



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

6:00 p.m., Monday, October 24, 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)(c), Real Estate

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. 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.

X. CONSENT AGENDA

- A. Adopt Minutes for the September 26, 2016 City Council Meeting
[DRAFT 2016 09 26 Minutes](#)

XI. PUBLIC HEARING

- A. Public Hearing to Receive Public Testimony on Ordinance No. 16-0430, 2017-2022 Capital Improvement Program (CIP) for Surface Water, Parks, and

Transportation - Joanne Gregory, Finance & Administration Director
[Agenda Bill & Attachments](#)

XII. BUSINESS AGENDA

- A. Adopt Ordinance No. 16-0430, 2017-2022 Capital Improvement Program (CIP) for Surface Water, Parks, and Transportation - Joanne Gregory, Finance & Administration Director
[Agenda Bill & Attachment](#)
[PowerPoint Presentation](#)
- B. City Manager's Budget Message & 2017-2018 Preliminary Biennial Budget (to be distributed at the meeting) - Rob Karlinsey, City Manager, and Joanne Gregory, Finance & Administration Director
- C. Integrating Low Impact Development Principles and Best Management Practices into the City's Development-Related Codes, Rules and Standards - Ordinance No. 16-0428 - Richard Sawyer, Surface Water Operations Manager, and Kris Overleese, Public Works Director/City Engineer
[Agenda Bill & Attachment](#)

XIII. STAFF REPORT

XIV. COUNCILMEMBER REPORTS, COMMENTS & INITIATIVES

XV. ADJOURNMENT

Upcoming Meetings:

Tues., November 1, 2016 7:00 p.m. Planning Commission Regular Meeting
Mon., November 7, 2016 7:00 p.m. City Council Special Meeting
Mon., November 14, 2016 6:00 p.m. City Council Special & Regular Meeting

City of Kenmore, Washington
City Council Regular Meeting
Minutes
September 26, 2016

CALL MEETING TO ORDER – The Kenmore City Council meeting was called to order by Deputy Mayor Allan Van Ness at 7:02 p.m.

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

Councilmembers excused: Mayor David Baker

Staff present: Rob Karlinsey, City Manager; Nancy Ousley, Assistant City Manager; Joanne Gregory, Finance & Administration Director; Kris Overleese, Public Works Director/City Engineer; Andrew Bauer, Associate Planner; Rod Kaseguma, City Attorney; and Patty Safrin, City Clerk

FLAG SALUTE

Deputy Mayor Van Ness led the flag salute.

AGENDA APPROVAL

It was Council consensus to approve the agenda as submitted.

PRESENTATION

Recognition of Andrew Bauer for 10 Years of Service to the City - Rob Karlinsey, City Manager, stated that Andrew Bauer has put in ten years of hard work for the City of Kenmore as Associate Planner. At this time, Bauer has decided to take a position at another City. Karlinsey read a statement given to him by Bryan Hampson, Development Services Director, who was unable to attend the meeting. Karlinsey stated that it has been an honor to work with Andrew, and he presented him with a certificate of appreciation. Andrew thanked him and stated that it has been an honor to serve the community and the City Council and to work with other staff.

PROCLAMATION

Domestic Violence Awareness Month, October 2016 - Deputy Mayor Van Ness read the proclamation into the record.

CITIZEN COMMENTS

There were no citizens wishing to speak.

CONSENT AGENDA

Council unanimously agreed to approve the consent agenda as submitted. Approve the Following Checks and Electronic Payments for Payment: Total Check Numbers 35165 through 35251 in the Amount of \$737,608.19, and Total Payroll Electronic Deposits Dated 09/02/2016 in the Amount of \$80,371.92; and Approve Contract No. 14-C1322, Amendment No. 2, with Corey Hanson, Business Incubator Consultant.

BUSINESS AGENDA

Walkways & Waterways Bond Measure Preliminary Schedule of Events – Joanne Gregory, Finance & Administration Director; Rob Karlinsey, City Manager; and Kris Overleese, Public Works Director/City Engineer

City Manager Karlinsey gave a brief overview of the bond measure. Director Gregory reviewed the actions taken so far to place the measure on the ballot and to submit it to King County Elections, including opportunities for public comment. She introduced Deanna Gregory, Attorney from Pacifica Law Group, who was present to discuss the timing and the approval process for an ordinance that would authorize the sale of the bonds if the measure is successful. She also introduced Lindsey Sovde of Piper Jaffrey, Financial Advisor to help guide the City through the process of issuing bonds, who was present to review the schedule of events. Lindsey Sovde pointed out some of the key dates on the schedule of events in the agenda packet. Deanna Gregory detailed her role as Attorney for the City regarding the bond measure. They were all available to answer any questions.

Priority Based Budgeting Presentation – City Manager Karlinsey summarized that the City is preparing the Proposed Preliminary Biennial Budget for 2017-2018 and that during the last budget period the City began using the Priority Based Budgeting (PBB) process. Director Gregory reviewed that at the Council's June budget retreat she updated them on the PBB budget progress so far. She also reviewed the steps that have been taken since June. She stated that this year, for the first time, we have included Capital Projects in the PBB process. She demonstrated the RAD tool provided by the Center for Priority Based Budgeting, which is used to prioritize programs and budget items. City Manager Karlinsey also made some comments about the RAD tool. They were available to answer any questions.

STAFF REPORT

City Manager Karlinsey noted that last week he met with CEO of Puget Sound Energy, Kimberley Harris, her Senior Vice President of Operations, Buga Gilbertson, and other coworkers from PSE. He stated that they acknowledged poor power reliability in Kenmore, and they also expressed a commitment to do more than incremental or marginal investment in power reliability for the City. He announced that there is a Sound Cities networking dinner on Wednesday, October 5th at the Inglewood Golf Club in Kenmore.

CITY COUNCILMEMBER REPORTS, COMMENTS & INITIATIVES

Councilmember Sperry stated that she went to the “For the Love of Kenmore” party put on by Kent Sturgis, Dennis Mendrey, and other members of the community to raise funds to beautify the cement plant towers, and was very impressed by the event and thought that it was a great community builder.

Councilmember Smith detailed a Northshore Parks Service Area Board meeting that he attended last week. He stated that he is now Chair of the Board.

Deputy Mayor Van Ness stated that he and Mayor Baker will attend a National League of Cities University Leadership Summit in Madison, Wisconsin starting tomorrow. The topic is “Leading Collaborative Communities: A Cross-Sector Approach to Building Partnerships.”

ADJOURNMENT

Deputy Mayor Van Ness adjourned the regular meeting at 8:41 p.m.

David Baker, Mayor

ATTEST:

Patty Safrin, City Clerk

Subject/Topic:

For Council Meeting Agenda of: October 24, 2016

City Manager, Finance and Administration,
Community Development, Public Works

Rob Karlinsey, City Manager
Joanne Gregory, Finance and Administration Director
Debbie Bent, Community Development Director
Kris Overleese, Public Works Director
Jennifer Gordon, Public Works Operations Manager
Richard Sawyer, Surface Water Program Manager

Initial & Date

Aug 10/13/16

April 10/12/10

KMO for RK 10/13/16

Exhibit G: Real Estate Excise Tax Fund Projections

Appropriation Required
 \$20,206,462 for 2017-2018
 \$56,961,249 for 2019-2022

Citizens attending the hearing will have the right and are invited to express their views by written and/or oral comments and to ask questions relative to the 2017-2022 Capital Improvement Program.

The CIP was introduced to the City Council for review and discussion on October 17, 2016.

After the Public Hearing, assuming no modifications to the CIP, Ordinance No. 16-0430 will be presented for adoption by the City Council.

The proposed Capital Improvement Program includes 34 individual projects which total \$77,167,711 over the six-year planning horizon. \$20,206,462 is programmed for the upcoming 2017-2018 biennium and, if adopted, will be appropriated in the biennial budget. The project costs and funding sources are displayed in Exhibits A through D. Also attached are projections of Impact Fees and Real Estate Excise Tax which are Exhibits E, F, and G.

FISCAL CONSIDERATION:

The City's goal is to adopt and maintain a fiscally balanced Capital Improvement Program that can be used by staff to prioritize and pursue projects. The CIP balances City resources including Park and Transportation Impact Fees, Real Estate Excise Tax, General Fund revenues, Surface Water Utility fees, and grant funds. While a project may show need in future years for grant funds to complete, the project and budget is considered "balanced" and provides a tool to pursue outside funding. The CIP should be considered a programming document with the City of Kenmore adopted budget being the document that actually appropriates funds for project expenditures. This Capital Improvement Program assumes voter approval of the Walkways & Waterways bond measure on November 8, 2016 which accounts for \$19,045,000 of the total project costs over the 2017-2022 period.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

The proposed Capital Improvement Program is consistent with Council Goals, specifically:

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.
 - Implement the Sidewalk Plan
2. To continue to implement the Economic Development Plan, with an emphasis on the following key points:
 - Promote the image of Kenmore
 - Create a vibrant, walkable downtown
 - Support existing businesses
 - Advance the public's access and connection to the waterfront
3. To continue to implement a Parks Improvement and Financial Plan.
4. To address watershed and water quality issues affecting the City.

**CITY OF KENMORE
WASHINGTON
ORDINANCE NO. 16-0430**

**AN ORDINANCE OF THE CITY OF KENMORE, WASHINGTON,
ADOPTING A SIX-YEAR CAPITAL IMPROVEMENT PROGRAM;
PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN
EFFECTIVE DATE.**

WHEREAS, a Proposed 2017-2022 Six-Year Capital Improvement Program was submitted to the City Council and the City Clerk on October 17, 2016; and

WHEREAS, the City Council scheduled and held a Public Hearing on the Proposed 2017-2022 Six-Year Capital Improvement Program on October 24, 2016,

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

Section 1. Adoption of City of Kenmore, Washington, Capital Improvement Program. The City of Kenmore hereby adopts a new City of Kenmore, Washington, Capital Improvement Program, attached as Exhibit "A."

Section 2. City of Kenmore, Washington, Capital Improvement Program. To the extent the City of Kenmore, Washington, Capital Improvement Program ("Capital Improvement Program") is different from the Capital Facilities Element of the City's Comprehensive Plan, including but not limited to the Capital Facilities Plan portion thereof ("Capital Facilities Element"), the Capital Improvement Program shall supersede and amend the Capital Facilities Element accordingly.

Section 3. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be preempted by State or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 4. 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.

ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 24th DAY OF OCTOBER, 2016.

CITY OF KENMORE

Mayor David Baker

Six-Year Capital Improvement Program

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;
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NO. 16-0430

EXHIBIT A

**CITY OF KENMORE, WASHINGTON
PROPOSED CAPITAL IMPROVEMENT PROGRAM
FOR THE YEARS 2017-2022**

EXPENDITURES	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	2021 Proposed	2022 Proposed	2017-2022 Totals
PARKS							
P 1 Twin Springs Interim Use Plan	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000
P 2 Tolt Pipeline Trail Phase One	206,936	0	0	0	0	0	206,936
P 6 Moorlands Park Improvements	1,000,095	566,925	0	0	0	0	1,567,020
P 18 Rhododendron Park Waterfront & Natural Open Space A	160,000	615,000	5,000	5,000	5,000	5,000	795,000
P18a Rhododendron Park Float	60,000	200,000	25,000	0	0	0	285,000
P 26 Squires Landing Dock/Float	195,000	0	0	0	0	0	195,000
P 27 Squires Landing Park Waterfront & Open Space Access	250,000	600,000	500,000	220,000	1,715,000	1,690,000	4,975,000
P 28 Log Boom Park Waterfront Access and Viewing	200,000	400,000	300,000	120,000	1,090,000	1,065,000	3,175,000
P 29 St Edward Ballfield Improvements & Lighting	TBD	TBD	0	0	0	0	0
Total Parks	\$2,112,031	\$2,381,925	\$830,000	\$345,000	\$2,810,000	\$2,760,000	\$11,238,956
TRANSPORTATION							
T 6 SR 522 West A 61st to 65th	\$667,400	\$127,200	\$0	\$0	\$0	\$0	\$794,600
T 8 SR 522 West B 57th to 61st	0	0	0	600,000	7,400,000	4,000,000	12,000,000
T 27 Sidewalk Program:							0
South side NE 181st ST Construction	123,600	0	0	0	0	0	123,600
North side NE 181st ST	181,800	0	0	0	0	0	181,800
NE 202nd ST (198th -66th)	1,180,310	10,640	0	0	0	0	1,190,950
62nd Ave NE	778,520	6,985	0	0	0	0	785,505
Arrowhead Dr	11,100	132,800	726,133	0	0	0	870,033
NE 153rd Pl	11,100	132,400	604,938	0	0	0	748,438
NE 181st (65th -67th)	136,730	668,475	0	0	0	0	805,205
Sidewalk Gaps	0	0	100,000	100,000	100,000	100,000	400,000
T 35 Overlay	450,000	805,351	450,000	450,000	450,000	450,000	3,055,351
T 37 West Samm Bridge	2,098,962	910,999	7,425,888	7,422,054	3,724,341	33,395	21,615,639
T 39 Neighborhood Traffic Calming Improvements	55,000	55,000	0	0	0	0	110,000
T 41 Juanita Dr Pedestrian & Bicycle Safety All Segments	600,000	1,500,000	4,162,000	2,156,667	2,156,667	2,156,666	12,732,000
T 42 68th Ave Pedestrian & Bicycle Safety All Segments	250,000	987,000	60,000	2,000,000	1,803,000	0	5,100,000
T 43 SR 522 Pedestrian Crossing Study	0	282,500	272,500	0	0	0	555,000
T 44 61st Ave Survey and Conceptual Plan	0	90,000	0	0	0	0	90,000
Total Transportation	\$6,544,522	\$5,709,350	\$13,801,459	\$12,728,721	\$15,634,008	\$6,740,061	\$61,158,121
SURFACE WATER							
SW 8 190th Culvert at 61st	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000
SW 8 Trust Fund Loan Repayment	0	153,000	153,000	153,000	153,000	153,000	765,000
SW 19 NE 192nd St Culvert Replacement	885,634	0	0	0	0	0	885,634
SW 20 Small Works Projects	50,000	50,000	50,000	50,000	50,000	50,000	300,000
SW 25 Strawberry Hills SW Tank Retrofit	100,000	360,000	0	0	0	0	460,000
SW 29 Infiltration Tank Retrofit at 61st Ave NE/NE 190th St	120,000	0	500,000	0	0	0	620,000
SW 30 Drainage Improvements at 153rd/NE Arrowhead Dr	125,000	0	0	0	0	0	125,000
SW 31 Drainage Impr & Street Repair at 66th Ave NE /196th	115,000	0	0	0	0	0	115,000
Total Surface Water	\$2,895,634	\$563,000	\$703,000	\$203,000	\$203,000	\$203,000	\$4,770,634
TOTAL EXPENDITURES	\$11,552,187	\$8,654,275	\$15,334,459	\$13,276,721	\$18,647,008	\$9,703,061	\$77,167,711

EXHIBIT A

**CITY OF KENMORE, WASHINGTON
PROPOSED CAPITAL IMPROVEMENT PROGRAM
FOR THE YEARS 2017-2022**

REVENUES	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	2021 Proposed	2022 Proposed	2017-2022 Totals
Real Estate Excise Tax (Transportation)	\$1,235,356	\$629,735	\$577,750	\$550,000	\$550,000	\$550,000	\$4,092,841
Real Estate Excise Tax (Parks)	0	380,000	0	0	0	0	380,000
Transportation Impact Fee Revenue	694,605	287,493	107,217	30,620	1,239,060	33,395	2,392,390
Park Impact Fee Revenue	639,500	115,000	25,000	0	0	0	779,500
General Fund	267,900	59,900	0	0	0	0	327,800
Strategic Opportunities Fund	0	235,000	0	0	0	0	235,000
Federal Allocation SR 522 West A ROW/Const	0	67,300	0	0	0	0	67,300
Federal Preservation Grant Simonds Road	0	355,351	0	0	0	0	355,351
TIB Grant - Sidewalks	97,330	478,572	0	0	0	0	575,902
WSDOT Safe Routes to School - Sidewalks	686,315	199,340	1,247,644	0	0	0	2,133,299
Federal Highway Safety Impr Program - Sidewalks	707,864	0	0	0	0	0	707,864
BRAC Grant West Samm Bridge Replacement	674,754	703,448	6,413,800	3,289,378	0	0	11,081,380
STP Funds West Samm Bridge Replacement	1,063,994	0	0	0	0	0	1,063,994
Connecting WA Funds West Samm Bridge Replacement	237,904	186,461	988,298	4,102,056	2,485,281	0	8,000,000
Washington State Pedestrian and Bicycle Safety	0	254,750	244,750	0	0	0	499,500
Washington State LEAP Transportation Bill	0	0	0	600,000	7,400,000	4,000,000	12,000,000
Surface Water Utility Funds	885,085	563,000	703,000	203,000	203,000	203,000	2,760,085
RCO Park Grants	600,595	36,925	0	0	0	0	637,520
King County Park and Trail Levies	261,936	0	0	0	0	0	261,936
King County Flood District Grant	379,915	0	0	0	0	0	379,915
Public Works Trust Fund Loan	1,500,000	0	0	0	0	0	1,500,000
Other Agencies Reimbursements	159,134	0	0	0	0	0	159,134
Walkways & Waterways Bond Measure	1,460,000	3,867,000	2,180,000	2,985,000	3,636,334	4,916,666	19,045,000
Unsecured Grant Match Juanita Drive	0	235,000	2,847,000	1,516,667	3,133,333	0	7,732,000
TOTAL REVENUES	\$11,552,187	\$8,654,275	\$15,334,459	\$13,276,721	\$18,647,008	\$9,703,061	\$77,167,711

EXHIBIT B

**CITY OF KENMORE, WASHINGTON
PROPOSED PARK CAPITAL IMPROVEMENT PROGRAM
FOR THE YEARS 2017-2022**

Project Description	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	2021 Proposed	2022 Proposed	2017-2022 Totals
P 1 Twin Springs Interim Use Plan	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000
P 2 Tolt Pipeline Trail Phase One	206,936	0	0	0	0	0	206,936
P 6 Moorlands Park Improvements	1,000,095	566,925	0	0	0	0	1,567,020
P 18 Rhododendron Park Waterfront & Open Space Access	160,000	615,000	5,000	5,000	5,000	5,000	795,000
P 18a Rhododendron Park Float	60,000	200,000	25,000	0	0	0	285,000
P 26 Squires Landing Dock/Float	195,000		0	0	0	0	195,000
P 27 Squires Landing Park Waterfront & Open Space Access	250,000	600,000	500,000	220,000	1,715,000	1,690,000	4,975,000
P 28 Log Boom Park Waterfront Access and Viewing	200,000	400,000	300,000	120,000	1,090,000	1,065,000	3,175,000
P 29 St Edward Ballfield Improvements & Lighting	TBD	TBD	0	0	0	0	0
Total Project Costs	\$2,112,031	\$2,381,925	\$830,000	\$345,000	\$2,810,000	\$2,760,000	\$11,238,956

Funding As Proposed:							
Park Impact Fees	\$639,500	\$115,000	\$25,000	\$0	\$0	\$0	\$779,500
Real Estate Excise Tax	0	380,000	0	0	0	0	380,000
Strategic Opportunity Fund	0	235,000	0	0	0	0	235,000
RCO Grants	600,595	36,925	0	0	0	0	637,520
King County Trail Levy	181,936	0	0	0	0	0	181,936
King County Park Levy	80,000	0	0	0	0	0	80,000
Walkways & Waterways Bond Measure	610,000	1,615,000	805,000	345,000	2,810,000	2,760,000	8,945,000
Total Project Funding	\$2,112,031	\$2,381,925	\$830,000	\$345,000	\$2,810,000	\$2,760,000	\$11,238,956



City of Kenmore Capital Improvement Program
Twin Springs Park – Interim Use
Project P-1

Project Location: Brightwater Portal site east of 80th Ave NE just north of NE 192nd Street. 19228 80th Ave NE, Kenmore, WA.

Project Manager: Community Development Director/Parks Project Manager

Project Description: In 2017 prepare and implement an interim park use plan. Interim park uses are temporary uses that would remain until the City can fund a master plan to identify long-term park improvements in accordance with the adopted Park Recreation and Open Space (PROS) Plan. Interim use would allow public use of the site but the intent is to minimize the cost of improvements and maintenance.

Background: King County completed the Brightwater Portal 44 project year end 2015. On 5/23/16 the Twin Springs property (approx. 25 acres) was transferred to the City from King County. On 6/27/16 Council direction was to keep the park closed to the public pending development and implementation of an interim use plan. The 2013 adopted Park and Recreation Open Space (PROS) plan identified the site as a future Neighborhood Park which could include for example, parking, sports court, play equipment, open lawn area, trails, restroom, and site furniture. The PROS plan also identified this site as a potential Community Park (if feasible given site environmental constraints) which could include for example, a multi-purpose sports field, picnic shelter, or off-leash dog area. The site could also include Nature Park improvements, for example, interpretive trails, education, and habitat restoration. The PROS plan estimated \$165,000 to complete a master plan and design for a Neighborhood Park with an additional \$1.1m for permitting and construction. The PROS plan estimated \$330,000 to complete a master plan and design for a Community Park with an additional \$2.1 million for permitting and construction.

	Exempt	DNS	EIS
Environmental Review Status:	☐	☒	☐

If impacts to wetlands or buffers can be avoided than the project could be exempt under SEPA depending on the quantity of grading work and/or drainage improvements.

