dwelling unit.

2. 1.0 additional parking space per every 5 market rate dwelling units shall be provided and designated as guest parking for use by all guests.

3. 0.6 parking spaces per dwelling unit for affordable or senior dwelling units.

4. Affordable housing shall be as defined under KMC 18.29.060. Senior housing shall be defined as housing restricted to those meeting the definition of senior citizen as found in KMC 18.20.2500.

C. The following factors shall count towards minimum parking standards for residential and nonresidential development:

   a. On-street parking immediately adjoining a property proposed for development or provided as part of the proposed development may be counted toward the minimum parking requirement.

   b. Minimum on-site parking may be reduced further by provisions of KMC 18.40.090B for properties within the TOD District Overlay that meet the requirements of KMC 18.40.090B for accessibility to high frequency transit service.

   c. Shared parking among uses is encouraged within the TOD District Overlay. Developments that propose shared parking arrangements shall submit a parking management plan as defined in KMC 18.20.1995 that describes the terms and conditions of shared parking arrangements on site.

D. Parking Provided in Excess of Minimum: Provision of parking in excess of the minimum parking requirements outlined in subsections A. and B. above, shall require the excess parking be included in a structured parking garage, or under building and screened from the street frontage, unless the additional parking is associated with a phased, mixed use development, is interim in nature, and is temporarily located on land reserved for future phases not yet built.

E. Maximum parking within the TOD overlay district shall not exceed 100% of the minimum requirement calculated under the provisions of KMC 18.40.030.

   a. Applicants may be allowed to exceed the maximum parking if the applicant can produce a parking study that demonstrates probable on-site parking needs that are significantly higher than similar uses. This traffic study shall be subject to review by the city manager before approval for additional parking is granted. All parking granted in excess of the maximum shall be provided in a structured parking garage or under building and screened from the street frontage.

F. All other parking requirements shall be as provided in Chapter 18.40 KMC.

18.29.080 Design Requirements.

Development within the TOD District Overlay shall comply with Standard 1 provisions of the Downtown Design Standards, as set forth in Chapter 18.52 KMC.

In addition, the following design requirements shall apply:

A. Relational Setback Requirements: Any proposed development within the TOD District Overlay adjacent to an existing single-family zone (R-1, R-4, or R-6) shall be required to provide an interior ground-level setback of 15 feet on the side of the property facing the single-family zone, unless a larger setback is required in the underlying zone. In that event, the larger of the two setback requirements shall govern. The setback required by this Subsection shall be landscaped with Type II landscaping as defined in KMC 18.35.040B to provide a visual buffer.

18.29.090 Connectivity Requirements.

The TOD District Overlay should remove impediments to pedestrian use of the district and the downtown area by fostering the creation of an extensive network of sidewalks and pedestrian walkways.

Development proposals within the boundaries of the TOD District Overlay that elect to develop under the provisions of KMC Chapter 18.29 shall:

A. Provide any direct pedestrian connections between proposed development and transit facilities, or arterials providing transit access in order to minimize walking distances to transit.

B. Comply with the Downtown Design Standards pertaining to pedestrian walkways, as set forth in KMC Chapter 18.52.100.

C. Properties abutting water bodies (i.e., wetlands, rivers, lakes, or streams) shall provide a public access trail paralleling the water body from one property line to the next with setbacks that are consistent with the requirements of KMC Title 16, Division I, and KMC Chapter 18.55. The public access trail shall connect to a public right-of-way.

1. Where a development proposal abuts a property with a public access trail segment, the public access segment on the subject property shall connect to abutting property public access segment(s).
2. The public access easement for public access trails shall be documented on the face of the plat or plan and recorded with the King County Assessor's Office, or equivalent authority. Public access easements shall run with the land in perpetuity.