Potential Project Issues: Site constrained by critical areas, providing parking on-site.

Operations: Addition of interim use in fall 2017 will require ongoing maintenance. Depending on the type of interim use improvements, maintenance costs could include: maintenance of a parking area, park access, trash collection, fencing, mowing and other landscape costs. Annual maintenance cost estimate of \$15,000.





City of Kenmore Capital Improvement Program
Twin Springs Park – Interim
Project P-1

CURRENT DOLLARS

Year	Prior Years	2017	2018	2019	2020	2021	2022	Total 2017-2022
Expenses								
Interim Use Plan		\$40,000						\$40,000
Design								
Construction								
Total		\$ 40,000						\$ 40,000
Revenue								
Park Impact Fees								
KC levy		\$ 40,000						\$ 40,000
Total		\$40,000						\$40,000

SCHEDULE

	2017				2018				2019				2020				2021				2022			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Interim Plan																								
Permitting																								
Final Design																								
Construction																								
Closeout																								



City of Kenmore Capital Improvement Program
Tolt Pipeline Trail – Phase One
Project P-2

Project Location: Tolt pipeline between 68th Avenue NE to 73rd Avenue NE.

Project Manager: Community Development Director/Parks Project Manager

Project Description: Improve trail entrances at 68th Ave NE and 71st Ave NE and connections to existing paved sidewalk/trail.

Background: The 2013 Park Recreation and Open Space (PROS) Plan identifies Phase 1 as paved trail improvements between 68th and 73rd Ave NE. Permitting was completed in 2015-2016. Improvements are proposed between 68th Ave NE and 71st Ave NE as a first phase due to project cost increases. In 2016 an agreement was negotiated with the City of Seattle to allow trail development. On 6/27/16 Kenmore Council authorized execution of the agreement and the Seattle Council are expected to authorize execution prior to year end 2016.

Environmental Review Status:

Exempt	DNS	EIS
☐	☒	☐

SEPA DNS issued in 2015.

Potential Project Issues: If the City of Seattle does not authorize execution of the agreement to allow trail development prior to year-end, this could delay the 2017 bid process and construction schedule.

Operations: Maintenance required starting in fourth quarter of 2017 following completion of improvements. Maintenance includes: Maintenance of new paved surface at trail surfaces trash collection, weed control. Annual maintenance cost estimate of \$5,000.

68th Ave NE to 73rd Ave NE





City of Kenmore Capital Improvement Program
Tolt Pipeline Trail – Phase One
Project P-2

CURRENT DOLLARS

Year	Prior Years	2017	2018	2019	2020	2021	2022	Total
Expenses								
Design	\$42,230							\$ 42,230
Permitting	\$27,358							\$ 27,358
Construction		\$206,936						\$ 206,936
Total	\$ 69,587	\$ 206,936						\$ 276,524
Revenue								
Park Impact Fees		\$25,000						\$ 25,000
Park Levy*	\$ 69,587	\$181,936						\$ 251,523
Total	\$ 69,587	\$ 206,936						\$ 276,523

*King County Proposition 2 Parks Expansion Levy Funds

SCHEDULE

	2017				2018				2019				2020				2021				2022			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Pre-Design																								
Permitting																								
Final Design																								
Construction																								
Closeout																								



City of Kenmore Capital Improvement Program
Moorlands Park Improvements
Project P-6

Project Location: Moorlands Park located to the south of the intersection of NE 155th St and 84th Ave NE. 15221 84th Ave NE, Kenmore, WA.

Project Manager: Community Development Director/Parks Project Manager

Project Description: Improvements include ballfield renovation, restroom, perimeter pathway, play equipment and landscaping

Background: The Moorlands Park master plan was adopted 3/27/06. Design and construction documents for Phase 1 improvements were almost completed in 2008 including renovation of the existing youth sport field, trail improvements, fencing and landscaping. The project was put on hold in 2009 to address maintenance issues with the Northshore School District and the priority for ballfield improvements was refocused to Bastyr University. The 2013 adopted Park Recreation and Open Space (PROS) identifies Moorlands as a Neighborhood Park and estimated \$929,000 to complete improvements. In 2014 the City applied for \$637,520 in grants through the State Recreation and Conservation Office (RCO) to assist with funding the completion of park improvements. The park design was refined in public outreach and permit submittal completed by year end 2016. Negotiations with the Northshore School District for a new interlocal agreement regarding park use and maintenance underway fall 2016. Construction start estimated summer 2017.



Environmental Review Status: Exempt ☐ DNS ☒ EIS ☐
 Environmental review required based on likely quantity of grading work and drainage review and other proposed improvements.

Potential Project Issues: Negotiating an interlocal agreement with the Northshore School District.

Operations: Completing park improvements in 2018 will require maintenance costs starting in 2018 related to upkeep of a new public amenity and associated improvements. This will be a significant increase in maintenance costs if all maintenance is transferred to the City from the Northshore School District.



City of Kenmore Capital Improvement Program
Moorlands Park Improvements
Project P-6

CURRENT DOLLARS

Year	Prior Years	2017	2018	2019	2020	2021	2022	Total
Expenses								
Grant prep								
Design	\$ 43,295							\$ 43,295
Permitting								
Construction		\$1,000,095	\$566,925					\$ 1,567,020
Total		\$ 1,000,095	\$ 566,925					\$ 1,610,315
Revenue								
REET			\$380,000					\$ 380,000
Strategic			\$ 150,000					\$ 150,000
KC Levy		\$ 40,000						\$ 40,000
RCO Grant		\$ 600,595	\$ 36,925					\$ 637,520
Park Impact Fees	\$ 43,295	\$ 359,500						\$ 402,795
Total	\$43,295	\$ 1,000,095	\$ 566,925					\$ 1,610,315

SCHEDULE

	2017				2018				2019				2020				2021				2022			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
grant																								
materials/application																								
Permitting																								
Final Design																								
Construction																								
Closeout																								



City of Kenmore Capital Improvement Program
Rhododendron Park Boardwalk
Project P-18

Project Location: Rhododendron Park, located at the northeast intersection of NE 170th St (Simonds Rd) and 68th Ave NE (Juanita Drive). 6910 NE 170th Street, Kenmore WA.

Project Manager: Community Development Director/Parks Project Manager

Project Description: A new boardwalk/trail connecting the existing park improvements through the wetland to the Sammamish River. The access driveway would be improved to provide additional parking.

Background: A Shoreline Permit application was submitted July 2014. April 2015 a Shoreline Variance Permit VAR2014-038 was issued for the boardwalk proposal. The City applied for two RCO grants totaling \$800,000 for the new boardwalk/trail improvements and a new dock. The boardwalk/trail is also a project on the November 2016 Walkways & Waterways ballot measure. If the bond measure passes, the City will move forward with obtaining other agency permits and finalizing the design with construction estimated in 2018. A park master plan was adopted 3/27/06. Improvements at the park completed to date include: 2008 Phase 1 improvements of parking lot and access improvements, new picnic shelter, great lawn renovation, relocation and new playground equipment, and landscaping; 2009 new restroom; and 2010 new basketball court.

Environmental Review Status:

Exempt	DNS	EIS
☐	☒	☐

SEPA and shoreline permit obtained 2015.

Potential Project Issues: Obtaining other agency permits.

Operations: Addition of improvements in 2018 will result in the need for maintenance in 2019, estimate \$5,000 per year. Mitigation monitoring assumed 2019-2022, estimate \$5,000 per year.





City of Kenmore Capital Improvement Program
Rhododendron Park Boardwalk
Project P-18

CURRENT DOLLARS

Year	Prior Years	2017	2018	2019	2020	2021	2022	Total
Expenses								
Pre-Design								
Design	\$ 99,024	\$160,000						\$ 259,024
ROW/ Acquisition								
Construction			\$615,000	\$ 5,000	\$5,000	\$ 5,000	\$ 5,000	\$ 635,000
Total	\$ 99,024	\$ 160,000	\$ 615,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 894,024
Revenue								
REET	\$ 99,024	\$ 160,000	\$ 615,000	\$5,000	\$5,000	\$ 5,000	\$ 5,000	\$ 894,024
Bond								
Strategic								
Federal								
Grant								
Park Impact Fees								
Total	\$ 99,024	\$ 160,000	\$ 615,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 894,024

SCHEDULE

	2017				2018				2019				2020				2021				2022		
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Pre-Design																							
Permitting																							
Final Design																							
Construction																							
Closeout																							



City of Kenmore Capital Improvement Program
Rhododendron Park Dock/Float
Project P-18a

Project Location: Rhododendron Park, located at the northeast intersection of NE 170th St (Simonds Rd) and 68th Ave NE (Juanita Drive). 6910 NE 170th Street, Kenmore WA.

Project Manager: Community Development Director/Parks Project Manager

Project Description: In 2015 complete the final design, permitting and construction of a new dock.

Background: A Shoreline Permit application was submitted August 2014. On December 2015 a Shoreline Conditional Use Permit SCUP2013-086 was issued for a new dock/float serving handcarry watercraft on the southern shoreline of the Sammamish River on park property. Applications for other agency permits related to the new dock were submitted September 2016. The estimate is that remaining permits will be obtained in 2017 with construction in 2018. The City applied for two RCO grants totaling \$800,00 for the new dock and also a new boardwalk. A park master plan was adopted 3/27/06. Improvements at the park completed to date include: 2008 Phase 1 improvements of parking lot and access improvements, new picnic shelter, great lawn renovation, relocation and new playground equipment, and landscaping; 2009 new restroom; and 2010 new basketball court.

Environmental Review Status:

Exempt	DNS	EIS
☐	☒	☐

SEPA and shoreline permit obtained 2015.

Potential Project Issues: Obtaining other agency permits.

Operations: Addition of new dock in 2018 will require maintenance starting in 2019. \$2500 annual maintenance costs estimated that will increase as facility ages.





City of Kenmore Capital Improvement Program
Rhododendron Park Dock/Float
Project P-18a

CURRENT DOLLARS

Year	Prior Years	2017	2018	2019	2020	2021	2022	Total
Expenses								
Pre-Design								
Design	\$ 17,957	\$60,000						\$ 77,957
ROW/ Acquisition								
Construction			\$200,000	\$ 25,000				\$ 225,000
Total	\$ 17,957	\$ 60,000	\$ 200,000	\$ 25,000				\$ 302,957
Revenue								
REET								
Strategic			\$ 85,000					\$ 85,000
Federal								
Grant								
Park Impact Fees	\$ 17,957	\$ 60,000	\$ 115,000	\$ 25,000				\$ 217,957
Total	\$ 17,957	\$ 60,000	\$ 200,000	\$ 25,000				\$ 302,957

SCHEDULE

	2017				2018				2019				2020				2021				2022		
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Pre-Design																							
Permitting																							
Final Design																							
Construction																							
Closeout																							



City of Kenmore Capital Improvement Program
Squires Landing Dock/Float
Project P-26

Project Location: Squires Landing Park, located south of NE 175th Street. 7353 NE 175th Street, Kenmore WA.

Project Manager: Community Development Director/Parks Project Manager

Project Description: Replace the existing dock, to serve handcarry watercraft users and provide an ADA accessible trail from ADA parking stall to the dock.

Background: The City acquired the 0.65 acre Twedt property in June 2014 as an expansion to the adjoining Squires Landing park property (40 acres). The City obtained a 2014 RCO grant \$340,485 to assist with acquisition costs. A master plan for Squires Landing was prepared in 2009 but was not adopted by Council in 2010 due to concern about total park construction costs. A three acre restoration project of wetland habitat was completed 2010/2011 partly funded by a \$100,000 King County Conservation grant. In 2015 SnoKing Watershed Council received \$70,000 in grant funds from the Salmon Recovery Funding Board to restore two acres of shoreline including City funding of approximately \$12,000. A conceptual plan was developed for approximately 11 acres of Squires Landing in 2015 to enhance water access and this project is included on the November 2016 ballot measure for Walkways & Waterways. The City applied for an \$82,000 2016 RCO grant for the dock replacement. In September 2016 the City applied for SEPA and a Shoreline Substantial Development Permit.



Environmental Review Status:

Exempt	DNS	EIS
☐	☒	☐

Environmental review due to critical area and shoreline issues. SEPA application submitted September 2016.

Potential Project Issues: Compliance with critical area and shoreline regulations. Obtaining other agency permits.

Operations: Maintenance costs related to upkeep of a new dock starting in 2016. Estimate \$2,500 annual cost that will increase as the facility ages.



City of Kenmore Capital Improvement Program
Squires Landing Dock/Float
Project P-26

CURRENT DOLLARS

Year	Prior Years	2017	2018	2019	2020	2021	2022	Total
Expenses								
design	\$ 31,483							\$ 31,483
Permitting	\$ 10,000							\$ 10,000
Construction		\$195,000						\$ 195,000
Total	\$ 41,483	\$ 195,000						\$ 236,483
Revenue								
REET								
TIB								
Federal								
Private								
Park Impact Fees		\$ 35,000	\$ 195,000					\$ 230,000
Total		\$ 35,000	\$ 195,000					\$ 230,000

SCHEDULE

	2017				2018				2019				2020				2021				2022			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Permitting																								
Final Design																								
Construction																								
Closeout																								



City of Kenmore Capital Improvement Program
Squires Landing Waterfront
Project P-27

Project Location: Squires Landing Park, located south of NE 175th Street. 7353 NE 175th Street, Kenmore WA.

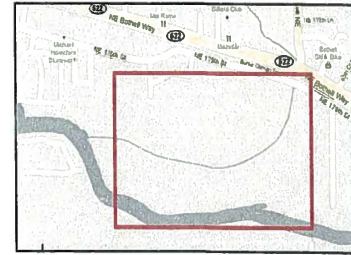
Project Manager: Community Development/Parks Project Manager

Project Description: Enhance water access to the Sammamish River. Enhancements include parking, restroom, pocket beach, plaza, new floats and boat facilities, trails and boardwalk and environmental enhancements.

Background: The City acquired the 0.65 acre Twedt property in June 2014 as an expansion to the adjoining Squires Landing park property (40 acres). The City obtained a 2014 RCO grant \$340,485 to assist with acquisition costs. The City applied for an \$82,000 2016 RCO grant for the dock replacement on the former Twedt property and in September 2016 the City applied for SEPA and a Shoreline Substantial Development Permit.

A master plan for Squires Landing was prepared in 2009 but was not adopted by Council in 2010 due to concern about total park construction costs. A three acre restoration project of wetland habitat was completed 2010/2011 partly funded by a \$100,000 King County Conservation grant. In 2015 SnoKing Watershed Council received \$70,000 in grant funds from the Salmon Recovery Funding Board to restore two acres of shoreline including City funding of approximately \$12,000.

A conceptual plan was developed for approximately 11 acres of Squires Landing in 2015 to enhance water access. This project is included on the November 2016 ballot measure for Walkways & Waterways.



Environmental Review Status: Exempt ☐ DNS ☒ EIS ☐
 Environmental review due to critical area and shoreline issues.

Potential Project Issues: Compliance with critical area and shoreline regulations. Obtaining permits.

Operations: Maintenance costs related to upkeep of a new facilities begin 2023. Costs to be determined.



City of Kenmore Capital Improvement Program
Squires Landing Waterfront
Project P-27

CURRENT DOLLARS

Year	Prior Years	2017	2018	2019	2020	2021	2022	Total
Expenses								
design	\$ 57,300	\$250,000	\$ 600,000	\$ 500,000				\$ 1,407,300
Permitting					\$ 220,000			\$ 220,000
Construction						\$ 1,715,000	\$1,690,000	\$ 3,405,000
Total		\$ 250,000	\$ 600,000	\$ 500,000	\$ 220,000	\$ 1,715,000	\$ 1,690,000	\$ 5,032,300
Revenue								
REET								
Bond		\$250,000	\$600,000	\$500,000	\$220,000	\$1,715,000	\$1,690,000	\$ 3,175,000
TIB								
Federal								
Private								
Park Impact Fees	\$ 57,300							
Total	\$ 57,300	\$ 250,000	\$ 600,000	\$ 500,000	\$ 220,000	\$ 1,715,000	\$ 1,690,000	\$ 3,175,000

SCHEDULE

	2017				2018				2019				2020				2021				2022			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Permitting																								
Final Design																								
Construction																								
Closeout																								



Log Boom Park Waterfront Project P-28

Project Location: Log Boom Park (NE 175th St west of 61st Ave NE)
17415 61st Ave NE, Kenmore.

Project Manager: Community Development Director/Parks Project Manager

Project Description: The project will enhance water access to Lake Washington including beach expansion, new trails, overlook, boat facilities, picnic areas and environmental enhancement.

Background: In 2005 a master plan was approved. In 2006 Phase 1 improvements installed including playground equipment, landscaping and walkway. In 2008 a new restroom was installed. In 2011 the City completed shoreline and stream bank stabilization at the outfall of Stream 0056. In 2016 the City installed a pedestrian bridge over Stream 0057 to connect the park to the public boardwalk on the adjacent marina property. An updated conceptual master plan was developed in 2015 related to enhancing water access. This project is included on the November 2016 ballot measure for Walkways & Waterways.

Environmental Review Status:

Exempt	DNS	EIS
☐	☒	☐

Project will require SEPA review and a Shoreline Permit.

Potential Project Issues: Compliance with critical area and shoreline regulations. Obtaining permits.

Operations: Maintenance costs related to upkeep of a new facilities begin 2023. Costs to be determined.





City of Kenmore Capital Improvement Program
Log Boom Park Waterfront
Project P-28

CURRENT DOLLARS

Year	Prior Years	2017	2018	2019	2020	2021	2022	Total
Expenses								
Design	\$ 57,400	\$200,000	\$400,000	\$ 300,000				\$ 957,400
Permitting					\$ 120,000			\$ 120,000
Construction						\$ 1,090,000	\$ 1,065,000	\$ 2,155,000
Total	\$ 57,400	\$ 200,000	\$ 400,000	\$ 300,000	\$ 120,000	\$ 1,090,000	\$ 1,065,000	\$ 3,232,400
Revenue								
REET								
Bond		\$200,000	\$400,000	\$300,000	\$ 120,000	\$ 1,090,000	\$ 1,065,000	\$ 3,175,000
TIB								
Grant								
Private								
Park Impact Fees	\$ 57,400							\$ 57,400
Total	\$ 57,400	\$ 200,000	\$ 400,000	\$ 300,000	\$ 120,000	\$ 1,090,000	\$ 1,065,000	\$ 3,232,400

SCHEDULE

	2017				2018				2019				2020				2021				2022			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Permitting																								
Final Design																								
Construction																								
Closeout																								



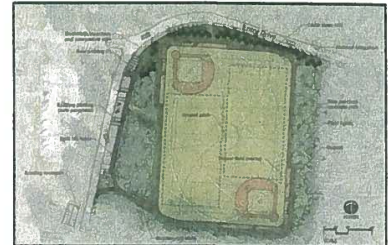
St Edward Park Ballfield Improvements Project P-29

Project Location: St. Edward State Park, 14445 Juanita Drive NE, Kenmore

Project Manager: Community Development Director/Parks Project Manager

Project Description: Renovation of two existing ballfields including: turf fields, perimeter walkway, bleachers, dugouts, landscaping, parking improvements and field lighting

Background: In 2008 the City proposed ballfield improvements including three grass fields. This project did not move forward as the City could not obtain a long-term lease with the Washington State Park Commission. In January 2016 the City executed a Memorandum of Understanding with State Parks to prepare a long term lease whereby the City would improve, manage and maintain the ballfields. State Park Commission action on a long-term lease is estimated early 2017. In 2016 the City applied for two RCO grants totaling \$750,000. In August the City applied for SEPA and a Public Agency Utility Exception (PAUE) land use permit.



Environmental Review Status: Exempt ☐ DNS ☒ EIS ☐
Project requires SEPA review. SEPA application submitted August 2016.

Potential Project Issues: Obtaining a long-term lease with the Washington State Park Commission, obtaining funding and permits.

Operations: Maintenance costs related to upkeep of the facility in 2019 assuming project constructed in 2018. Maintenance costs to be determined.



City of Kenmore Capital Improvement Program
St Edward Park Ballfield Improvements
Project P-29

CURRENT DOLLARS

Year	Prior Years	2017	2018	2019	2020	2021	2022	Total
Expenses								
Design	\$ 151,000							\$ 151,000
Permitting								
Construction								
Total	\$ 151,000							\$ 151,000
Revenue								
REET	\$ 151,000							\$ 151,000
Bond								
TIB								
Grant								
Private								
Park Impact Fees								
Total	\$ 151,000							\$ 151,000

SCHEDULE

	2017				2018				2019				2020				2021				2022			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Permitting																								
Final Design																								
Construction																								
Closeout																								

EXHIBIT C

**PROPOSED TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM
FOR THE YEARS 2017-2022**

Project Description	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	2021 Proposed	2022 Proposed	2017-2022 Totals
T 6 SR 522 West A 61st to 65th	\$667,400	\$127,200	\$0	\$0	\$0	\$0	\$794,600
T 8 SR 522 West B 57th to 61st	0	0	0	600,000	7,400,000	4,000,000	12,000,000
T 27 Sidewalk Program							
South side NE 181st ST Construction	123,600	0	0	0	0	0	123,600
North side NE 181st ST	181,800	0	0	0	0	0	181,800
NE 202nd ST (198th -66th)	1,180,310	10,640	0	0	0	0	1,190,950
62nd Ave NE	778,520	6,985	0	0	0	0	785,505
Sidewalk Gaps:	0	0	100,000	100,000	100,000	100,000	400,000
Arrowhead Dr	11,100	132,800	726,133	0	0	0	870,033
NE 153rd Pl	11,100	132,400	604,938	0	0	0	748,438
NE 181st (65th -67th)	136,730	668,475	0	0	0	0	805,205
Subtotal	2,423,160	951,300	1,431,071	100,000	100,000	100,000	5,105,531
T 35 Overlay	450,000	805,351	450,000	450,000	450,000	450,000	3,055,351
T 37 West Samm Bridge	2,098,962	910,999	7,425,888	7,422,054	3,724,341	33,395	21,615,639
T 41 Juanita Dr Pedestrian & Bicycle Safety All Segments	600,000	1,500,000	4,162,000	2,156,667	2,156,667	2,156,666	12,732,000
T 42 68th Ave Pedestrian & Bicycle Safety All Segments	250,000	987,000	60,000	2,000,000	1,803,000	0	5,100,000
T 43 SR 522 Pedestrian Crossing Study	0	282,500	272,500	0	0	0	555,000
T 44 61 Ave Survey and Conceptual Plan	0	90,000	0	0	0	0	90,000
T 39 Neighborhood Transportation Plans Program	55,000	55,000	0	0	0	0	110,000
Total Project Costs	\$6,544,522	\$5,709,350	\$13,801,459	\$12,728,721	\$15,634,008	\$6,740,061	\$61,158,121

Funding as Proposed:							
Real Estate Excise Tax	\$1,235,356	\$629,735	\$577,750	\$550,000	\$550,000	\$550,000	\$4,092,841
Transportation Impact Fee Revenue	572,295	266,403	83,427	0	0	0	922,125
Transportation Impact Fee Revenue - West Samm Bridge	122,310	21,090	23,790	30,620	1,239,060	33,395	1,470,265
Transportation Benefit District	0	0	0	0	0	0	0
General Fund	267,900	59,900	0	0	0	0	327,800
Federal Transportation Funds SR 522	0	67,300	0	0	0	0	67,300
Federal Preservation Grant - Simonds Road	0	355,351	0	0	0	0	355,351
TIB Grant - Sidewalks	97,330	478,572	0	0	0	0	575,902
WSDOT Safe Routes to School - Sidewalks	686,315	199,340	1,247,644	0	0	0	2,133,299
Federal Highway Safety Impr Program - Sidewalks	707,864	0	0	0	0	0	707,864
Reimbursements from Other Agencies	28,500	0	0	0	0	0	28,500
BRAC Grant West Samm Bridge Replacement	674,754	703,448	6,413,800	3,289,378	0	0	11,081,380
STP Funds West Samm Bridge Replacement	1,063,994	0	0	0	0	0	1,063,994
Connecting WA Funds West Samm Bridge Replacement	237,904	186,461	988,298	4,102,056	2,485,281	0	8,000,000
Walkways & Waterways Bond Measure	850,000	2,252,000	1,375,000	2,640,000	826,334	2,156,666	10,100,000
Washington State Pedestrian and Bicycle Safety	0	254,750	244,750	0	0	0	499,500
Washington State LEAP Transportation Bill	0	0	0	600,000	7,400,000	4,000,000	12,000,000
Unsecured Grant Match Juanita Drive	0	235,000	2,847,000	1,516,667	3,133,333	0	7,732,000
Total Project Funding	\$6,544,522	\$5,709,350	\$13,801,459	\$12,728,721	\$15,634,008	\$6,740,061	\$61,158,121



City of Kenmore Capital Improvement Program

Project Name: SR 522 West A (61st to 65th Avenues NE Including 61st Avenue NE approaches)

Project No. T- 6

Project Location: NE Bothell Way (SR 522) from 61st to 65th Avenues NE, including SR 522 / 61st Avenue NE north and south legs.

Project Manager: Kent Vaughan

Project Description: SR 522 West A project limits include SR 522 from 61st Avenue NE to 65th Avenue NE (0.5 Miles), and 61st Avenue NE from NE 175th Street to NE 181st Street. The West A project includes sidewalks (both sides), raised center median, widened travel and Business Access and Transit (BAT) lanes, additional turning lanes and signal improvements at 61st Avenue intersection, street and pedestrian lighting, re-channelized left/u turns at 61st, 64th and 65th Avenues, storm drainage and water quality improvements, landscaping, and utility undergrounding.

Background: The SR 522 West project was previously known as the SR 522 Phase 1, Stage 2 Project. SR 522 West project limits are 57th Avenue NE to 65th Avenue NE (0.7 Miles) in the City of Kenmore. SR 522 West project is divided into two phases, West A and West B. SR 522 West improvements are intended to improve vehicle and pedestrian safety and mobility.

Funding Status:

The West A project was constructed in 2015-16. Plant establishment and project close-out and associated costs will extend into the 2017-18 budget cycle.

Environmental Review Status:

Exempt ☐ Mitigated DNS ☐ EIS ☒

The SR 522 West NEPA document was updated and approved by FHWA in 2012. A SEPA addendum was completed and approved by the City in 2013.

Potential Project Issues: None at this time.

Operations: This project will result in increased street lighting electrical and maintenance costs, landscaping maintenance and storm water maintenance, and water for irrigation.





City of Kenmore Capital Improvement Program

Project Name: SR 522 West A (61st to 65th Avenues NE

Including 61st Avenue NE approaches)

CURRENT DOLLARS

Year	Prior Years	2017	2018	2019	2020	2021	2022	Total
Expenses								
Project Administration	\$ 224,000	\$ 7,700	\$ 7,700					\$ 239,400
Design	\$ 817,000							\$ 817,000
ROW/ Acquisition	\$ 1,978,800		\$ 77,800					\$ 2,056,600
Construction	\$ 12,444,000	\$ 659,700	\$ 41,700					\$ 13,145,400
Total	\$ 15,463,800	\$ 667,400	\$ 127,200					\$ 16,258,400
Revenue								
REET	\$ 1,602,600	\$ 399,500						\$ 2,002,100
General	\$ -	\$ 267,900	\$ 59,900					\$ 327,800
Impact Fees	\$ 2,360,000							\$ 2,360,000
State-DOE	\$ 539,000							\$ 539,000
TIB	\$ 5,702,000							\$ 5,702,000
SWM	\$ 633,500							\$ 633,500
Federal Discretionary	\$ 1,821,000							\$ 1,821,000
Federal STP(U) ROW	\$ 1,711,700		\$ 67,300					\$ 1,779,000
Franchise Utilities	\$ 1,044,000							\$ 1,044,000
WSDOT	\$ 50,000							\$ 50,000
Total	\$ 15,463,800	\$ 667,400	\$ 127,200	\$ -	\$ -		\$ -	\$ 16,258,400

SCHEDULE

	2017				2018				2019				2020				2021				2022			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Right of Way																								
Final Design																								
Construction (Landscaping Establishment Period/ Maintenance)																								
Closeout																								



City of Kenmore Capital Improvement Program

Project Name: SR 522 West B (57th to 61st including Burke-Gilman Trail Wall)

Project No. T-8

Project Location: SR 522 from 57th Avenue NE to 61st Avenue NE.

Project Manager: Kent Vaughan

Project Description: This project would widen Highway 522 west of 61st Avenue NE to the south to provide dual eastbound to northbound left turn lanes at the 522/61st Avenue NE signal. The widening would require construction of a retaining wall along the north side of the Burke-Gilman Trail.

Background: This project is one of the components of the larger SR 522 West (a.k.a. Phase 1, Stage 2 Corridor Improvement) Project; now called West B. The addition of dual east to north turn lanes at the 522/61st Avenue NE signal would increase efficiency for all legs. West B improvements include sidewalk, roadway widening, drainage facilities, street lights, landscaping, and undergrounding utilities.

The West A Segment (NE 61st to 65th Streets including north and south approaches) was constructed in 2015-16. Right of way acquisition for West B generally consists of utility and temporary construction easements and will be conducted once the design is confirmed.

Funding Status:

This project is fully funded by the Washington State LEAP Transportation Bill (2016).

Environmental Review Status:

Exempt ☐ Mitigated DNS ☐ EIS ☒

An environmental impact statement has been completed and approved by WSDOT and FHWA in 2012. It is likely that the NEPA document will need to be updated in 2020 when funds are programmed for this project.

Potential Project Issues:

NEPA and WSDOT channelization plans may need to be updated.

Operations:

This project will result in increased street lighting electrical and maintenance costs.





City of Kenmore Capital Improvement Program

Project Name: SR 522 West B (57th to 61st including Burke Gilman Trail Wall)

Project No. T-8

CURRENT DOLLARS

Year	2017	2018	2019	2020	2021	2022	Total
Expenses							
Project Administration				\$ 50,000	\$ 50,000	\$ 50,000	\$ 150,000
Design				\$ 450,000	\$ 300,000		\$ 750,000
ROW/ Acquisition				\$ 100,000			\$ 100,000
Construction					\$ 7,050,000	\$ 3,950,000	\$ 11,000,000
Total				\$ 600,000	\$ 7,400,000	\$ 4,000,000	\$ 12,000,000
Revenue							
State				\$ 600,000	\$ 7,400,000	\$ 4,000,000	\$ 12,000,000
Total				\$ 600,000	\$ 7,400,000	\$ 4,000,000	\$ 12,000,000

SCHEDULE

	2017				2018				2019				2020				2021				2022			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Right-of-way																								
Construction																								
Closeout																								



City of Kenmore Capital Improvement Program

Project Name: NE 181st Street Sidewalk

Project No. T- 27 Sidewalk Program

Project Location: NE 181st Street (south side) between 68th Avenue NE and 73rd Avenue NE.

Project Manager: Kent Vaughan

Project Description: This project completed the sidewalk gap (approx. 700 feet) between 68th Avenue NE and 73rd Avenue NE on the south side of the roadway. The project will include an 8 foot wide sidewalk, street and pedestrian illumination, drainage improvements, street trees, landscaping and utility conversion from aerial to underground.

Background: As the City's downtown grows, this corridor experiences increased pedestrian and non-motorized use. This project builds upon previously completed improvements to NE 181st Street and fills the existing gap in sidewalk on the south side of NE 181st Street between 68th and 73rd Avenues.

Funding Status:

This project is fully funded and construction nears completion. Construction began in April 2016 and is expected to continue into 2017 to maintain street trees through 1-year establishment period. Funding partners include the City of Kenmore, Puget Sound Regional Council, King County (administrator of federal CDBG funds), and Franchise Utilities.

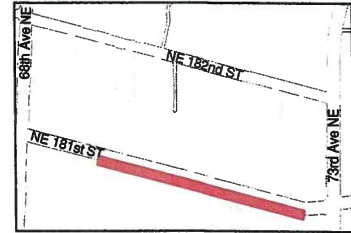
Environmental Review Status:

Exempt ☒ Mitigated DNS ☐ EIS ☐

NEPA was completed by WSDOT / King County on behalf of the City of Kenmore in 2015.

Potential Project Issues: It is anticipated that close-out of project agreements with franchise utilities may extend into 2017.

Operations: This project will result in increased street lighting electrical and maintenance costs, landscaping maintenance and storm water maintenance, and water for irrigation.





City of Kenmore Capital Improvement Program

Project Name: NE 181st Street Sidewalk

Project No. T- 27 Sidewalk Program

CURRENT DOLLARS

Year	Prior Years	2017	2018	2019	2020	2021	Total
Expenses							
Project Administration	\$ 40,600	\$ 1,600					\$ 42,200
Design	\$ 102,100						\$ 102,100
ROW/ Acquisition							
Construction	\$ 810,000	\$ 122,000					\$ 932,000
Total	\$ 952,700	\$ 123,600	\$ -	\$ -	\$ -	\$ -	\$ 1,076,300
Revenue							
REET	\$ 510,470	\$ 123,600					\$ 634,070
PSRC	\$ 92,970						\$ 92,970
King County (CDBG)	\$ 254,960						\$ 254,960
Franchise Utilities	\$ 94,300						\$ 94,300
							\$ -
							\$ -
							\$ -
							\$ -
Total	\$ 952,700	\$ 123,600	\$ -	\$ -	\$ -	\$ -	\$ 1,076,300

SCHEDULE

	2017				2018				2019				2020				2021				2022			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Right-of-way																								
Construction (Landscaping Maintenance)																								
Closeout																								



City of Kenmore Capital Improvement Program

Project Name: NE 181st Street Sidewalk

Project No. T- 27 Sidewalk Program

Project Location: NE 181st Street (north side) between 68th Avenue NE and 73rd Avenue NE.

Project Manager: Kent Vaughan

Project Description: This project will construct approximately 400 feet of sidewalk along the north side of NE 181st St between 68th Ave NE and 73rd Ave NE. Proposed improvements also include new drainage, street and pedestrian lighting, street trees, irrigation, and asphalt concrete overlay.

Background: As the City's downtown grows, this corridor continues to see increased pedestrian and non-motorized use. This project builds upon previously completed improvements to NE 181st Street and fills the existing gap in sidewalk on the north side of NE 181st Street between 68th and 73rd Avenues.



Funding Status:

This project is fully funded. Construction began in October 2016 and is expected to continue into 2017. It is anticipated that street light poles and maintenance of street trees will occur into 2017. Funding partners include the City of Kenmore and the Washington State Transportation Improvement Board (TIB).

Environmental Review Status:

No environmental review required.

Exempt
☒

Mitigated DNS
☐

EIS
☐

Potential Project Issues: It is anticipated that the custom street light poles will not be ready for installation until 2017.

Operations: This project will result in increased street lighting electrical and maintenance costs, landscaping maintenance and storm water maintenance, and water for irrigation.

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City of Kenmore Capital Improvement Program

Project Name: NE 181st Street Sidewalk

Project No. T- 27 Sidewalk Program

CURRENT DOLLARS

Year	Prior Years	2017	2018	2019	2020	2021	Total
Expenses							
Project Administration	\$ 17,400	\$ 3,000					\$ 20,400
Design	\$ 53,000						\$ 53,000
ROW/ Acquisition	\$ 6,000						\$ 6,000
Construction	\$ 264,100	\$ 178,800					\$ 442,900
Total	\$ 340,500	\$ 181,800	\$ -	\$ -	\$ -	\$ -	\$ 522,300
Revenue							
REET	\$ 123,700	\$ 136,600					\$ 260,300
State TIB	\$ 216,800	\$ 16,700					\$ 233,500
Northshore Utility District		\$ 28,500					\$ 28,500
							\$ -
							\$ -
							\$ -
							\$ -
							\$ -
Total	\$ 340,500	\$ 181,800	\$ -	\$ -	\$ -	\$ -	\$ 522,300

SCHEDULE

	2017				2018				2019				2020				2021				2022			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Right-of-way																								
Construction (Landscaping Maintenance)																								
Closeout																								



City of Kenmore Capital Improvement Program

Project Name: NE 202nd Street Sidewalk Project
Project No. T- 27

Project Location(s):

NE 202nd St between NE 198th Street and 66th Avenue NE
 66th Avenue NE between NE 202nd Street and Kenmore Junior High School;

Project Manager: John Vicente

Project Description: Proposed improvements along NE 202nd St. between NE 198th St. and 66th Ave NE include the construction of sidewalk along the west side of the roadway providing a continuous pedestrian facility to Kenmore Junior High School. The proposed typical roadway section will consist of travel lanes, a bike lane/shoulder on the west side, and a sidewalk on the west side. There will be a new marked pedestrian crossing (north/south) at the NE 202nd St. & 66th Ave NE intersection bringing pedestrians to the NE corner of the intersection. There will also be a new marked pedestrian crossing (east/west) across 66th Ave NE at the intersection bringing pedestrians to/from the west side of 66th Ave NE. A bus pad will be installed approximately 50 feet east of the intersection to provide lift accessibility to the existing eastbound METRO stop. Improvements along 66th Ave NE include a new 5' sidewalk along the west side of the roadway extending from NE 202nd St. to Kenmore Junior High School. Both NE 202nd St. and 66th Ave NE will be restriped to accommodate the proposed channelization.

Background: The proposed improvements along the project corridor will help the City of Kenmore take another step towards completing the key pedestrian corridor linking the central business district, neighborhoods, and Kenmore Junior High School. The City of Kenmore conducted a study in 2008 of the 68th Avenue NE/202nd Street corridor, which extends both to the south and north of the proposed project area, and identified it as a key pedestrian safety corridor. Since that study was completed the City, with support of grant agencies, has systematically been completing the improvements required along the corridor. This section of 202nd St NE from NE 198th St. will significantly improve the pedestrian access and safety for all users, especially the students walking to/from Kenmore Junior High. The project will also add bike facilities along the roadway improving access to all users.

Funding Status:

This project will be funded using grant funds plus matching fund contributions from the Sidewalk Program Fund.

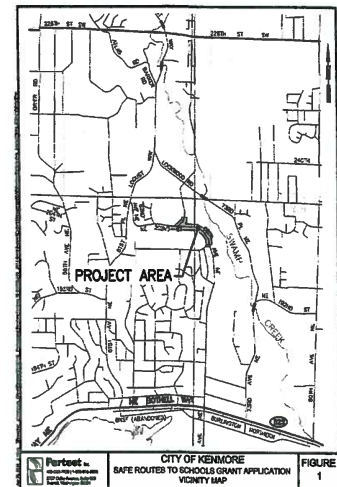
Environmental Review Status:

Exempt	Mitigated DNS	EIS
☒	☐	☐

N/A

Potential Project Issues: Right of Way acquisition could delay construction start

Operations: These projects will require minimal maintenance upon completion.





City of Kenmore Capital Improvement Program

Project Name: NE 202nd Street Sidewalk Project

Project No. T- 27

CURRENT DOLLARS

Year	Prior Years	2017	2018	2019	2020	2021	2022	Total
Expenses								
Project Administration	\$ 10,445	\$ 12,785	\$ 1,640					\$ 24,870
Design	\$ 132,695	\$ 27,715	\$ -					\$ 160,410
ROW/ Acquisition	\$ 12,315	\$ 67,690	\$ -					\$ 80,005
Construction		\$1,072,120	\$ 9,000					\$ 1,081,120
Total	\$ 155,455	\$1,180,310	\$ 10,640	\$ -				\$ 1,346,405
Revenue								
REET	\$ 17,714	\$ 503,995	\$ 10,640					\$ 532,349
SRTS	\$ 137,741	\$ 676,315	\$ -					\$ 814,056
								\$ -
								\$ -
								\$ -
								\$ -
								\$ -
Total	\$ 155,455	\$1,180,310	\$ 10,640	\$ -	\$ -	\$ -	\$ -	\$ 1,346,405

SCHEDULE

	2017				2018				2019				2020				2021				2022			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Right-of-way																								
Construction																								
Closeout/Plant																								
Establishment																								



City of Kenmore Capital Improvement Program

Project Name: 62nd Ave NE Corridor Project

Project No. T- 27

Project Location(s):

62nd Avenue NE between SR522 (Bothell Way) and NE 187th Place

Project Manager: John Vicente

Project Description: This project will enhance mobility and safety by installing a 5-6 wide sidewalk (on the east side of the street) and up to three traffic circles on 62nd Avenue NE from SR 522 to NE 187th Place. Sharrowes will be added to the roadway within project limits for an improved bicycle facility.

Background: The project is located on a local road that accesses highway 522. The street is posted for 25 MPH, but the 85th percentile speed is about 32 MPH. Average Daily traffic (ADT) on this roadway is approximately 1200 vehicles per day. This project is designed to enhancing pedestrian and bicycle safety and mobility along the 62nd Avenue NE Corridor, where a pedestrian was struck and killed by a vehicle in 2013.

Funding Status:

This project is largely funded through the State's Highway and Safety Improvement Program with matching fund contributions from the Sidewalk Program fund.

Environmental Review Status:

Exempt ☐ Mitigated DNS ☐ SEPA/NEPA ☒
Categorical Exclusion was approved for the NEPA process.

Potential Project Issues: None at this time.

Operations: New storm drainage facilities will be installed that will require periodic maintenance.





City of Kenmore Capital Improvement Program

Project Name: 62nd Ave NE Corridor Project

Project No. T- 27

CURRENT DOLLARS

Year	Prior Years	2017	2018	2019	220	2020	2021	2022	Total
Expenses									
Project Administration	\$ 11,380	\$ 8,630	\$ 650						\$ 20,660
Design	\$120,890								\$ 120,890
ROW/ Acquisition									
Construction		\$769,890	\$ 6,335						\$ 776,225
Total	\$132,270	\$778,520	\$ 6,985	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 917,775
Revenue									
HSIP	\$105,336	\$707,864							\$ 813,200
REET	\$ 26,934	\$ 70,656	\$ 6,985						\$ 104,575
									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
									\$ -
Total	\$132,270	\$778,520	\$ 6,985	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 917,775

SCHEDULE

	2015				2016				2017				2018				2019				2020			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Right-of-way																								
Construction																								
Closeout/Plant Establishment																								



City of Kenmore Capital Improvement Program

Project Name: Sidewalk Gaps

Project No. T- 27 Sidewalk Program

Project Location(s): To Be Determined

Project Manager: To Be Determined

Project Description: These projects are intended to complete gaps in existing sidewalk at the identified locations. Typical projects include 5-6 foot wide sidewalk and ADA ramp improvements.