18.29.100 Significant Tree Grove Retention

A. Definitions:

1. Significant Tree Grove Definition: A significant tree grove shall consist of 2 or more trees with a minimum of 5.5 tree units total. A qualifying tree has 2 tree units minimum. ~~The minimum~~

~~distance between qualifying trees in order to qualify as a significant tree grove shall be equal to ½ of the critical root zone.~~ The maximum distance measured in feet between qualifying trees shall be equal to 2 times the critical root zone in order to be defined as a significant tree grove. For example a 24-inch d.b.h. tree must be ~~between 12 feet and~~ within 24 feet ~~from~~of another tree in the grove to be included in the significant tree grove. A tree of any size that is topped or considered a "hazard tree" as defined in KMC 18.20.3084 may not qualify as part of a significant tree grove as herein defined. A significant tree grove is not the same as a "grove," as defined in KMC 18.20.1273.

2. Tree Units: See KMC 18.57.060.A for translation of diameter at breast height (d.b.h.) to tree units.

B. Applicability:

1. If the underlying zone within the TOD District Overlay requires tree retention as provided in KMC Chapter 18.57, then the provisions of KMC Chapter 18.57 shall be retained. If KMC Chapter 18.57 exempts a property from tree retention then it shall remain exempt.

2. Development proposals within the boundaries of the TOD District Overlay that elect to develop under the provisions of KMC Chapter 18.29 shall be eligible to benefit from providing less parking or more dwelling units or any combination of the two if the development retains one or more significant tree grove(s) as defined in this Section in perpetuity. A development may be able to benefit from both reduced parking and additional dwelling units by preserving a significant tree grove so long as the same tree credits are not counted towards both reduction in parking and additional bonus dwellings. Trees or groves retained through the provision of KMC 18.57 may count towards the significant tree grove retention if they meet the definitions found in KMC 18.29.100.A.

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

C. Reduced Parking: In order to retain qualifying significant tree groves, required parking may be reduced at the maximum rate of one stall per each 5.5 Tree Units. Parking quantities may be reduced up to a maximum of 20% from the parking requirement after other reductions are applied, if any.

D. Residential Bonus Units:

1. In order to retain qualifying significant tree groves, residential units are offered at the rate of one bonus unit per each 11 Tree Units preserved. Grove bonus units are not included in maximum unit density calculations. Grove bonus units are not subject to the affordability requirements of KMC 18.29.060.

E. Significant Tree Grove Preservation Requirements:

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

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

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

[NEW DEFINITION TO BE ADDED]

18.20.1995 Parking management plan.

"Parking Management Plan" means a plan developed by a property owner or applicant that clearly identifies the short- and long-term parking management methods used to ensure that on-site parking provided on a property is adequate to meet anticipated parking demands. Parking management methods can include but are not limited to transportation demand methods that include on-site parking enforcement, signage, and parking fees.

[AMENDMENTS TO OTHER RELEVANT CODE SECTIONS]

(Proposed amendments to existing Zoning Code text)

DOWNTOWN DESIGN STANDARDS

18.52.070 Applicability.

A. Design standards shall apply as depicted in Figure 18.52.070.A.1.

B. A property owner or developer electing to develop under KMC 18.29, Transit-Oriented Development District Overlay, shall comply with Standard 1 as described in Subsection C. below.

~~B.~~C. The components of the design standards shall apply as follows: (X = design component required under the specific standard)

(Relabel rest of code sections in consecutive order…)

18.52.100 Pedestrian walkways.

A. Intent.

1. Pedestrian Network. To create on-site pedestrian networks from streets and drives to building entrances, through parking lots to connect buildings to the street (see surface parking location standards), and between sites.

2. Through Block Connections. To create through block connections between blocks of development, between streets, and connecting streets to public spaces.

B. Standards – Required.

1. Locations. Clear and visible pedestrian walkways shall be provided in the following locations:

a. Through Block Connections.

(1) Northwest Quadrant. If the property abuts a proposed pedestrian route designated in the Northwest Quadrant circulation plan, see KMC 18.52.110. In areas not identified on the circulation plan, one pedestrian walkway shall be provided for an average of every 300 feet or less of street frontages in the north-south and east-west directions to create a linked pedestrian walkway system around and through the Northwest Quadrant. Distances may vary from exactly 300 feet to accommodate linking adjacent development on a case-by-case basis.