Background: Filling sidewalk gaps is a cost effective way to improve mobility within the City. Staff will utilize the sidewalk inventory completed in 2015 to identify gaps to propose for projects.

Funding Status:

These projects are locally funded using REET funds set aside for the City's sidewalk program.

Environmental Review Status:	Exempt	Mitigated DNS	EIS
N/A	☒	☐	☐

Potential Project Issues: None at this time.

Operations: These projects will require minimal maintenance upon completion.



City of Kenmore Capital Improvement Program

Project Name: Sidewalk Gaps

Project No. T- 27 Sidewalk Program

CURRENT DOLLARS

Year		2017	2018	2019	2020	2021	2022	Total
Expenses								
Project Administration								
Design				\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 100,000
ROW/ Acquisition				\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 300,000
Construction								
Total	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 400,000
Revenue								
REET				\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 400,000
								\$ -
Total	\$ -	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 400,000

SCHEDULE

	2017				2018				2019				2020				2021				2022		
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Design - 2014																							
Construction																							



City of Kenmore Transportation Improvement Program

Project Name: NE Arrowhead Drive Sidewalks

Project No.: T-27 Sidewalk Program

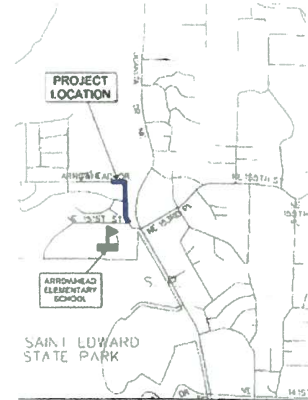
Project Location: NE Arrowhead Drive between NE 151st Street and approximately 1000 feet north.

Project Manager: To Be Determined

Project Description:

This project builds new sidewalks on west side of NE Arrowhead drive from Arrowhead Elementary to approximately 1000 feet north.

Background: The west shoulder of NE Arrowhead Drive varies from 3-foot wide to 5-foot wide with a concrete extruded curb. There is no walkway on the east shoulder of Arrowhead Drive, so this walkway must support two-way pedestrian traffic. NE Arrowhead Drive is a designated walking route for Arrowhead Elementary School students from west of Juanita Drive. Sidewalks along this road were identified as a high priority during the neighborhood meetings held for this area as part of the Neighborhood Transportation Program Plan.



Project Location

Funding Sources:

This project is currently unfunded. A Washington State Department of Transportation (WSDOT) Safe Routes to School (SRTS) grant application for this project was submitted in 2016. A decision on this grant is expected in 2017.

Environmental Review Status:

Exempt	Mitigated DNS	EIS
☐	☒	☐

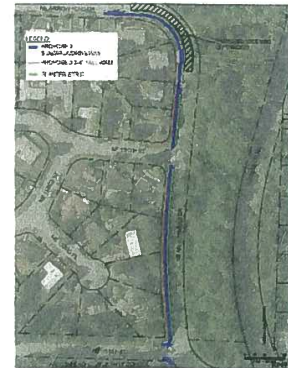
The project may result in the expansion of impervious surface and drainage ditch modifications. Grant funding may be federally tied, requiring a NEPA/SEPA review.

Potential Project Issues: Because of topography, the project will require a number of retaining walls. There may be a need to acquire temporary construction easements outside of the existing right of way. Significant vegetation removal may be necessary in some locations along the length of the project.

Operations: New sidewalks have a long life. No annual maintenance costs are anticipated.

Schedule: The city has applied for grant funding for this project. The program applied to is the WSDOT SRTS program. The application for that grant included the following schedule;

- Design engineering, November 2017 – September 2018.
- Advertise and award construction contract, January 2019
- Project open to the public, September 2019



Proposed Improvements



City of Kenmore Transportation Improvement Program

Project Name: NE Arrowhead Drive Sidewalks

Project No.: T-27 Sidewalk Program

Current Dollars:

Year	Prior Years	2017	2018	2019	2020	2021	2022	Total
Expenses								
Pre-Design/ Basin Plan								
Design		\$ 11,100	\$ 126,900					\$ 138,000
ROW/ Acquisition			\$ 5,900					\$ 5,900
Construction				\$ 726,133				\$ 726,133
Total		\$ 11,100	\$ 132,800	\$ 726,133				\$ 870,033
Revenue								
Impact Fees		\$ 6,100	\$ 33,130	\$ 47,773				\$ 87,003
TIB								
State		\$ 5,000	\$ 99,670	\$ 678,360				\$ 783,030
Private								
Other								
Total		\$ 11,100	\$ 132,800	\$ 726,133				\$ 870,033

Schedule:

	2017				2018				2019				2020				2021				2022			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Permitting																								
Right of Way																								
Construction																								
Closeout																								



City of Kenmore Transportation Improvement Program

Project Name: NE 153rd Place Sidewalks

Project No.: T-27 Sidewalk Program

Project Location: NE 153rd Place between Juanita Drive and 70th Avenue NE.

Project Manager: To Be Determined

Project Description:

This project builds new sidewalks on south side of NE 153rd Place from Juanita Drive to 70th Avenue NE.

Background: The south side of NE 153rd Place currently has a variable 2-foot to 6-foot+ wide shoulder for pedestrian use. NE 153rd Place is a designated walking route for Arrowhead Elementary School students coming from east of Juanita Drive. Sidewalks along this road were identified as a priority during the neighborhood meetings as part of the Neighborhood Transportation Program Plan.

Funding Sources:

This project is currently unfunded. A Washington State Department of Transportation Safe Routes to School grant application for this project was submitted in 2016. A decision on this grant is expected in 2017.

Environmental Review Status: Exempt ☐ Mitigated DNS ☒ EIS ☐

The project may result in the expansion of impervious surface and drainage ditch modifications. Grant funding may be federally tied, requiring a NEPA/SEPA review.

Potential Project Issues: The project will require short retaining walls to avoid modification to an existing drainage ditch. Existing driveway entrances would need to be modified. There may be a need to acquire temporary construction easements outside of the existing right of way.

Operations: New sidewalks have a long life. No annual maintenance costs are anticipated.

Schedule: The city has applied for grant funding for this project. The program applied to is the WSDOT SRTS program. The application for that grant included the following schedule;

- Design engineering, November 2017 – September 2018
- Advertise and award construction contract, January 2019
- Project open to the public, September 2019



Project Location



Proposed Improvements



City of Kenmore Transportation Improvement Program

Project Name: NE 153rd Place Sidewalks

Project No.: T-27 Sidewalk Program

Current Dollars:

Year	Prior Years	2017	2018	2019	2020	2021	2022	Total
Expenses								
Pre-Design/ Basin Plan								
Design		\$ 11,100	\$ 126,900					\$ 138,000
ROW/ Acquisition			\$ 5,500					\$ 5,500
Construction				\$ 604,938				\$ 604,938
Total		\$ 11,100	\$ 132,400	\$ 604,938				\$ 748,438
Revenue								
Impact Fees		\$ 6,100	\$ 32,730	\$ 35,654				\$ 74,484
TIB								
State		\$ 5,000	\$ 99,670	\$ 569,284				\$ 673,954
Private								
Other								
Total		\$ 11,100	\$ 132,400	\$ 604,938				\$ 748,438

Schedule:

	2017				2018				2019				2020				2021				2022			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Permitting																								
Right of Way																								
Construction																								
Closeout																								



City of Kenmore Transportation Improvement Program

Project Name: 181st Street Sidewalks (No. T-27)

Project Location: NE 181st Street between 65th Avenue NE and 67th Avenue NE

Project Manager: To Be Determined

Project Description:

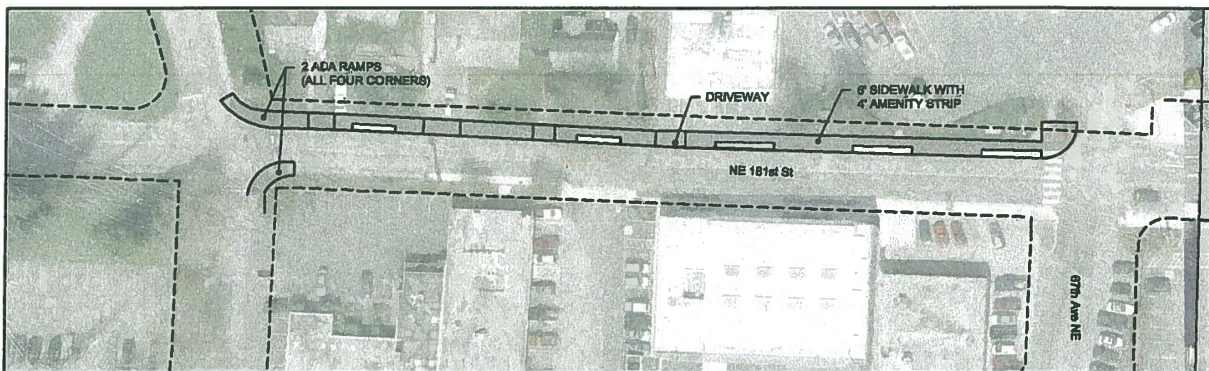
This project builds new sidewalks on north side of NE 181st Street between 65th Avenue NE and 67th Avenue NE. Project may also include on-street parking, roadway and pedestrian lighting and utility undergrounding.

Background: NE 181st St. sidewalk varies from 5-foot wide to 3-foot wide and asphalt shoulder in some locations. Sidewalks have obstructions and curb ramps do not meet American's with Disabilities Act (ADA). This segment of sidewalk is the remaining portion on NE 181st Street within the City's downtown to need sidewalks/ADA upgrades.

Funding Sources:

The City applied for a Transportation Improvement Board Project grant in 2016. If secured, design would start in 2017.

Proposed Improvements:



Existing Conditions





City of Kenmore Transportation Improvement Program

Project Name: NE 181st St Sidewalks (65th-67th)

Project No.: T-27 Sidewalk Program

CURRENT DOLLARS

Year	Prior Years	2017	2018	2019	2020	2021	2022	Total
Expenses								
Project Management		\$ 1,000	\$ 15,900	\$ 9,400	\$ 1,000			\$ 27,300
Design		\$ 5,000	\$ 120,000					\$ 125,000
ROW/ Acquisition			\$ 10,000					\$ 10,000
Construction				\$ 622,850	\$ 6,300			\$ 629,150
Total		\$ 6,000	\$ 145,900	\$ 632,250	\$ 7,300			\$ 791,450
Revenue								
Impact Fees		\$ 1,200	\$ 53,528	\$ 194,290	\$ 7,300			\$ 256,318
TIB		\$ 4,800	\$ 92,372	\$ 437,960				\$ 535,132
State								
Private								
Future Grant								
Total		\$ 6,000	\$ 145,900	\$ 632,250	\$ 7,300			\$ 791,450

SCHEDULE

	2017				2018				2019				2020				2021				2022			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Permitting																								
Right of Way																								
Construction																								
Closeout/Plant Establishment																								



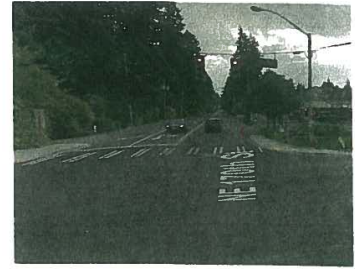
City of Kenmore Capital Improvement Program
2017-2018 Overlay Program
Project No. T-35

Project Locations:

NE 182nd ST (68th Avenue NE to 73rd Avenue NE)
 62nd Avenue NE (NE 187th Street and 63rd Avenue NE)
 Simonds Road NE (NE 163rd Place to NE 155th Street)

Project Manager: Jennifer Gordon

Project Description: The project will reshape pavement by grinding and then overlaying with new HMA on Simonds Road (NE 163rd Place to NE 155th Street), on NE 182nd Street (68th Avenue NE to 73rd Avenue NE), and on 62nd Avenue NE (NE 187th Street to 63rd Avenue NE). The project will include protecting and resetting affected utility covers, lids and inlets and upgrading sidewalks where required to meet ADA requirements. The project will provide appropriate traffic control and field inspection during construction, and re-establish pavement markings when the paving is complete.



Environmental Review Status:

Exempt
☐

Mitigated DNS
☒

EIS
☐

Potential Project Issues: NA

CURRENT DOLLARS

Year	Prior Years	2017	2018	2019	2020	2021	2022	Total
Expenses								
Project Administration								
Design		\$ 125,535						\$ 125,535
ROW								
Construction		\$ 324,465	\$ 805,351					\$ 1,129,816
Total		\$ 450,000	\$ 805,351					\$ 1,255,351
Revenue								
REET		\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 2,700,000
TBD								
Federal			\$ 355,351					\$ 355,351
Other								
Total		\$ 450,000	\$ 805,351	\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 3,055,351



City of Kenmore Capital Improvement Program
2017-2018 Overlay Program
Project No. T-35

SCHEDULE

	2017				2018				2019				2020				2021				2022		
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Design																							
Construction																							



City of Kenmore Capital Improvement Program

Project Name: West Sammamish River Bridge Replacement
Project No. T- 37

Project Location: 68th Avenue NE (NE 170th to NE 175th Street). Bridge replacement is for southbound structure only.

Project Manager: John Vicente

Project Description: Replace the West Sammamish River Bridge (southbound traffic) that crosses the Sammamish River on 68th Avenue NE. The project will also include improvements to the 68th/NE 170th Street and 68th/NE 175th Street intersections. Between the two intersections, pedestrian and bicycle safety will be improved with a wider facility.

Background: The West Sammamish River Bridge was constructed in the 1930s and is at the end of its life. It is considered to be structurally obsolete. To date, the City has completed a load rating analysis, geotechnical analysis, replace vs. rehabilitation review, and scour analysis on the bridge. The bridge weight limits went into effect in 2014. An enhanced monitoring plan is in place and the City completed an additional underwater inspection in 2014.

Funding Status:

In 2014, the City applied for four grants to begin design to replace the structure. The City was awarded \$12 Million in Bridge Program funds, \$1.06 Million in Surface Transportation Program funds, and \$8 Million in State Connection Washington Funds. The project budget will be evaluated in 2017 to determine if additional funds will be needed.

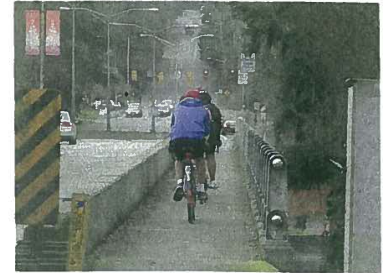
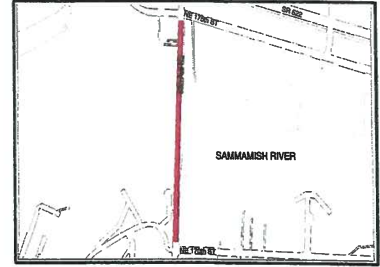
Environmental Review Status:

Exempt ☐ Mitigated DNS ☐ SEPA/NEPA ☒

SEPA and NEPA are required as federal funds have been secured. The project will also be reviewed by a number of other agencies given its river impact.

Potential Project Issues: Significant environmental and right of way issues need to be resolved prior to completing design. Efforts are underway to clear these hurdles to construction the project within the proposed timeline.

Operations: This project will result in lower maintenance and inspection costs for structure review and repair. Costs would increase if additional landscaping is added for irrigation and vegetation maintenance.





City of Kenmore Capital Improvement Program

Project Name: West Sammamish River Bridge Replacement

Project No. T- 37

CURRENT DOLLARS

Year	Prior Years	2017	2018	2019	2020	2021	2022	Total
Expenses								
Project Administration	\$ 170,000	\$ 137,630	\$ 134,825	\$ 129,725	\$ 121,395	\$ 124,155	\$ 40,000	\$ 857,730
Pre-Design	\$ 219,052							\$ 219,052
Design*	\$ 696,540	\$ 939,085	\$ 944,435					\$ 2,580,060
ROW/ Acquisition**		\$1,239,000	\$ 113,000					\$ 1,352,000
Construction				\$6,840,040	\$7,039,540	\$3,177,125	\$ 33,400	\$17,090,105
Contingency				\$ 683,605	\$ 683,605	\$ 341,800		\$ 1,709,010
Total	\$1,085,592	\$2,315,715	\$1,192,260	\$7,653,370	\$7,844,540	\$3,643,080	\$ 73,400	\$23,807,957
Revenue								
Impact Fees								\$ -
REET								\$ -
BRAC	\$ 646,661	\$ 805,075	\$ 703,448	\$5,689,483	\$4,155,333			\$12,000,000
STP		\$1,063,994						\$ 1,063,994
City Bridge	\$ 210,000							\$ 210,000
Connect. WA		\$ 237,904	\$ 186,461	\$1,345,592	\$3,099,704	\$3,130,339		\$ 8,000,000
Future Grant				\$ 330,000	\$ 330,000	\$ 104,963		\$ 764,963
Total	\$ 856,661	\$2,106,973	\$ 889,909	\$7,365,075	\$7,585,037	\$3,235,302	\$ -	\$22,038,957

*Does not include inspection/monitoring

SCHEDULE

	2017				2018				2019				2020				2021				2022			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Permitting																								
Right of Way																								
Construction																								
Closeout/Plant Establishment																								



City of Kenmore Capital Improvement Program
Neighborhood Transportation Improvements
Project No. T-39

Project Location: Citywide in Residential Neighborhoods
Project Manager: Kris Overleese

Project Description: This project utilizes citizens within geographically defined areas of the City to develop pre-design documents and alternatives analysis for improvements in residential areas. The resulting improvements included: improved shoulders, traffic circles, chicanes, additional signage/stripping, parking and vegetation management.



Background: The City's current Neighborhood Traffic Safety Program has been in place for several years and is reactive to community concerns. The community desires additional traffic calming measures and bicycle/pedestrian improvements in residential neighborhoods. Staff has met with all neighborhoods and implementation/construction of improvements will continue through 2017 and 2018.

Funding Status:

The proposed resources would pay for design and construction.

Environmental Review Status: Exempt ☒ Mitigated DNS ☐ EIS ☐

Potential Project Issues: King County is implementing projects for the City and we have overwhelmed their resources. Implementation continues.

Operations: Maintenance costs include striping and signage.

CURRENT DOLLARS

Year	Prior Years	2017	2018	2019	2020	2021	2022	Total
Expenses								
Design								
ROW								
Construction	\$ 240,000	\$ 55,000	\$ 55,000					\$ 350,000
Total	\$ 240,000	\$ 55,000	\$ 55,000					\$ 350,000
Revenue								
REET	\$ 240,000	\$ 55,000	\$ 55,000					\$ 350,000
Other								
Total	\$ 240,000	\$ 55,000	\$ 55,000					\$ 350,000

SCHEDULE

	2017				2018				2019				2020				2021				2022			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Construction																								



City of Kenmore Transportation Improvement Program

Project Name: Juanita Drive Pedestrian and Bicycle Improvements

Project No. T-41

Project Location: Juanita Drive

Segment A: NE 170th St to NE 160th St

Segment B: NE 160th St to NE 1513rd Pl

Segment C: NE 153rd Pl to NE 143rd St

Project Manager: Kent Vaughan

Project Description:

This project adds sidewalks to the east side of Juanita Drive and bike lanes on both sides (with a buffer) from NE 170th Street (Simonds Road) to the southern city limit. The project involves roadway widening and right-of-way acquisition. The project includes evaluation and improvement of left turn opportunities.

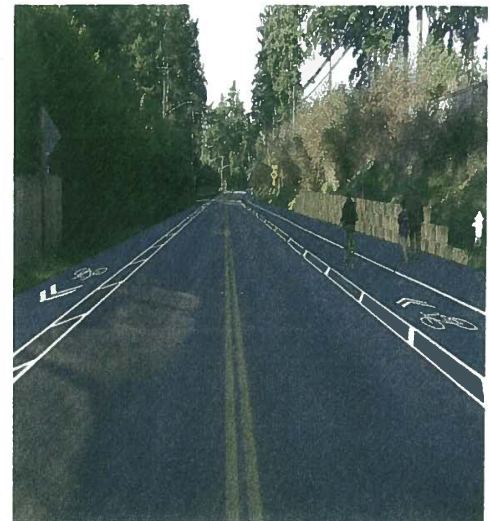
Background: Juanita Drive is a principal arterial that becomes 68th Ave NE at NE 170th Street. Juanita Drive/68th Ave NE runs through the heart of downtown Kenmore and serves as the only roadway within city limits that crosses the Sammamish River, connecting the northern and southern halves of the city. Because of this, there is a considerable amount of vehicles and non-motorized individuals that use the road. The portion of Juanita Drive within the project limits is adjacent to Rhododendron Park, Inglewood Golf Course, Saint Edward State Park, neighborhood businesses, and several single family residences. Juanita Dr/68th Ave NE is a priority pedestrian and bicycle facility route in the City of Kenmore. It provides direct access to the Burke Gilman regional trail for Kenmore residents on the south side of the bridge, Bastyr University, and neighboring communities such as Kirkland and Bothell.

Funding Status:

This project is currently unfunded. Grants will be sought to fund this project. Funding is also pending within the Walkways and Waterways Bond measure.



Existing Conditions on Juanita Drive



Rendering of cross section concept courtesy of the City of Kirkland

**CURRENT DOLLARS**

Year	2017	2018	2019	2020	2021	2022	Total
Expenses							
Project Administration**							
Design	\$600,000	\$ 1,000,000	\$ 500,000				\$ 2,100,000
ROW/ Acquisition		\$ 500,000	\$ 3,662,000				\$ 4,162,000
Construction				\$ 2,156,667	\$4,313,333		\$ 6,470,000
Total	\$600,000	\$ 1,500,000	\$ 4,162,000	\$ 2,156,667	\$4,313,333		\$ 12,732,000
Revenue*							
Unsecured Grants		\$ 235,000	\$ 2,847,000	\$ 1,516,667	\$3,133,333		\$ 7,732,000
City Walkways & Waterways Bond Measure	\$600,000	\$ 1,265,000	\$ 1,315,000	\$ 640,000	\$1,180,000		\$ 5,000,000
Total	\$600,000	\$ 1,500,000	\$ 4,162,000	\$ 2,156,667	\$4,313,333		\$ 12,732,000

*Assumes 2016 WSDOT Ped Bike and future construction grants are secured.

**Project Administration costs are included in the respective phases.

SCHEDULE

	2017				2018				2019				2020				2021				2022			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Right-of-way																								
Construction																								
Closeout																								

Project Name: 68th Avenue NE/NE 202nd Street Sidewalk and Bike Lanes
Project No. T-42

Segment a: West side of 68th Ave NE from NE 181st Street to NE 185th St
Segment b: East side of 68th Ave NE from NE 185th Street to meet existing
Segment c: West side of 68th Ave NE from NE 185th Street to NE 201st St
Segment d: North side of NE 202nd Street from 66th Ave NE to 61st Ave NE

Project Description:

Funding Sources:

Existing Conditions:



**CURRENT DOLLARS**

Year	2017	2018	2019	2020	2021	Total
Expenses						
Project Administration**						
Design	\$ 250,000	\$ 487,000	\$ 60,000			\$ 797,000
ROW/ Acquisition						
Construction		\$ 500,000		\$ 2,000,000	\$ 1,803,000	\$ 4,303,000
Total	\$ 250,000	\$ 987,000	\$ 60,000	\$ 2,000,000	\$ 1,803,000	\$ 5,100,000
Revenue*						
Unsecured Grants	\$ 53,700	\$ 340,360		\$ 753,081	\$ 376,540	\$ 1,523,681
City Walkways & Waterways Bond Measure	\$ 196,300	\$ 646,640	\$ 60,000	\$ 1,246,919	\$ 1,426,460	\$ 3,576,319
Total	\$ 250,000	\$ 987,000	\$ 60,000	\$ 2,000,000	\$ 1,803,000	\$ 5,100,000

*Assumes TIB and SRTS grants successful. Bond measure funds will be used if grants are not successful.

**Project Administration costs are included in the respective phases.

SCHEDULE

	2017				2018				2019				2020				2021				2022			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Segment a & b																								
Design																								
Right-of-way																								
Construction																								
Closeout																								
Segment c & d																								
Design																								
Right-of-way																								
Construction																								
Closeout																								



City of Kenmore Transportation Improvement Program

Project Name: SR 522 Crossing Study

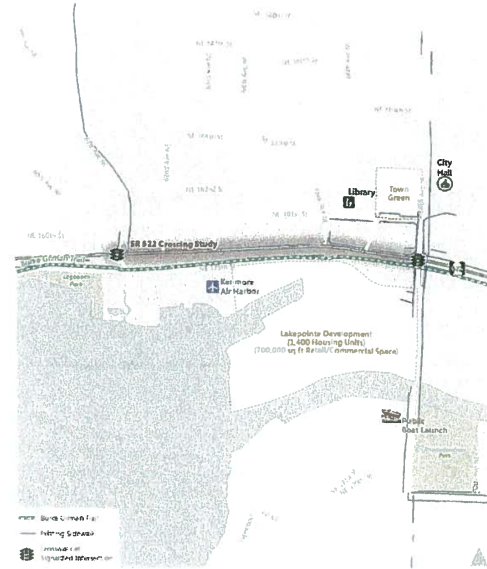
Project No.: T-43 SR 522 Pedestrian Crossing Study

Project Location: State Route 522 between 61st Ave NE and 68th Ave NE

Project Manager: To Be Determined

Project Description: Type, size, and location study to evaluate potential crossing locations of SR 522 between 61st and 68th Avenues. The alternatives will include both grade-separation and at-grade crossing improvements. All options analyzed will consider walking and biking as priority modes.

Background: SR 522 currently has signalized crossings located at 68th Ave NE and 61st Ave NE. No other safe crossings are located between these two intersections, a distance of over 0.5 mile. The north side of SR 522 is composed of several commercial businesses, a mix of single and multi-family housing, the City's downtown and other community destinations (post office, public library, City Hall, parks, etc.). The south side of SR 522 has the Burke-Gilman trail (a regional trail serving several cities and connecting many communities), Kenmore Air, and the future Lakepointe Development (a multifamily/commercial development on 40 acres of lake front property). The proposed crossing would help to connect Downtown Kenmore, community destinations, and the many businesses and residences north of SR 522 with the proposed Lakepointe development, the Burke-Gilman Trail, and Kenmore's waterfront. SR 522 currently serves as a major barrier for north-south mobility in Kenmore, particularly for bicycle and pedestrian travel.



Study Area

Funding Sources:

This project is currently unfunded. A Washington State Pedestrian and Bicycle Safety grant application for this project was submitted in 2016. A decision on this grant is expected in 2017 and funding would be available late 2017.

Environmental Review Status:

N/A.

Exempt



Mitigated DNS



EIS



Potential Project Issues: No anticipated issues.

Operations: No annual maintenance costs.

Schedule: The city has applied for grant funding for this project. The program applied to is the Washington Pedestrian and Bicycle Safety program. The application for that grant included the following schedule;

- Design engineering and alternatives study, April 2018 – December 2019



City of Kenmore Transportation Improvement Program

Project Name: SR 522 Crossing Study

Project No.: T-43 SR 522 Pedestrian Crossing Study

Current Dollars:

Year	Prior Years	2017	2018	2019	2020	2021	2022	Total
Expenses								
Pre-Design/ Basin Plan								
Design			\$ 277,500	\$ 277,500				\$ 555,000
ROW/ Acquisition								
Construction								
Total			\$ 277,500	\$ 277,500				\$ 555,000
Revenue								
REET			\$ 22,750	\$ 32,750				\$ 55,500
TIB								
State			\$ 254,750	\$ 244,750				\$ 499,500
Private								
Other								
Total			\$ 277,500	\$ 277,500				\$ 555,000

Schedule:

	2017				2018				2019				2020				2021				2022			
Project Timeline	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
Design																								
Permitting																								
Right of Way																								
Construction																								
Closeout																								



City of Kenmore Transportation Improvement Program

Project Name: 61st Avenue Survey and Conceptual Plan

Project No. T-44

Project Location: 61st Avenue NE (NE 190th Street north)

Project Manager: To Be Determined

Project Description:

This project would survey and evaluate NE 61st Avenue for improved sidewalks and intersection control at NE 193rd Street.

Background: 61st Avenue NE is an arterial that runs north to south (north of SR 522). The intersection with NE 193rd Street is a major intersection that could utilize additional control. The sidewalks north of NE 190th Street do not meet American with Disability Act (ADA) compliance and have suffered from street tree damage. This project would survey the corridor and prepare alternatives to improve mobility for all users.

Funding Sources:

This project would be funded with City resources.

Existing Conditions: Traffic volumes on 61st Avenue NE will continue to increase as regional traffic grows. The intersection at 61st Avenue and NE 193rd Street is to be evaluated for improved mobility as well as the 61st Avenue corridor, north to City limits.



**CURRENT DOLLARS**

Year	2017	2018	2019	2020	2021	Total
Expenses						
Project Administration**		\$ 5,000				\$ 5,000
Design		\$ 85,000				\$ 85,000
ROW/ Acquisition						
Construction						
Total		\$ 90,000				\$ 90,000
Revenue						
REET		\$ 90,000				\$ 90,000
Total		\$ 90,000				\$ 90,000

SCHEDULE

	2017				2018				2019				2020				2021				2022			
Project Timeline	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Design																								
Right-of-way																								
Construction																								
Closeout																								

EXHIBIT D

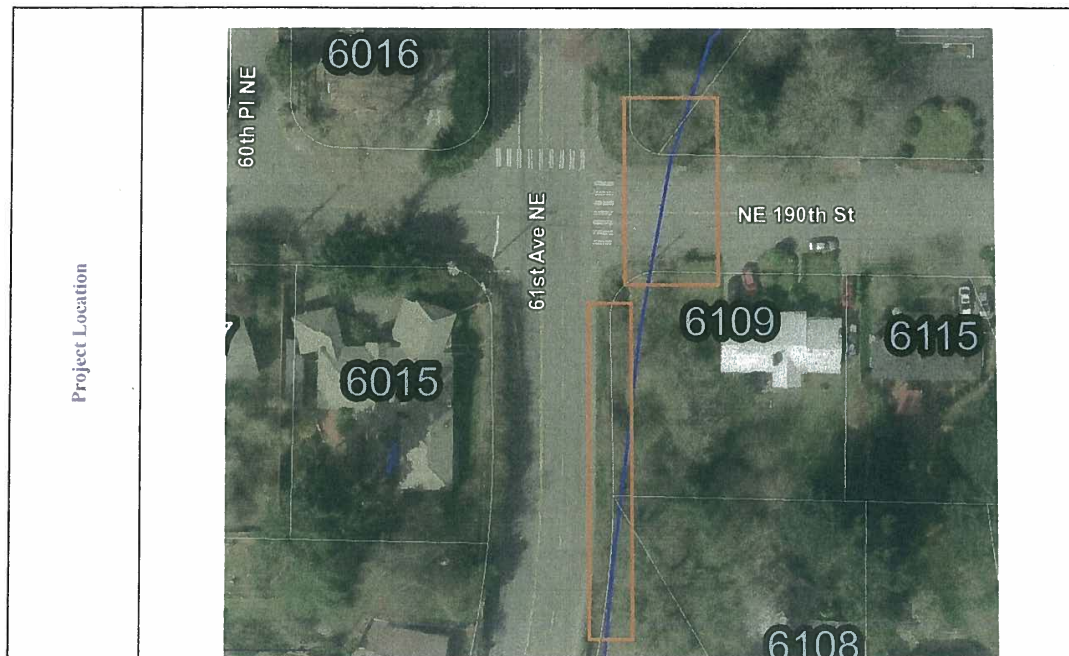
**CITY OF KENMORE, WASHINGTON
PROPOSED SURFACE WATER CAPITAL IMPROVEMENT PROGRAM
FOR THE YEARS 2017-2022**

Project Description	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	2021 Proposed	2022 Proposed	2017-2022 Totals
SW 8 190th Culvert at 61st	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000
SW 8 Trust Fund Loan Repayment	0	153,000	153,000	153,000	153,000	153,000	765,000
SW 19 NE 192nd ST Culvert Replacement	885,634	0	0	0	0	0	885,634
SW 20 Small Works Projects	50,000	50,000	50,000	50,000	50,000	50,000	300,000
SW 25 Strawberry Hills SW Tank Retrofit	100,000	360,000	0	0	0	0	460,000
SW 29 Infiltration Tank Retrofit at 61st Ave NE/NE 190th St	120,000	0	500,000	0	0	0	620,000
SW 30 Drainage Improvements at 153rd/NE Arrowhead Dr	125,000	0	0	0	0	0	125,000
SW 31 Drainage Impr & Street Repair at 66th Ave NE /196th Pl	115,000	0	0	0	0	0	115,000
Total Project Costs	\$2,895,634	\$563,000	\$703,000	\$203,000	\$203,000	\$203,000	\$4,770,634

Funding As Proposed:							
KC Flood Control District Grant (SW30)	\$49,915	\$0	\$0	\$0	\$0	\$0	\$49,915
KC Flood Control District Grant (SW19) Secured	330,000	0	0	0	0	0	330,000
Reimbursement from Other Agencies	130,634	0	0	0	0	0	130,634
Public Works Trust Fund 10Year Loan (SW8)	1,500,000	0	0	0	0	0	1,500,000
Surface Water Utility Funds	885,085	563,000	703,000	203,000	203,000	203,000	2,760,085
Total Project Funding	\$2,895,634	\$563,000	\$703,000	\$203,000	\$203,000	\$203,000	\$4,770,634

Project:	TRIBUTARY 0056 BOX CULVERT AT NE 190 TH ST		ID:	SW-008
Location:	61 ST AVE NE and NE 190 TH ST		Basin	Tributary 0056
Project Type:	☐ Water Quality ☒ Fish Passage ☐ Flow Control ☒ Erosion ☐ Drainage ☐ Flooding		Preliminary Project Cost:	\$1,500,000
Problem:	Falling culvert, headwall and rockery causing erosion and safety concerns			
Narrative	Tributary 0056 flows from north to south along the east side 61st Ave NE. There are three primary problems beginning where Tributary 0056 crosses NE 190th St continuing approximately 155 feet south, including: • Rock wall headwalls are at the inlet and outlet of the culvert and protect 61st Ave NE from stream flow. Stream flows have eroded the existing slope and rock headwall north of NE 190th St. resulting in an unstable headwall. Stream flows have been observed bypassing the culvert. It is unknown where the bypassing water goes. • Sidewalk on the northeast side of NE 190th St. is being undermined by runoff from NE 190th St. Runoff concentrates where the sidewalk transitions to gravel, causing the sidewalk to be undermined. • Stream channel bank erosion along a 155 foot section on the west side of Tributary 0056 adjacent to 61st AVE NE. Erosion has caused some of the rockery to collapse into the stream and ground penetrating radar (GPR) indicates that the stream is penetrating the rockery and eroding material under the sidewalk and street. The City confirmed some of the void locations during emergency repairs along 61st in 2015.			
Conceptual Design	• Removal of existing 60" diameter asphalt-lined pipe culvert (approximately 70 feet) and installation of new box culvert • Construction of new headwall at box culvert inlet • Re-grading of stream bed to match new culvert • Removal, repair and stabilization of adjacent rockeries along west side of Tributary 0056 south of the culvert for approximately 155 feet • Roadway and sidewalk repair/restoration			
Considerations for Implementation	• SEPA required • HPA (Fish and Wildlife) required • Army Corp of Engineer permit likely required • Stream bypass and fish exclusion required • Significant traffic control required • Significant erosion and sediment control required • Stream mitigation likely required			

2017-2022 Surface Water Capital Improvement Program
SW-008



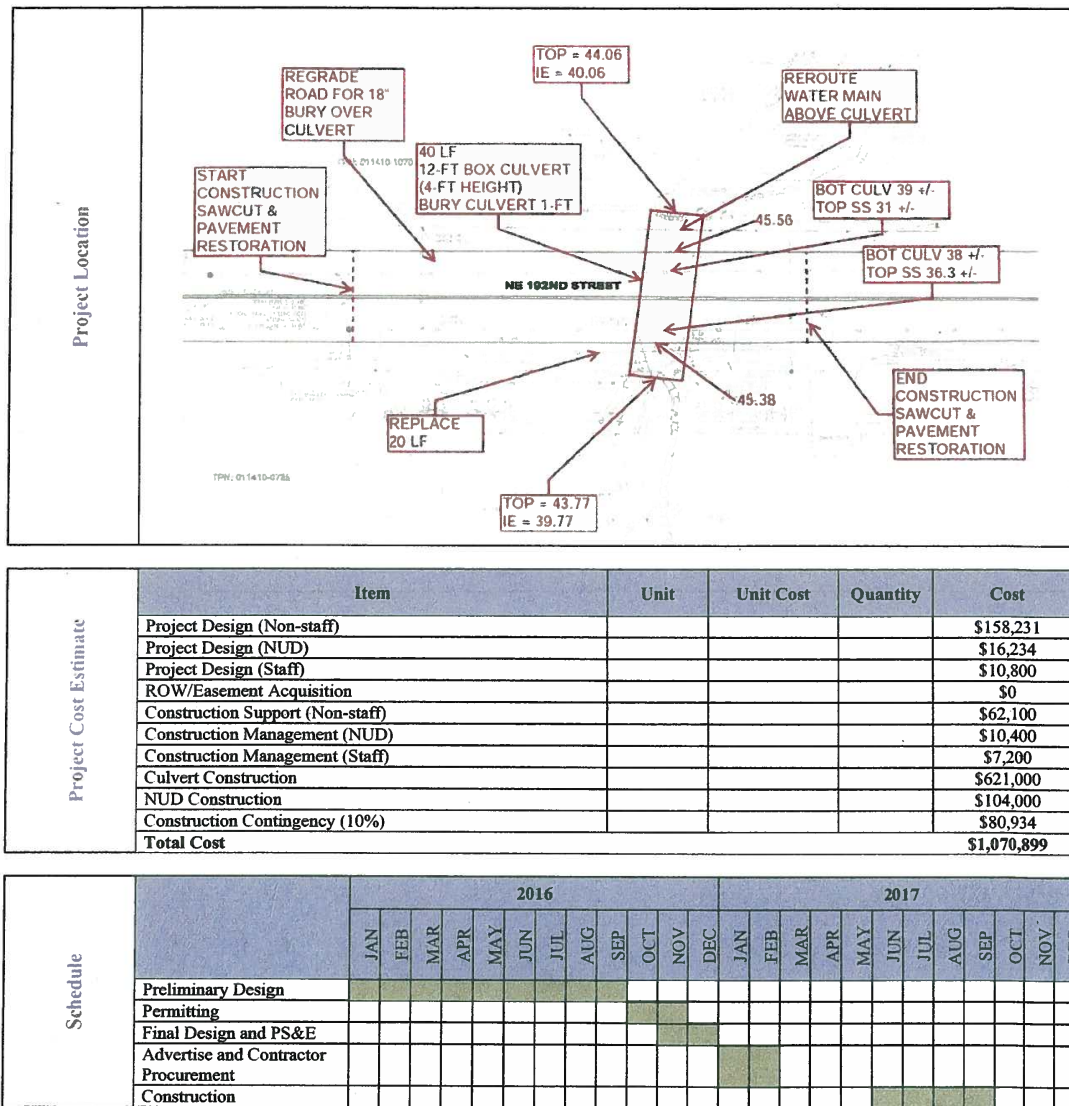
Project Cost Estimate	Item	Unit	Unit Cost	Quantity	Cost
	Design				\$375,000
	City Staff Time				\$100,000
	Permitting/Review				\$65,000
	ROW/Easement Acquisition				\$10,000
	Construction				\$950,000
	Total Cost				\$1,500,000

Schedule		2017												2018											
		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	Preliminary Design																								
	Permitting																								
	Final Design and PS&E																								
	Advertise and Contractor Procurement																								
	Construction																								

Schedule		2019												2020											
		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	Preliminary Design																								
	Permitting																								
	Final Design and PS&E																								
	Advertise and Contractor Procurement																								
	Construction																								

2017-2022 Surface Water Capital Improvement Program
SW-008

Project:	Little Swamp Creek Culvert Replacement at NE 192 nd St.		ID:	SW-019
Location:	NE 192 nd St., west of 80 th Ave NE		Başın	Little Swamp Creek
Project Type:	☒ Water Quality ☒ Fish Passage ☐ Flow Control ☒ Erosion ☐ Drainage ☒ Flooding		Preliminary Project Cost:	\$1,070,899
Problem:	Flooding at low point in road			
Narrative	Flooding occurs at the NE 192nd St. culvert carrying Little Swamp Creek at the low point in the road. Based on modeling results the road floods at the 25-year event because the culvert is undersized. Flooding was shown to be as high as 1-foot on the roadway in the models. This is the depth at which most cars and SUVs can float. This project was identified by the City in 2006. OCI was contracted in 2014 to develop an Options Analysis as part of the On-Call Contract with the City. (The report is titled “192nd Culvert Final Options Analysis Report, OCI, 2014.”) Several options were considered: high-flow bypass, culvert replacement with fish passable culvert, raise the street elevation, and no-build. The preferred solution is to replace the existing culvert with a 12-ft x 3-ft fish passable culvert. Project benefits include flood reduction and improved fish passage. Additional modeling or analysis may need to be performed to determine impacts to downstream Swamp Creek.			
Conceptual Design	Preferred Solution: - Install a 12-foot x 3-foot box culvert in place of the existing culvert. - This size conveys the 100-year event without flooding or overtopping. Other Solutions Considered: - High-flow bypass: - A 24-inch bypass culvert was considered in conjunction with a riser structure, which would convey flow in the 25-year event and higher. - This option will likely not be approved by WDFW because it does not meet code requirements for depth required in the culvert. - Raise road elevation by 1-foot: - This option is not feasible because the water levels rise more than 5-feet during large storm events. - No-build: - This option will allow flooding and debris blockage of the culvert to continue to occur.			
Considerations for Implementation	- Environmental permitting including SEPA checklist, WDFW HPA, and Army Corps permits are required. - A geomorphologic assessment is recommended. - A downstream analysis will be conducted to evaluate how or if downstream infrastructure or properties could be affected by improvements. - Temporary stream bypass and fish exclusion shall be used during construction. - Coordination with the upstream Little Swamp Creek Flooding CIP (included in the SWMP as CIP #7) will need to be conducted to ensure nothing is adversely affected. - No modeling or analysis has been performed to determine impacts of the preferred solution to the downstream system. - Traffic control will be needed. - Cost estimate is from the options analysis report discussed in the narrative above, with the addition of a geomorphologic analysis.			