(a) Public spaces shall be linked to adjacent streets and developments.

(b) Exact locations of pedestrian walkways shall be determined at the time of development to accommodate linkages between adjacent developments.

(2) Northeast Quadrant <u>and TOD District Overlay</u>. In the Northeast Quadrant <u>and for properties electing to develop under KMC Chapter 18.29 in the TOD District Overlay</u>, one pedestrian walkway shall be provided between the north and south end of the property, spaced an average of every 300 feet or less of street frontages. The walkway must connect with walkways located on other properties established in accordance with this condition. Distances may vary from exactly 300 feet to accommodate linking adjacent developments on a case-by-case basis. The comprehensive plan downtown circulation concept shall be a general guide to priority pedestrian links.

(a) Public spaces shall be linked to adjacent streets and developments.

(b) Exact locations of pedestrian walkways shall be determined at the time of development to accommodate linkages between adjacent developments.

b. Street to Building Entrances. Between a public right-of-way and building entrances where the building is set back from the street, sidewalk, or parking area.

c. Parking Lots to Building Entrances. Between parking lots and building entrances.

d. Building to Building. Between buildings where multiple structures are a part of a single development project.

e. As identified on the Northwest Quadrant circulation plan, which is located in KMC 18.52.110.

…

Bon Terra in Redmond has a density of 65.1 dwelling units per acre.

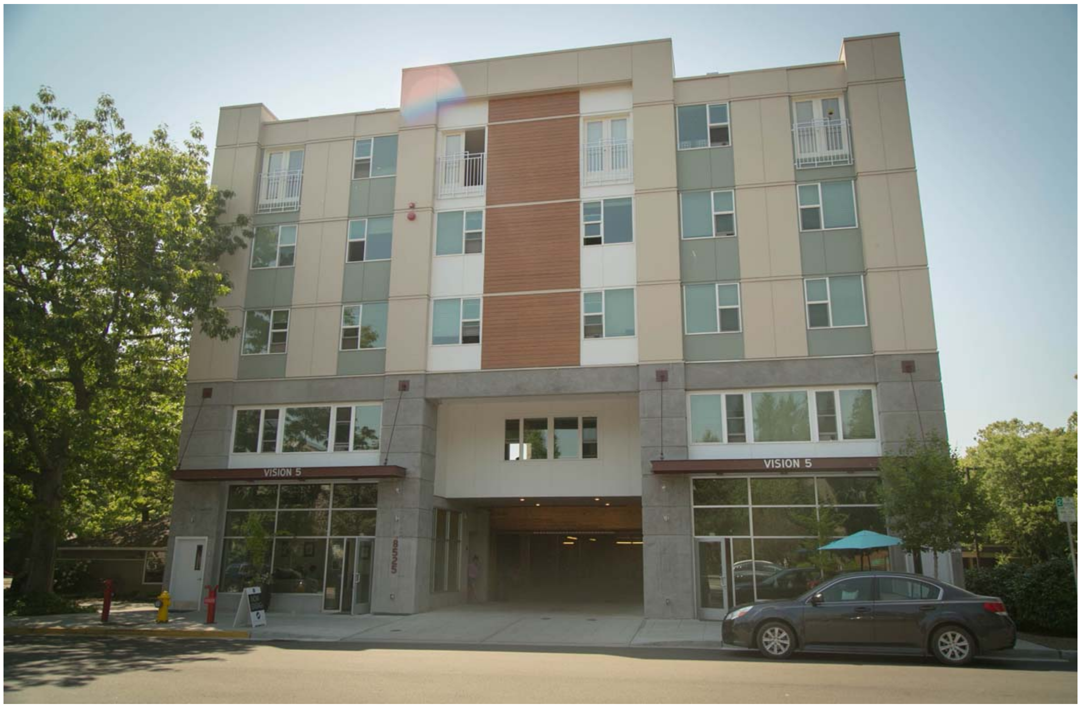
The 104 in Bothell has a density of 86.3 dwelling units per acre.