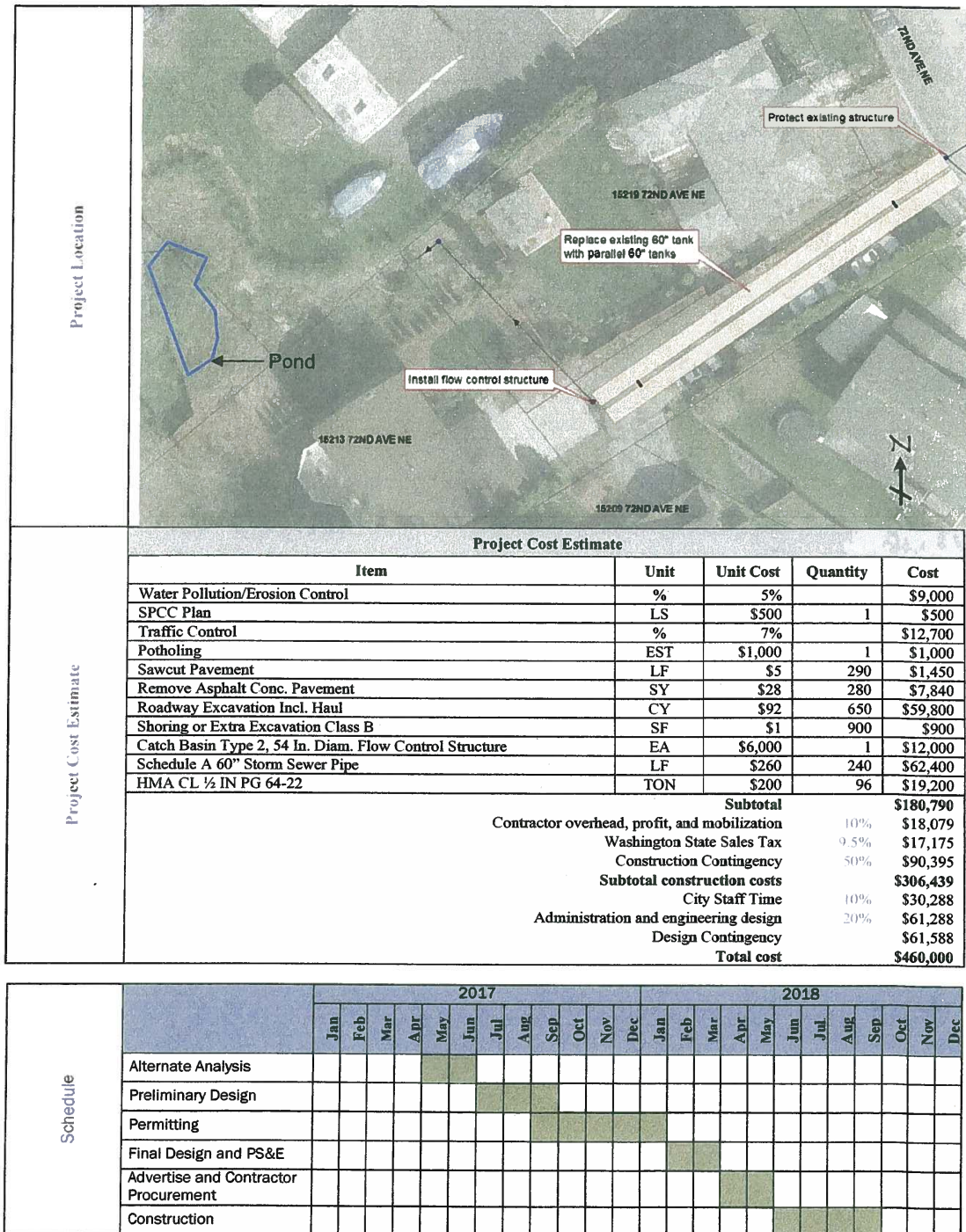


2017-2022 Surface Water Capital Improvement Program
SW-019

Project:	Small Works Projects		ID:	SW-020
Location:	VARIOUS	Basin:	VARIOUS	
Project Type:	☒ Water Quality ☐ Fish Passage ☒ Flow Control ☒ Erosion ☒ Drainage ☒ Flooding		Preliminary Project Cost:	\$50,000 per year
Problem:	Erosion and drainage problems at various locations			
Narrative	The annual small works projects will consist of an evolving list of projects. New problem areas will be identified each year and evaluated accordingly. Typical small works projects exceed the scope of basic maintenance, but don't meet the scope of a capital improvement project. City crews may occasionally be able to perform components of the work, but contracted crews may also be required. Small Works projects may also require design or technical evaluation by the City's on-call surface water consultants. The annual budget for these types of projects is \$50,000 per year.		Small Works Project Examples    	

2017-2022 Surface Water Capital Improvement Program
SW-020

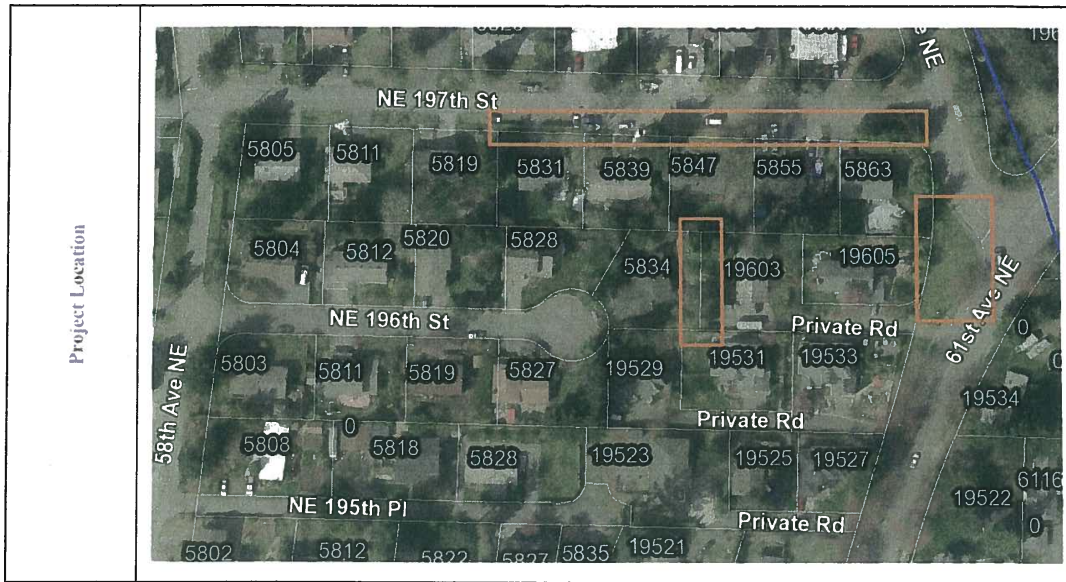
Project:	Strawberry Hills Surface Water Facility Retrofit		ID:	SW-025
Location:	72 nd Ave NE and NE 152 nd Pl	Basin:	Tributary 0222	
Project Type:	☒ Water Quality ☐ Fish Passage ☒ Flow Control ☐ Erosion ☒ Drainage ☐ Flooding		Preliminary Project Cost:	\$460,000
Problem:	Failing tank requires replacement			
Narrative	A 120-LF, 60-inch detention tank was installed in 1978 underneath 71st Pl. NE, a private road. In 1980, maintenance of the facility fell to King County. The natural drainage channel which was previously the outfall for the tank was deemed inadequate by King County because of erosion. Therefore, the downstream system was tightlined with two 12-inch CMP pipes to a pond at NE 152nd Ct. CCTV inspection performed by the City showed that the tank is failing. It has collapsed beams and water marks at the top of the pipe. Surface settling has also been reported at the upstream and downstream catch basins. The existing tank does not comply with current (2005 Ecology) flow control standards. The City has received complaints of flooding at the downstream pond. This project was identified by the City through video inspections and maintenance evaluations in 2013. The preferred solution is to replace the failing detention tank with 240 LF of 60-inch detention tank and replace the existing catch basin and restrictor with control structures. Project benefits include improved stormwater flow control. Peak flows are reduced by 80% at the 2-yr storm and 75% at the 50-yr storm compared to the current, undetained condition.		 Detention tank underneath 71st Pl. NE.	
Conceptual Design	Preferred Solution: - Replace 120-LF failing 60-inch CMP tank with two, 120-LF, 60-inch PVC detention tanks. - Install a new riser and flow control structure. Other Scenarios Considered in WWHM Models (See Appendix for results): - Remove detention. This option was used for comparison. - Replace existing detention tank with new tank of the same dimensions. Replace existing catch basin and restrictor with control structure. This option provides minimal detention. - Size pond or tank to pass 2005 Ecology flow control requirements. There is not enough space at the site for this option.			
Considerations for Implementation	- Protect existing homes, structures, and roadway during construction. - Restore driveway to pre-project condition. - CCTV the downstream conveyance system and evaluate the remaining life of those pipes. - Coordinate with homeowners for installation and restoration of tank under private drive. 15219 72nd Ave NE 15213 72nd Ave NE 15209 72nd Ave NE - The proposed solution will not provide a full retrofit for the existing basin due to the limited space available.			



2017-2022 Surface Water Capital Improvement Program
SW-025

Project:	Drainage Facility Retrofit – Kenmore Lane		ID:	SW-029
Location:	61 st Ave NE and NE 190 th St.		Basin	Tributary 0056
Project Type:	☒ Water Quality ☐ Fish Passage ☒ Flow Control ☒ Erosion ☒ Drainage ☐ Flooding		Preliminary Project Cost:	\$620,000
Problem:	Failing infiltration tank, failed control structure, difficult location, erosion issues with adjacent conveyance system			
Narrative	Kenmore Lane was developed in the late 1970s and this is the City’s oldest public drainage facility. The infiltration tank appears to be failing and needs a complete reconstruction. The control structure needs replacement. Adjacent conveyance systems carry runoff from NE 197TH ST and NE 196TH ST and erosion has been observed in the open portions of those systems. The existing drainage facility is located within an easement on private property and access from 61ST AVE NE is through a private road. Access for inspection and maintenance is difficult. The City is considering alternatives to replacing the system at its current location, which would make access for inspection and maintenance easier as well as enhance the performance of the existing facility to current standards. During the design phase of this project, staff will evaluate possibilities of moving this facility into the right-of-way and altering adjacent conveyance systems to minimize private property impacts and reduce erosion.		 Existing control structure  Facility located in private backyard	
Conceptual Design	• Remove existing infiltration drainage facility located within easement on private property • Evaluate nearby right-of-way locations for opportunities for new facility installation • Modify adjacent conveyance systems to reduce private property impacts and erosion issues • Evaluate the use of low impact development to retrofit this facility			
Considerations for Implementation	• Temporary construction easements • Utilities • Traffic control • Erosion and sediment control			

2017-2022 Surface Water Capital Improvement Program
SW-029



Project Cost Estimate	Item	Unit	Unit Cost	Quantity	Cost
	Design				\$120,000
	City Staff Time				\$0
	Permitting				\$0
	ROW/Easement Acquisition				\$0
	Construction				\$500,000
	Total Cost				\$620,000

Schedule	2018												2019											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC

2017-2022 Surface Water Capital Improvement Program
SW-029

Project:	ARROWHEAD AVE NE DRAINAGE IMPROVEMENT		ID:	SW-030
Location:	15300 BLOCK OF NE ARROWHEAD DR	Basin	Lake Washington	
Project Type:	☐ Water Quality ☐ Fish Passage ☐ Flow Control ☒ Erosion ☒ Drainage ☒ Flooding		Preliminary Project Cost:	\$150,000
Problem:	NE Arrowhead DR floods during peak rainfall events			
Narrative	The conveyance system along NE Arrowhead DR, starting at the 15300 block and continuing south to its outfall into Lake Washington at 5830 NE Arrowhead DR, overflows during heavy peak rainfall events. An analysis conducted by the City confirmed that the size of the conveyance system needs to be increased to handle larger event storms. When the system overflows, the majority of the flow still reaches the natural discharge location, but water also flows across NE Arrowhead DR and impacts adjacent properties, erodes the edge of roadway and deposits material along the road surface.		 Roadway flooding	
Conceptual Design	Preferred Solution • Increase the capacity of the existing conveyance system to handle up to a 100 year storm event by installing an 18" parallel system just west of the existing system. • Upgrade existing catchbasins to larger structures, if needed, to handle additional capacity. • Convey drainage to existing discharge location. Alternate Solution • Replace the existing system with a 24" system (location of utilities makes this option less appealing).			
Considerations for Implementation	• Existing utilities are focused along east side of road where existing drainage system is located • Excavation and haul of material will be needed • Traffic control will be needed • Erosion and sediment control will be needed • Coordination with homeowner at discharge location is needed			

Project Location	
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Project Cost Estimate	<table> <tr> <th>Item</th><th>Unit</th><th>Unit Cost</th><th>Quantity</th><th>Cost</th></tr> <tr> <td>Design</td><td></td><td></td><td></td><td>\$25,000</td></tr> <tr> <td>Erosion Sediment Control</td><td></td><td></td><td></td><td>\$5,000</td></tr> <tr> <td>Traffic Control</td><td></td><td></td><td></td><td>\$5,000</td></tr> <tr> <td>Construction</td><td></td><td></td><td></td><td>\$115,000</td></tr> <tr> <td colspan="4">Total Cost</td><td>\$150,000</td></tr> </table>	Item	Unit	Unit Cost	Quantity	Cost	Design				\$25,000	Erosion Sediment Control				\$5,000	Traffic Control				\$5,000	Construction				\$115,000	Total Cost				\$150,000
Item	Unit	Unit Cost	Quantity	Cost																											
Design				\$25,000																											
Erosion Sediment Control				\$5,000																											
Traffic Control				\$5,000																											
Construction				\$115,000																											
Total Cost				\$150,000																											

Schedule		2016												2017											
		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	Preliminary Design																								
	Permitting																								
	Final Design and PS&E																								
	Advertise and Contractor Procurement																								
	Construction																								

2017-2022 Surface Water Capital Improvement Program
SW-030

Project:	66 TH AVE NE DRAINAGE IMPROVEMENT		ID:	SW-031
Location:	66 TH AVE NE & NE 196 TH PL	Basin	Swamp Creek	
Project Type:	☐ Water Quality ☐ Fish Passage ☐ Flow Control ☒ Erosion ☒ Drainage ☐ Flooding		Preliminary Project Cost:	\$135,000
Problem:	Road settlement and groundwater seeps			
Narrative	Staff have observed settlement of 66TH AVE NE and several groundwater seeps at this location. Through interviews with longtime residents, it was determined that the street was likely constructed on poor subgrade material with inadequate controls in place for managing groundwater. Staff developed a plan, with the assistance of the City's on-call geotechnical engineer, to install a new drainage system that will collect and manage groundwater upstream of the curve and then reconstruct the curve. Monitoring of subsurface conditions and movement will occur before construction and likely continue after construction.		 Roadway cracking	
Conceptual Design	Preferred Solution • Monitor ground movement under direction of geotech through 2016/2017 winter. • Install two new 12" perforated pipe west of curve under NE 196TH PL to capture groundwater. • Install new conveyance system to carry water from new perforated system to existing outfall. • Replace existing pipes at curve with new solid 12" pipes and connect to new Type 2 catch basins. • Remove existing asphalt, subgrade, soils and debris at curve and provide compacted subgrade and base course as needed to match existing grade with new asphalt.			
Considerations for Implementation	Preferred Solution (EXAMPLES) • Subsurface monitoring by licensed geotechnical engineer will be needed • Excavation and haul of material will be needed • Traffic control will be needed • Erosion and sediment control will be needed • Continued monitoring will be needed			

Project Location

An aerial photograph of a residential neighborhood. A yellow rectangle highlights a specific lot. The lot is labeled "NE 196TH PL". The surrounding area includes other houses, trees, and streets. The street "65TH AVE NE" is visible on the left, and "68TH AVE NE" is visible on the right.

Project Cost Estimate

Item	Unit	Unit Cost	Quantity	Cost
Design				\$20,000
Erosion Sediment Control				\$5,000
Traffic Control				\$5,000
Construction				\$105,000
Total Cost				\$135,000

Schedule

	2016												2017											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	
Preliminary Design																								
Permitting																								
Final Design and PS&E																								
Advertise and Contractor Procurement																								
Construction																								

2017-2022 Surface Water Capital Improvement Program
SW-031

EXHIBIT E

CITY OF KENMORE, WASHINGTON
Park Impact Fee Fund Projection
For the Years 2017-2022

DESCRIPTION	Actual 2015	Estimated 2016	Projected 2017	Projected 2018	Projected 2019	Projected 2020	Projected 2021	Projected 2022
Beginning Cash	\$752,774	\$1,149,021	\$1,196,496	\$813,996	\$853,996	\$983,996	\$1,139,996	\$1,296,996
Revenues:								
Interest Earnings	4,934	0	7,000	5,000	5,000	6,000	7,000	7,000
Park Impact Fees	391,313	450,000	250,000	150,000	150,000	150,000	150,000	150,000
Total Revenues	396,247	450,000	257,000	155,000	155,000	156,000	157,000	157,000
To be Transferred Out for Parks :								
P 2 Tolt Pipeline Trail Phase One	0	0	25,000	0	0	0	0	0
P 6 Moorlands Park Improvements	231	99,769	359,500	0	0	0	0	0
P 18a Rhododendron Park Float	0	15,000	60,000	115,000	25,000	0	0	0
P 26 Twedt/Squires	10,958	1,038	195,000	0	0	0	0	0
P 29 St Edward Ballfields & Lighting TBD	0	0	0	0	0	0	0	0
Subtotal - Transfers to Park Capital	39,393	402,525	639,500	115,000	25,000	0	0	0
Net Income/(Loss)	\$396,247	\$47,475	(\$382,500)	\$40,000	\$130,000	\$156,000	\$157,000	\$157,000
Ending Cash Balance	\$1,149,021	\$1,196,496	\$813,996	\$853,996	\$983,996	\$1,139,996	\$1,296,996	\$1,453,996

EXHIBIT F

CITY OF KENMORE, WASHINGTON
Transportation Impact Fee Fund Projection
For The Years 2017-2022

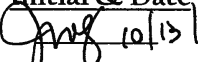
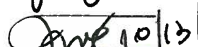
DESCRIPTION	Actual 2015	Estimated 2016	Projected 2017	Projected 2018	Projected 2019	Projected 2020	Projected 2021	Projected 2022
Beginning Cash	\$1,162,934	\$216,401	\$1,016,401	\$821,796	\$934,303	\$1,127,086	\$1,396,466	\$1,127,086
Revenues:								
Interest Earnings	3,579	0	0	0	0	0	0	0
Transp. Impact Fees	1,409,888	1,000,000	500,000	400,000	300,000	300,000	300,000	300,000
Total Revenues	\$1,413,467	\$1,000,000	\$500,000	\$400,000	\$300,000	\$300,000	\$300,000	\$300,000
Transfers Out for Roads:								
T 6 SR 522 West A 61st Ave NE	2,360,000	0	0	0	0	0	0	0
T 37 West Samm Bridge	0	200,000	122,310	21,090	23,790	30,620	1,239,060	33,395
NE 202nd Sidewalk	0	0	503,995	10,640	0	0	0	0
Arrowhead Sidewalk	0	0	6,100	33,130	47,773	0	0	0
NE 153rd Sidewalk	0	0	6,100	32,730	35,654	0	0	0
NE 181st 65-67 Sidewalk	0	0	56,100	189,903	0	0	0	0
Subtotal Transfers for Roads	\$2,360,000	\$200,000	\$694,605	\$287,493	\$107,217	\$30,620	\$1,239,060	\$33,395
Net Income/(Loss)	(\$946,533)	\$800,000	(\$194,605)	\$112,507	\$192,783	\$269,380	(\$939,060)	\$266,605
Ending Cash	\$216,401	\$1,016,401	\$821,796	\$934,303	\$1,127,086	\$1,396,466	\$457,406	\$1,393,691

EXHIBIT G

CITY OF KENMORE, WASHINGTON
REET Fund Projection-Preliminary
For The Years 2017-2022

DESCRIPTION	Actual 2015	Estimate 2016	Projected 2017	Projected 2018	Projected 2019	Projected 2020	Projected 2021	Projected 2022
Beginning Cash	\$2,414,214	\$1,394,512	\$1,611,952	\$1,337,796	\$829,061	\$652,311	\$543,311	\$594,311
Revenues:								
REET 1	727,388	600,000	400,000	300,000	300,000	300,000	300,000	300,000
REET 2	727,388	600,000	400,000	300,000	300,000	300,000	300,000	300,000
better than estimate								
Interest Earnings	9,881	4,000	1,000	1,000	1,000	1,000	1,000	1,000
Total Revenues	\$1,464,657	\$1,204,000	\$801,000	\$601,000	\$601,000	\$601,000	\$601,000	\$601,000
Transfers Out for Parks :								
P 6 Moorlands Park Imp	0	0	0	380,000	0	0	0	0
P 13 Skate Park	336,640	20,591	0	0	0	0	0	0
P 29 St Edward Ballfield TBD	0	0	0	0	0	0	0	0
Transfer Levy to Park Improvement Fund P11	87,699	0	0	0	0	0	0	0
Subtotal - Transfers for Parks	424,339	20,591	0	380,000	0	0	0	0
Transfers Out for Roads:								
T6 SR 522 West A 61st to 65th	732,250	565,969	399,500	0	0	0	0	0
T27 Sidewalks								
Sidewalk Gaps	160,000	0	0	0	100,000	100,000	100,000	100,000
181st Sidewalks	16,510	0	0	0	0	0	0	0
62nd Ave NE	14,800	0	70,656	6,985	0	0	0	0
Sidewalk Undergrounding	63,690	0	0	0	0	0	0	0
175th St Swamp Creek Bridge	75,000	0	0	0	0	0	0	0
T 37 New West Samm Bridge	74,000	0	0	0	0	0	0	0
T 39 Traffic Calming Improvements	250,000	100,000	55,000	55,000	0	0	0	0
Repayment to Strategic Opps Fund 2015/16 sic	0	0	100,000	100,000	200,000	160,000	0	0
T 43 SR522 Pedestrian Crossing Study	0	0	0	27,750	27,750	0	0	0
T 44 61st Ave Survey and Conceptual Plan	0	0	0	90,000	0	0	0	0
Overlay	450,000	300,000	450,000	450,000	450,000	450,000	450,000	450,000
Subtotal - Transfers for Roads	1,836,250	965,969	1,075,156	729,735	777,750	710,000	550,000	\$50,000
Net Income/(Loss)	(\$1,019,702)	\$217,440	(\$274,156)	(\$508,735)	(\$176,750)	(\$109,000)	\$51,000	\$51,000
Ending Cash	\$1,394,512	\$1,611,952	\$1,337,796	\$829,061	\$652,311	\$543,311	\$594,311	\$645,311