Six Oaks in Bothell has a density of 105.9 dwelling units per acre.

Redmond Square in Redmond has a density of 119.4 dwelling units per acre.

The Kirkland Park and Ride development (Kirkland Crossing and Velocity, combined) has a density of 134.6 dwelling units per acre.

Elan in Redmond has a density of 148.4 dwelling units per acre.



Vision 5 in Redmond has a density of 379.5 dwelling units per acre.

City Of Kenmore, Washington

Memorandum

Date: **September 17, 2015**

To: **Rob Karlinsey, City Manager**

From: **Kris Overleese, Public Works Director** KMO

Subject: **SR 522 West A Project**
Citizen Requested Pole Relocation on 62nd Avenue NE

The SR 522 West A Project (61st to 65th Avenues) is moving forward and work on the north side of the street is progressing. The underground utility work nears completion, the north curb is being poured, and the crews expect to be largely done with the north side of the roadway in the next month.

The owner of the property at the southeast corner of NE 181st/62nd Avenue NE has requested that the northernmost "terminal pole" on 62nd Avenue be moved north as close to NE 181st Street as possible. See the attached Exhibit and picture #1 which shows the current pole configuration on the west side of 62nd Avenue between SR 522 and NE 181st Street.

History of Project undergrounding: The SR 522 West A Project undergrounds utilities on SR 522. It is typical when utilities are undergrounded along a corridor that the power and cable utilities come out of the ground on side streets up "terminal poles". These terminal poles have conduit on them that transfer the utilities from underground, up the pole and then the lines proceed up the street in the air (aerial) between poles. Poles often have multiple utilities on them including power and varying cable/phone companies.

In this case, it was determined during construction that one terminal pole on the west side of 62nd Avenue NE along the church was not sufficient to handle the volume of utilities and necessary infrastructure (conduit, transformers, etc). An additional pole was added to the north (pole B shown on Exhibit #1) for power. The other utilities hang on the planned pole.

When the new pole was placed, the construction/design team verified that the pole was: within project limits, within the right of way, not blocking driveways/access, and was able to provide the overhead services to the nearby buildings. The team did not take surrounding neighbor views into consideration nor did the team notify the owner of the southwest corner of NE 181st/62nd Avenue NE, Ian Macdonald, that the pole configuration had changed and an additional pole had been added. Our team has apologized for the lack of communication.

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City Of Kenmore, Washington

Memorandum

Neighbor Request: Mr. Macdonald has requested that the "new" pole be moved as close to NE 181st as possible. He does not want it relocated to the north side of his driveway, which would make the poles on 62nd more evenly spaced, as it would be adjacent to his home's front door. Staff understands Mr. Macdonald's key concern is the lake view of his home.

As requested by Mr. Macdonald, Staff has researched what moving the pole close to NE 181st would require. Staff has coordinated with the Washington State Department of Transportation as moving the pole further north would be outside the project limits. They have agreed that moving the pole is ok.

The following would result from moving the pole: the existing tree close to NE 181st would be removed, the cost would be approximately $40,000 and would come from the project's contingency, the underground main power lines would be underground further up the hill towards NE 181st Street, the aerial power lines along Mr. Macdonal's property would remain, and the aerial cable lines along Mr. Macdonald's 62nd Avenue frontage would remain. In summary, the pole would be moved approximately 85 feet and the underground main power lines would be underground along the property.

Note that the City's 62nd Avenue Sidewalk grant will construct frontage along Mr. Macdonalds property in the next few years and if the pole were to be moved, coordination with the sidewalk project would need to occur.

Staff Guidance Requested: Staff requests guidance from Council as to whether the City should move the second terminal pole (to remove it from Mr. Macdonald's lake view) up to NE 181st Street. The current pole and utility configuration on 62nd Avenue is functional. The cost to fully underground up to NE 181st Street and get rid of the extra pole is excessive and not recommended for consideration.

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Exhibit 1

Picture #1 - Current Pole Configuration (Looking East)

Picture #2 - View from McDonald Residence (Looking Southwest)

Picture #3 - Overview map