I:\Admin & Finance\Forecast Models\COPY of 2016 forecast Other Funds\REET July
10/11/2016

Subject/Topic: Approve Ordinance No. 16-0430 Adopting the 2017-2022 Capital Improvement Program for Surface Water, Parks, and Transportation	For Council Meeting Agenda of: October 24, 2016 Departments: City Manager, Finance and Administration, Community Development, Public Works Prepared by: Rob Karlinsey, City Manager Joanne Gregory, Finance and Administration Director Debbie Bent, Community Development Director Kris Overleese, Public Works Director Jennifer Gordon, Public Works Operations Manager Richard Sawyer, Surface Water Program Manager Initial & Date Approved by Department Head:  10/13/16 Approved by City Attorney:  Approved by Finance Director:  10/13/16 Approved by City Manager:  10/13/16 Exhibits/Attachments: Ordinance No. 16-0430 with Exhibit A Other: See Public Hearing Agenda Bill		
Proposed Council Action/Motion: Approve Ordinance No. 16-0430 Adopting a Six-Year Capital Improvement Program	Expenditure Required \$77,167,711 for 2017-2022	Amount Budgeted/Adopted \$0	Appropriation Required \$20,206,462 for 2017-2018 \$56,961,249 for 2019-2022
INFORMATION/BACKGROUND: A six-year update for the period 2017-2022, of the entire Capital Improvement Program (CIP), was presented for the City Council's review and discussion on October 17, 2016. A public hearing will be held on October 24, 2016 at which time an ordinance adopting the CIP will be presented. The proposed Capital Improvement Program includes 34 individual projects which total \$77,167,711 over the six-year planning horizon. \$20,206,462 is programmed for the upcoming 2017-2018 biennium and, if adopted, will be appropriated in the biennial budget. The project costs and funding sources are displayed in Exhibits A through D. Also attached are projections of Impact Fees and Real Estate Excise Tax which are Exhibits E, F, and G.			
FISCAL CONSIDERATION: The City's goal is to adopt and maintain a fiscally balanced Capital Improvement Program that can be used by staff to prioritize and pursue projects. The CIP balances City resources including Park and Transportation Impact Fees, Real Estate Excise Tax, General Fund revenues, Surface Water Utility fees, and grant funds. While a project may show need in future years for grant funds to complete, the project and budget is considered "balanced" and provides a tool to pursue outside funding. The CIP should be considered a programming			

document with the City of Kenmore adopted budget being the document that actually appropriates funds for project expenditures. This Capital Improvement Program assumes voter approval of the Walkways & Waterways bond measure on November 8, 2016 which accounts for \$19,045,000 of the total project costs over the 2017-2022 period.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

The proposed Capital Improvement Program is consistent with Council Goals, specifically:

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.
 - Implement the Sidewalk Plan
2. To continue to implement the Economic Development Plan, with an emphasis on the following key points:
 - Promote the image of Kenmore
 - Create a vibrant, walkable downtown
 - Support existing businesses
 - Advance the public's access and connection to the waterfront
3. To continue to implement a Parks Improvement and Financial Plan.
4. To address watershed and water quality issues affecting the City.

**CITY OF KENMORE
WASHINGTON
ORDINANCE NO. 16-0430**

**AN ORDINANCE OF THE CITY OF KENMORE, WASHINGTON,
ADOPTING A SIX-YEAR CAPITAL IMPROVEMENT PROGRAM;
PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN
EFFECTIVE DATE.**

WHEREAS, a Proposed 2017-2022 Six-Year Capital Improvement Program was submitted to the City Council and the City Clerk on October 17, 2016; and

WHEREAS, the City Council scheduled and held a Public Hearing on the Proposed 2017-2022 Six-Year Capital Improvement Program on October 24, 2016,

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

Section 1. Adoption of City of Kenmore, Washington, Capital Improvement Program. The City of Kenmore hereby adopts a new City of Kenmore, Washington, Capital Improvement Program, attached as Exhibit "A."

Section 2. City of Kenmore, Washington, Capital Improvement Program. To the extent the City of Kenmore, Washington, Capital Improvement Program ("Capital Improvement Program") is different from the Capital Facilities Element of the City's Comprehensive Plan, including but not limited to the Capital Facilities Plan portion thereof ("Capital Facilities Element"), the Capital Improvement Program shall supersede and amend the Capital Facilities Element accordingly.

Section 3. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be preempted by State or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 4. 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.

ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 24th DAY OF OCTOBER, 2016.

CITY OF KENMORE

Mayor David Baker

Six-Year Capital Improvement Program

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:
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NO. 16-0430

EXHIBIT A

**CITY OF KENMORE, WASHINGTON
PROPOSED CAPITAL IMPROVEMENT PROGRAM
FOR THE YEARS 2017-2022**

EXPENDITURES	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	2021 Proposed	2022 Proposed	2017-2022 Totals
<u>PARKS</u>							
P 1 Twin Springs Interim Use Plan	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000
P 2 Tolt Pipeline Trail Phase One	206,936	0	0	0	0	0	206,936
P 6 Moorlands Park Improvements	1,000,095	566,925	0	0	0	0	1,567,020
P 18 Rhododendron Park Waterfront & Natural Open Space A	160,000	615,000	5,000	5,000	5,000	5,000	795,000
P18a Rhododendron Park Float	60,000	200,000	25,000	0	0	0	285,000
P 26 Squires Landing Dock/Float	195,000	0	0	0	0	0	195,000
P 27 Squires Landing Park Waterfront & Open Space Access	250,000	600,000	500,000	220,000	1,715,000	1,690,000	4,975,000
P 28 Log Boom Park Waterfront Access and Viewing	200,000	400,000	300,000	120,000	1,090,000	1,065,000	3,175,000
P 29 St Edward Ballfield Improvements & Lighting	TBD	TBD	0	0	0	0	0
Total Parks	\$2,112,031	\$2,381,925	\$830,000	\$345,000	\$2,810,000	\$2,760,000	\$11,238,956
<u>TRANSPORTATION</u>							
T 6 SR 522 West A 61st to 65th	\$667,400	\$127,200	\$0	\$0	\$0	\$0	\$794,600
T 8 SR 522 West B 57th to 61st	0	0	0	600,000	7,400,000	4,000,000	12,000,000
T 27 Sidewalk Program:							0
South side NE 181st ST Construction	123,600	0	0	0	0	0	123,600
North side NE 181st ST	181,800	0	0	0	0	0	181,800
NE 202nd ST (198th -66th)	1,180,310	10,640	0	0	0	0	1,190,950
62nd Ave NE	778,520	6,985	0	0	0	0	785,505
Arrowhead Dr	11,100	132,800	726,133	0	0	0	870,033
NE 153rd Pl	11,100	132,400	604,938	0	0	0	748,438
NE 181st (65th -67th)	136,730	668,475	0	0	0	0	805,205
Sidewalk Gaps	0	0	100,000	100,000	100,000	100,000	400,000
T 35 Overlay	450,000	805,351	450,000	450,000	450,000	450,000	3,055,351
T 37 West Samm Bridge	2,098,962	910,999	7,425,888	7,422,054	3,724,341	33,395	21,615,639
T 39 Neighborhood Traffic Calming Improvements	55,000	55,000	0	0	0	0	110,000
T 41 Juanita Dr Pedestrian & Bicycle Safety All Segments	600,000	1,500,000	4,162,000	2,156,667	2,156,667	2,156,666	12,732,000
T 42 68th Ave Pedestrian & Bicycle Safety All Segments	250,000	987,000	60,000	2,000,000	1,803,000	0	5,100,000
T 43 SR 522 Pedestrian Crossing Study	0	282,500	272,500	0	0	0	555,000
T 44 61st Ave Survey and Conceptual Plan	0	90,000	0	0	0	0	90,000
Total Transportation	\$6,544,522	\$5,709,350	\$13,801,459	\$12,728,721	\$15,634,008	\$6,740,061	\$61,158,121
SW 8 190th Culvert at 61st	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000
SW 8 Trust Fund Loan Repayment	0	153,000	153,000	153,000	153,000	153,000	765,000
SW 19 NE 192nd St Culvert Replacement	885,634	0	0	0	0	0	885,634
SW 20 Small Works Projects	50,000	50,000	50,000	50,000	50,000	50,000	300,000
SW 25 Strawberry Hills SW Tank Retrofit	100,000	360,000	0	0	0	0	460,000
SW 29 Infiltration Tank Retrofit at 61st Ave NE/NE 190th St	120,000	0	500,000	0	0	0	620,000
SW 30 Drainage Improvements at 153rd/NE Arrowhead Dr	125,000	0	0	0	0	0	125,000
SW 31 Drainage Impr & Street Repair at 66th Ave NE /196th	115,000	0	0	0	0	0	115,000
Total Surface Water	\$2,895,634	\$563,000	\$703,000	\$203,000	\$203,000	\$203,000	\$4,770,634
TOTAL EXPENDITURES	\$11,552,187	\$8,654,275	\$15,334,459	\$13,276,721	\$18,647,008	\$9,703,061	\$77,167,711

EXHIBIT A

**CITY OF KENMORE, WASHINGTON
PROPOSED CAPITAL IMPROVEMENT PROGRAM
FOR THE YEARS 2017-2022**

REVENUES	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	2021 Proposed	2022 Proposed	2017-2022 Totals
Real Estate Excise Tax (Transportation)	\$1,235,356	\$629,735	\$577,750	\$550,000	\$550,000	\$550,000	\$4,092,841
Real Estate Excise Tax (Parks)	0	380,000	0	0	0	0	380,000
Transportation Impact Fee Revenue	694,605	287,493	107,217	30,620	1,239,060	33,395	2,392,390
Park Impact Fee Revenue	639,500	115,000	25,000	0	0	0	779,500
General Fund	267,900	59,900	0	0	0	0	327,800
Strategic Opportunities Fund	0	235,000	0	0	0	0	235,000
Federal Allocation SR 522 West A ROW/Const	0	67,300	0	0	0	0	67,300
Federal Preservation Grant Simonds Road	0	355,351	0	0	0	0	355,351
TIB Grant - Sidewalks	97,330	478,572	0	0	0	0	575,902
WSDOT Safe Routes to School - Sidewalks	686,315	199,340	1,247,644	0	0	0	2,133,299
Federal Highway Safety Impr Program - Sidewalks	707,864	0	0	0	0	0	707,864
BRAC Grant West Samm Bridge Replacement	674,754	703,448	6,413,800	3,289,378	0	0	11,081,380
STP Funds West Samm Bridge Replacement	1,063,994	0	0	0	0	0	1,063,994
Connecting WA Funds West Samm Bridge Replacement	237,904	186,461	988,298	4,102,056	2,485,281	0	8,000,000
Washington State Pedestrian and Bicycle Safety	0	254,750	244,750	0	0	0	499,500
Washington State LEAP Transportation Bill	0	0	0	600,000	7,400,000	4,000,000	12,000,000
Surface Water Utility Funds	885,085	563,000	703,000	203,000	203,000	203,000	2,760,085
RCO Park Grants	600,595	36,925	0	0	0	0	637,520
King County Park and Trail Levies	261,936	0	0	0	0	0	261,936
King County Flood District Grant	379,915	0	0	0	0	0	379,915
Public Works Trust Fund Loan	1,500,000	0	0	0	0	0	1,500,000
Other Agencies Reimbursements	159,134	0	0	0	0	0	159,134
Walkways & Waterways Bond Measure	1,460,000	3,867,000	2,180,000	2,985,000	3,636,334	4,916,666	19,045,000
Unsecured Grant Match Juanita Drive	0	235,000	2,847,000	1,516,667	3,133,333	0	7,732,000
TOTAL REVENUES	\$11,552,187	\$8,654,275	\$15,334,459	\$13,276,721	\$18,647,008	\$9,703,061	\$77,167,711



City of Kenmore, Washington



**PUBLIC HEARING on the 2017-2022 Proposed Capital
Improvement Program**

City Council Meeting of October 24, 2016

Three Components of the Capital Improvement Program



PARKS: 9 Projects
valued at \$11,238,956



TRANSPORTATION: 10 Projects
valued at \$61,158,121



SURFACE WATER: 7 Projects
valued at \$4,770,634

PARK CAPITAL IMPROVEMENT PROJECTS

P1	• Twin Springs Interim Use	\$40,000
P2	• Tolt Pipeline Trail Phase One	\$206,936
P6	• Moorlands Park Improvements	\$1,567,020
P18	• Rhododendron Park Waterfront/Open Space	\$795,000
P18a	• Rhododendron Park Float	\$285,000
P26	• Squires Landing Float	\$195,000
P27	• Squires Landing Waterfront & Open Space	\$4,975,000
P28	• Log Boom Park Waterfront Access	\$3,175,000
P29	• St Edward Ballfields	To Be Determined

CITY OF KENMORE, WASHINGTON							
PROPOSED PARK CAPITAL IMPROVEMENT PROGRAM							
FOR THE YEARS 2017-2022							
Project Description	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	2021 Proposed	2022 Proposed	2017-2022 Totals
P 1 Twin Springs Interim Use Plan	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000
P 2 Tolt Pipeline Trail Phase One	206,936	0	0	0	0	0	206,936
P 6 Moorlands Park Improvements	1,000,095	566,925	0	0	0	0	1,567,020
P 18 Rhododendron Park Waterfront & Open Space Access	160,000	615,000	5,000	5,000	5,000	5,000	795,000
P 18a Rhododendron Park Float	60,000	200,000	25,000	0	0	0	285,000
P 26 Squires Landing Dock/Float	195,000		0	0	0	0	195,000
P 27 Squires Landing Park Waterfront & Open Space Access	250,000	600,000	500,000	220,000	1,715,000	1,690,000	4,975,000
P 28 Log Boom Park Waterfront Access and Viewing	200,000	400,000	300,000	120,000	1,090,000	1,065,000	3,175,000
P 29 St Edward Ballfield Improvements & Lighting	TBD	TBD	0	0	0	0	0
Total Project Costs	\$2,112,031	\$2,381,925	\$830,000	\$345,000	\$2,810,000	\$2,760,000	\$11,238,956
Funding As Proposed:							
Park Impact Fees	\$639,500	\$115,000	\$25,000	\$0	\$0	\$0	\$779,500
Real Estate Excise Tax	0	380,000	0	0	0	0	380,000
Strategic Opportunity Fund	0	235,000	0	0	0	0	235,000
RCO Grants	600,595	36,925	0	0	0	0	637,520
King County Trail Levy	181,936	0	0	0	0	0	181,936
King County Park Levy	80,000	0	0	0	0	0	80,000
Walkways & Waterways Bond Measure	610,000	1,615,000	805,000	345,000	2,810,000	2,760,000	8,945,000
Total Project Funding	\$2,112,031	\$2,381,925	\$830,000	\$345,000	\$2,810,000	\$2,760,000	\$11,238,956

TRANSPORTATION CAPITAL IMPROVEMENT PROJECTS

T 6	• SR 522 West A 61st to 65th	\$794,600
T 8	• SR 522 West B 57th to 61st	\$12,000,000
T 27	• Sidewalk Program	\$5,105,531
T35	• Overlay	\$3,055,351
T 37	• West Samm Bridge	\$21,615,639
T 39	• Neighborhood Traffic Calming Improvements	\$110,000
T 41	• Juanita Pedestrian & Bicycle Safety	\$12,732,000
T 42	• 68 th Ave Pedestrian & Bicycle Safety	\$5,100,000
T 43	• SR 522 Pedestrian Crossing Study	\$555,000
T 44	• 61st Ave Survey & Conceptual Plan	\$90,000

CITY OF KENMORE							
PROPOSED TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM							
FOR THE YEARS 2017-2022							
Project Description	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	2021 Proposed	2022 Proposed	2017-2022 Totals
T 6 SR 522 West A 61st to 65th	\$667,400	\$127,200	\$0	\$0	\$0	\$0	\$794,600
T 8 SR 522 West B 57th to 61st	0	0	0	600,000	7,400,000	4,000,000	12,000,000
T 27 Sidewalk Program							
South side NE 181st ST Construction	123,600	0	0	0	0	0	123,600
North side NE 181st ST	181,800	0	0	0	0	0	181,800
NE 202nd ST (198th -66th)	1,180,310	10,640	0	0	0	0	1,190,950
62nd Ave NE	778,520	6,985	0	0	0	0	785,505
Sidewalk Gaps:	0	0	100,000	100,000	100,000	100,000	400,000
Arrowhead Dr	11,100	132,800	726,133	0	0	0	870,033
NE 153rd Pl	11,100	132,400	604,938	0	0	0	748,438
NE 181st (65th -67th)	136,730	668,475	0	0	0	0	805,205
Subtotal	2,423,160	951,300	1,431,071	100,000	100,000	100,000	5,105,531
T 35 Overlay	450,000	805,351	450,000	450,000	450,000	450,000	3,055,351
T 37 West Samm Bridge	2,098,962	910,999	7,425,888	7,422,054	3,724,341	33,395	21,615,639
T 41 Juanita Dr Pedestrian & Bicycle Safety All Segments	600,000	1,500,000	4,162,000	2,156,667	2,156,667	2,156,666	12,732,000
T 42 68th Ave Pedestrian & Bicycle Safety All Segments	250,000	987,000	60,000	2,000,000	1,803,000	0	5,100,000
T 43 SR 522 Pedestrian Crossing Study	0	282,500	272,500	0	0	0	555,000
T 44 61 Ave Survey and Conceptual Plan	0	90,000	0	0	0	0	90,000
T 39 Neighborhood Transportation Plans Program	55,000	55,000	0	0	0	0	110,000
Total Project Costs	\$6,544,522	\$5,709,350	\$13,801,459	\$12,728,721	\$15,634,008	\$6,740,061	\$61,158,121
Funding as Proposed:							
Real Estate Excise Tax	\$1,235,356	\$629,735	\$577,750	\$550,000	\$550,000	\$550,000	\$4,092,841
Transportation Impact Fee Revenue	572,295	266,403	83,427	0	0	0	922,125
Transportation Impact Fee Revenue - West Samm Bridge	122,310	21,090	23,790	30,620	1,239,060	33,395	1,470,265
Transportation Benefit District	0	0	0	0	0	0	0
General Fund	267,900	59,900	0	0	0	0	327,800
Federal Transportation Funds SR 522	0	67,300	0	0	0	0	67,300
Federal Preservation Grant - Simonds Road	0	355,351	0	0	0	0	355,351
TIB Grant - Sidewalks	97,330	478,572	0	0	0	0	575,902
WSDOT Safe Routes to School - Sidewalks	686,315	199,340	1,247,644	0	0	0	2,133,299
Federal Highway Safety Impr Program - Sidewalks	707,864	0	0	0	0	0	707,864
Reimbursements from Other Agencies	28,500	0	0	0	0	0	28,500
BRAC Grant West Samm Bridge Replacement	674,754	703,448	6,413,800	3,289,378	0	0	11,081,380
STP Funds West Samm Bridge Replacement	1,063,994	0	0	0	0	0	1,063,994
Connecting WA Funds West Samm Bridge Replacement	237,904	186,461	988,298	4,102,056	2,485,281	0	8,000,000
Walkways & Waterways Bond Measure	850,000	2,252,000	1,375,000	2,640,000	826,334	2,156,666	10,100,000
Washington State Pedestrian and Bicycle Safety	0	254,750	244,750	0	0	0	499,500
Washington State LEAP Transportation Bill	0	0	0	600,000	7,400,000	4,000,000	12,000,000
Unsecured Grant Match Juanita Drive	0	235,000	2,847,000	1,516,667	3,133,333	0	7,732,000
Total Project Funding	\$6,544,522	\$5,709,350	\$13,801,459	\$12,728,721	\$15,634,008	\$6,740,061	\$61,158,121

SURFACE WATER IMPROVEMENT PROJECTS

SW8	• 190 TH Culvert at 61 st	\$1,500,000
SW8	• Public Works Trust Fund Loan Repayment	\$765,000
SW19	• NE 192 nd St Culvert Replacement	\$885,634
SW20	• Small Works Projects	\$300,000
SW25	• Strawberry Hills SW Tank Retrofit	\$460,000
SW29	• Infiltration Tank Retrofit 61st/190 th	\$620,000
SW30	• Drainage Improvements 153 rd /Arrowhead	\$125,000
SW31	• Drainage Improvements/Street Repair 66 th /196 th	\$115,000

CITY OF KENMORE, WASHINGTON							
PROPOSED SURFACE WATER CAPITAL IMPROVEMENT PROGRAM							
FOR THE YEARS 2017-2022							
Project Description	2017	2018	2019	2020	2021	2022	2017-2022
	Proposed	Proposed	Proposed	Proposed	Proposed	Proposed	Totals
SW 8 190th Culvert at 61st	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000
SW 8 Trust Fund Loan Repayment	0	153,000	153,000	153,000	153,000	153,000	765,000
SW 19 NE 192nd ST Culvert Replacement	885,634	0	0	0	0	0	885,634
SW 20 Small Works Projects	50,000	50,000	50,000	50,000	50,000	50,000	300,000
SW 25 Strawberry Hills SW Tank Retrofit	100,000	360,000	0	0	0	0	460,000
SW 29 Infiltration Tank Retrofit at 61st Ave NE/NE 190th St	120,000	0	500,000	0	0	0	620,000
SW 30 Drainage Improvements at 153rd/NE Arrowhead Dr	125,000	0	0	0	0	0	125,000
SW 31 Drainage Impr & Street Repair at 66th Ave NE /196th Pl	115,000	0	0	0	0	0	115,000
Total Project Costs	\$2,895,634	\$563,000	\$703,000	\$203,000	\$203,000	\$203,000	\$4,770,634
Funding As Proposed:							
KC Flood Control District Grant (SW30)	\$49,915	\$0	\$0	\$0	\$0	\$0	\$49,915
KC Flood Control District Grant (SW19) Secured	330,000	0	0	0	0	0	330,000
Reimbursement from Other Agencies	130,634	0	0	0	0	0	130,634
Public Works Trust Fund 10Year Loan (SW8)	1,500,000	0	0	0	0	0	1,500,000
Surface Water Utility Funds	885,085	563,000	703,000	203,000	203,000	203,000	2,760,085
Total Project Funding	\$2,895,634	\$563,000	\$703,000	\$203,000	\$203,000	\$203,000	\$4,770,634

2017-2018 BUDGET IMPACTS

CIP: Total Capital Fund Expenditures

Parks \$4,493,956

Transportation \$12,253,872

Surface Water \$3,458,634

CIP: Total Capital Fund Resources

Impact Fees (Park, Transportation)

Real Estate Excise Tax

Strategic Opportunity Fund

Park Grants

King County Levies

Walkways & Waterways Bond Measure

General & Street Fund

Federal Grants

State Grants

Surface Water Utility Fees

Public Works Trust Fund Loan

King County Flood Control District Grants

Reimbursements from Other Agencies

Thank You!

This concludes the Public Hearing on the
2017-2022 Capital Improvement Program.

Comments or Questions?



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

Subject/Topic: Integrating Low Impact Development Principles and Best Management Practices Into the City's Development-Related Codes, Rules and Standards.

For Council Meeting Agenda of: October 24, 2016

Department: Public Works

Prepared by: Richard Sawyer, Surface Water Manager

	<u>Initial & Date</u>
Approved by Department Head:	KNO 10/13/16
Approved by City Attorney:	VIA EMAIL
Approved by Finance Director:	KNO 10/13/16
Approved by City Manager:	KNO for RK 10/14/16

Proposed Council Action/Motion:
This meeting includes a staff presentation of draft ordinance 16-0428. No Council Action is required.

Exhibits/Attachments:
A – Draft Ordinance 16-0428

Expenditure Required \$50,000

Amount Budgeted \$50,000

Appropriation Required \$0

INFORMATION/BACKGROUND:

The intent of this presentation is to provide Council with a draft ordinance 16-0428 that amends City codes and adopts the 2016 King County Surface Water Design Manual in order to make low impact development the City's preferred and commonly-used approach to site development. Staff look forward to receiving City Council questions and comments. This presentation is an update to the recent September 19, 2016 meeting, where Council was provided with the first draft of proposed code amendments.

During the September 19, 2016 presentation to Council, staff discussed the process of integrating low impact development principles and best management practices into the City's codes and standards and provided a copy of the first draft of proposed code amendments for review. This Council meeting was followed by two public open houses on September 27th and 29th and a review of the code amendments by the City Attorney.

Staff did not receive additional questions or comments from Council after the September 19th meeting and did not receive any official comments during the two open houses. The City Attorney had several comments and they were reviewed and integrated into the draft ordinance being presented at this meeting.

Draft Ordinance 16-0428 (Attachment A) includes updates stemming from the City Attorney's comments received for the first draft and continuing edits done by staff and consultants. For your convenience, the draft ordinance, and associated code amendments, are formatted so that previously proposed amendments that did not receive any additional questions or comments are shown as normal text and new or updated changes are highlighted. No significant changes occurred between the first and current draft. Changes typically involved deletion of unneeded language, moving language around for clarification, and grammatical corrections.

Staff has scheduled an evening public open house on October 24th, which occurred right before this Council meeting. A formal public hearing will be scheduled for November 14, 2016. Council review of the final ordinance will be scheduled for late November or early December, depending on comments received at the October 24 open house, October 24th Council meeting and November 14 public hearing.

Schedule Summary

September 2016 – SEPA submittal to City of Kenmore
 September 2016 – Department of Commerce submittal
 September 19, 2016 – Council Meeting 1 to introduce LID integration
 September 27, 2016 – Public Open House 1 (morning session)
 September 29, 2016 – Public Open House 2 (afternoon session)
 October 24, 2016 – Public Open House 3 (evening session)
 October 24, 2016 – Council Meeting 2 to present draft ordinance
 November 14, 2016 – Public Hearing to present draft ordinance
 November/December, 2016 – Council Meeting 3 with Motion to adopt final ordinance

FISCAL CONSIDERATION:

The estimated cost of this project is \$50,000, of which \$25,000 is being covered by a grant awarded to the City by Ecology. The other \$25,000 was budgeted in the adopted 2015-2016 biennial budget.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

7 – To address watershed and water quality issues affecting the City.

COUNCIL BUSINESS AGENDA ITEM

MEETING OF OCTOBER 24, 2016

ATTACHMENT A – DRAFT ORDINANCE 16-0428

**CITY OF KENMORE
WASHINGTON
ORDINANCE NO. 16-0428**

AN ORDINANCE OF THE CITY OF KENMORE, WASHINGTON, ADDRESSING KENMORE MUNICIPAL CODE REGULATIONS FOR THE USE OF LOW IMPACT DEVELOPMENT BEST MANAGEMENT PRACTICES AND PRINCIPLES WITHIN THE CITY; AMENDING CHAPTERS 12.50, STREET STANDARDS, AND 12.70, SIDEWALKS, PLANTING STRIPS AND STREET TREES; ADOPTING A NEW CHAPTER 13.18, DEFINITIONS; AMENDING SECTION 13.30.030, SURFACE WATER MASTER PLAN; REPEALING EXISTING CHAPTER 13.35, SURFACE WATER RUNOFF POLICY; ADOPTING NEW CHAPTER 13.35, SURFACE WATER RUNOFF POLICY; REPEALING CHAPTER 13.40, SURFACE WATER MANAGEMENT PROGRAM; ADOPTING NEW CHAPTER 13.40, SURFACE WATER MANAGEMENT PROGRAM; REPEALING EXISTING CHAPTER 13.45, WATER QUALITY; ADOPTING NEW CHAPTER 13.45, WATER QUALITY; AMENDING CHAPTER 15.25, LAND ALTERATIONS; AMENDING SECTION 17.20.130, LOT SEGREGATIONS – CLUSTERED DEVELOPMENT; AMENDING CHAPTERS 18.20, TECHNICAL TERMS AND DEFINITIONS, 18.21, RESIDENTIAL ZONES, 18.23, COMMUNITY BUSINESS ZONE, 18.25, DOWNTOWN COMMERCIAL ZONE, 18.25A, URBAN CORRIDOR ZONE, 18.25B, WATERFRONT COMMERCIAL ZONE, 18.26, REGIONAL BUSINESS ZONE, 18.27, PUBLIC AND SEMI-PUBLIC ZONE, 18.28, PARKS ZONE, 18.28A, GOLF COURSE ZONE, 18.29, TRANSIT ORIENTED DEVELOPMENT (TOD) DISTRICT OVERLAY, 18.30, DEVELOPMENT STANDARDS – GENERAL, 18.35, DEVELOPMENT STANDARDS – LANDSCAPING, 18.40, DEVELOPMENT STANDARDS – PARKING AND CIRCULATION, 18.50, DEVELOPMENT STANDARDS – DESIGN REQUIREMENTS FOR SPECIFIC USES, AND 18.52, DOWNTOWN DESIGN STANDARDS; ADOPTING SEVERABILITY AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the Washington State Department of Ecology, authorized by the United States Environmental Protection Agency, through the City’s National Pollutant Discharge Elimination System (NPDES) Phase II Municipal Stormwater Permit, requires that the City integrate low impact development (LID) principles and best management practices (BMPs) into its regulations and codes by December 31, 2016; and

WHEREAS, on October 7, 2014, the Planning Commission recommended Council adoption of the proposed amendments to the Surface Water Element of the Comprehensive Plan, including Policy SW-1.1.4 that states “Where feasible, the City will make low impact development (LID) the preferred and commonly-used approach to site development.”; and

WHEREAS, on November, 17, 2014, the City Council approved the update to the Surface Water Element of the Comprehensive Plan; and

WHEREAS, on April 20, 2015, the City Council adopted the Surface Water Master Plan, which included a review and discussion of surface water management policies and codes, including the integration of low impact development principles and best management practices; and

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

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

WHEREAS, on September 13, 2016, the City Council reviewed and considered the proposed amendments; and

WHEREAS, on September 27, 2016, the City held a morning public open house on the proposed amendments to obtain public input; and

WHEREAS, on September 29, 2016, the City held an afternoon public open house on the proposed amendments to obtain public input; and

WHEREAS, on October 24, 2016, the City held an evening public open house on the proposed amendments to obtain public input; and

WHEREAS, on October 24, 2016, the City Council continued its review and consideration of the proposed amendments; and

WHEREAS, on November 14, 2016, the City Council held a public hearing and continued its review and consideration of the proposed amendments; and

WHEREAS, the proposed amendments are consistent with the Growth Management Act and the countywide planning policies through planning for infrastructure growth while protecting a high quality of life; and

WHEREAS, the proposed amendments are consistent with the policies, objectives, and goals of the Comprehensive Plan, and do not create an inconsistency within the Plan; and

WHEREAS, amendments to multiple chapters of the municipal code are proposed to eliminate inconsistencies and ensure that the proposed amendments do not duplicate or conflict with other portions of the Kenmore Municipal Code; and

WHEREAS, the proposed amendments also address changed circumstances by adopting regulations that are consistent with federal law relating to surface water management; and

WHEREAS, on November 28, 2016, the City Council approved the adoption of the proposed amendments;

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

Section 1. Findings. The recitals set forth above are hereby adopted as the City Council's findings in support of this Ordinance. The City Council hereby finds that decision criteria set forth in KMC 19.20.090, for the amendment of development regulations, has been met. This finding is based on the incorporated recitals and the record created before the City Council.

Section 2. Amendments to Chapters 12.50, and 12.70 of the Kenmore Municipal Code. The City Council amends Chapters 12.50, Street Standards, and 12.70, Sidewalks, Planting Strips and Street Trees, of the Kenmore Municipal Code to read as set forth in Attachment A, attached hereto and incorporated herein by reference.

Section 3. Amendments to Section 13.30.030, of the Kenmore Municipal Code. The City Council amends Chapters 12.30.030, Surface Water Master Plan, of the Kenmore Municipal Code to read as set forth in Attachment B, attached hereto and incorporated herein by reference.

Section 4. Adoption of new Chapter 13.32 of the Kenmore Municipal Code. The City Council adopts a new Chapter 13.32, Technical Terms and Definitions, of the Kenmore Municipal Code to read as set forth in Attachment C, attached hereto and incorporated herein by reference.

Section 5. Repeal of Chapter 13.35 of the Kenmore Municipal Code. The City Council repeals existing Chapter 13.35, Surface Water Runoff Policy, of the Kenmore Municipal Code.

Section 6. Adoption of new Chapter 13.35 of the Kenmore Municipal Code. The City Council adopts a new Chapter 13.35, Surface Water Runoff Policy, of the Kenmore Municipal Code to read as set forth in Attachment D, attached hereto and incorporated herein by reference.

Section 7. Repeal of Chapter 13.40 of the Kenmore Municipal Code. The City Council repeals existing Chapter 13.40, Surface Water Management Program, of the Kenmore Municipal Code.

Section 8. Adoption of new Chapter 13.40 of the Kenmore Municipal Code. The City Council adopts a new Chapter 13.40, Surface Water Management Program, of the Kenmore Municipal Code to read as set forth in Attachment E, attached hereto and incorporated herein by reference.

Section 9. Repeal of Chapter 13.45 of the Kenmore Municipal Code. The City Council repeals existing Chapter 13.45, Water Quality, of the Kenmore Municipal Code.

Section 10. Adoption of new Chapter 13.45 of the Kenmore Municipal Code. The City Council adopts a new Chapter 13.45, Water Quality, of the Kenmore Municipal Code to read as set forth in Attachment F, attached hereto and incorporated herein by reference.

Section 11. Amendments to Chapter 15.25 of the Kenmore Municipal Code. The City Council adopts amendments to Chapter 15.25, Land Alterations, of the Kenmore Municipal Code to read as set forth in Attachment G, attached hereto and incorporated herein by reference.

Section 12. Amendments to Section 17.20.130 of the Kenmore Municipal Code. The City Council adopts amendments Section 17.20.130, Lot Segregations – Clustered Development, of the Kenmore Municipal Code to read as set forth in Attachment H, attached hereto and incorporated herein by reference.

Section 13. Amendments to Chapters 18.20, 18.21, 18.23, 18.25, 18.25A, 18.25B, 18.26, 18.27, 18.28, 18.28A, 18.29, 18.30, 18.35, 18.40, 18.50, 18.52 of the Kenmore Municipal Code. The City Council adopts amendments to Chapters 18.20, Technical Terms and Definitions, 18.21, Residential Zones, 18.23, Community Business Zone, 18.25, Downtown Commercial Zone, 18.25A, Urban Corridor Zone, 18.25B, Waterfront Commercial Zone, 18.26, Regional Business Zone, 18.27, Public and Semi-Public Zone, 18.28, Parks Zone, 18.28A, Golf Course Zone, 18.29, Transit Oriented Development (TOD) District Overlay, 18.30, Development Standards – General, 18.35, Development Standards – Landscaping, 18.40, Development Standards – Parking and Circulation, 18.50, Development Standards – Design Requirements for Specific Uses, and 18.52, Downtown Design Standards, of the Kenmore Municipal Code to read as set forth in Attachment I, attached hereto and incorporated herein by reference.

Section 14. Severability. If any provision of this Ordinance or its application to any person or circumstance is held invalid or unconstitutional by a court of competent jurisdiction, the remainder of the Ordinance, or the application of the provision to other persons or circumstances, is not affected.

Section 15. Effective Date. This Ordinance shall be published in the official newspaper of the City and shall take effect and be in force five (5) days after the date of publication.

PASSED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 28th DAY OF NOVEMBER, 2016.

ATTEST/AUTHENTICATED:

CITY OF KENMORE

Patty Safrin, City Clerk

David Baker, Mayor

Approved as to form:

Rod P. Kaseguma, City Attorney

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

DRAFT ORDINANCE 16-0428

ATTACHMENT A – AMENDMENTS TO CHAPTERS 12.50 AND 12.70

TITLE 12 – STREETS AND BRIDGES

Chapter 12.50 – Street Standards

12.50.010 – Adoption:

B. Consistent with the council’s direction and intent in adopting the standards, the department of public works is hereby authorized to develop public rules and make minor changes to the standards, or the referenced companion documents, in order to better implement the standards and as needed to stay current with changing design, environmental, and construction technology and methods.

Chapter 12.70 – Sidewalks, Planting Strips and Street Trees

12.70.010 – Definitions:

A. “Curb” means a cement, concrete or asphaltic concrete raised structure designed to delineate the edge of the streetway and to separate the vehicular portion from that provided for pedestrians and to control surface drainage.

B. “Planting strip” means that portion of the right-of-way behind the curb line and between the curb line and the sidewalk or between the sidewalk and the right-of-way line used for the planting of trees, grass, shrubs or ground cover. Landscape-based stormwater management facilities may also be placed within this area where feasible.

C. “Sidewalk” means that property between the curb line and the adjacent property, set aside and intended for the use of pedestrians, improved by paving with permeable or impermeable cement concrete or asphaltic concrete.

12.70.040 – Planting Strip Maintenance:

Maintenance of planting strips including trees, shrubbery, grass, landscape-based stormwater management facilities, or other ground cover shall be the responsibility of the abutting property owner. Should the director of public works find that such property is not being properly maintained, a notice shall be forwarded as provided in KMC 12.70.030 specifying a reasonable time within which such maintenance shall be accomplished. If the owner fails to proceed, the department of public works will have the maintenance performed, and the cost will be assessed against the property owner as provided in KMC 12.70.030.

DRAFT ORDINANCE 16-0428

ATTACHMENT B – AMENDMENTS TO SECTION 13.30.030

CHAPTER 13.30
GENERAL PROVISIONS

Sections:

- 13.30.010 Surface water utility established.
- 13.30.020 Stormwater utility fund created.
- 13.30.030 Surface water management plan.
- 13.30.040 Penalty.

13.30.010 Surface water utility established.

Pursuant to RCW [35.67.020](#), the City hereby determines to conduct, maintain and operate a stormwater utility. [Ord. 98-0016 § 1.]

13.30.020 Stormwater utility fund created.

There is hereby created a stormwater utility fund, into which all rates and charges shall be placed. [Ord. 98-0016 § 4.]

13.30.030 Surface water ~~mastermanagement~~ plan.

The City hereby adopts by reference the 2015 City of Kenmore Surface Water Master Plan, attached to the ordinance codified in this section as Exhibit A.* [Ord. ~~16-0428~~[16-0428](#) § 1.]

*Code reviser's note: Exhibit A is on file in the office of the city clerk.

13.30.040 Penalty.

Any person violating any of the provisions of this chapter shall be guilty of a misdemeanor and shall be punished as set forth in Chapter [1.15](#) KMC. [Ord. 98-0016 § 5.]

DRAFT ORDINANCE 16-0428

ATTACHMENT C – ADOPTION OF NEW CHAPTER 13.32

CHAPTER 13.32
TECHNICAL TERMS AND DEFINITIONS

Sections:

13.32.010	Scope of Chapter.
13.32.020	Adjustment
13.32.030	AKART
13.32.040	Applicant
13.32.050	Basin
13.32.060	Basin plan
13.32.070	Best Management Practices
13.32.080	City
13.32.090	City Manager
13.32.100	Clean Water Act
13.32.110	Closed Depression
13.32.120	Construct or modify
13.32.130	Conveyance system
13.32.140	County
13.32.150	Developed parcel
13.32.160	Development
13.32.170	Discharge
13.32.180	Drainage
13.32.190	Drainage easement
13.32.200	Drainage facility

13.32.210	Drainage review
13.32.220	Erosion and sediment control
13.32.230	Financial guarantee
13.32.250	Flow control BMP
13.32.260	Flow control BMP design and maintenance details
13.32.270	Flow control BMP site plan (FCBMP site plan)
13.32.280	Flow control facility
13.32.290	Full drainage review
13.32.300	Hard surface
13.32.310	Groundwater
13.32.320	High-use site
13.32.330	Hydraulically connected
13.32.340	Impervious surface
13.32.350	Improvement
13.32.370	Land disturbing activity
13.32.390	Landslide hazard drainage area
13.32.410	Licensed civil engineer
13.32.420	LID
13.32.430	LID best management practices (LID BMPs)
13.32.440	LID principles
13.32.450	Low impact development
13.32.460	Maintenance

13.32.480	MS4
13.32.490	Municipal separate storm sewer system
13.32.500	Native vegetated surface
13.32.510	National Pollutant Discharge Elimination System
13.32.520	Natural discharge location
13.32.530	New impervious surface
13.32.540	New pervious surface
13.32.550	New pollution generating impervious surface (New PGIS)
13.32.560	New pollution generating pervious surface (New PGPS)
13.32.570	NPDES
13.32.580	Open space
13.32.590	Parcel
13.32.600	Permeable pavement
13.32.610	Permeable soils
13.32.620	Person
13.32.630	Pervious surface
13.32.640	Pollution generating impervious surface (PGIS)
13.32.650	Pollution generating pervious surface (PGPS)
13.32.660	Project
13.32.670	Project site
13.32.680	Rate Category
13.32.690	Redevelopment project

13.32.700	Replaced impervious surface
13.32.710	Replaced pollution generating impervious surface (Replaced PGIS)
13.32.720	Residence
13.32.730	Residential parcel
13.32.740	Runoff
13.32.770	Shared facility
13.32.790	Site
13.32.800	Stormwater
13.32.820	Stormwater pollution prevention manual
13.32.830	Sub-basin
13.32.840	Surface water
13.32.850	Surface water design manual (SWDM)
13.32.860	Surface <u>water</u> and stormwater management
13.32.870	Stormwater management program
13.32.880	Stormwater management program plan
13.32.890	Surface water master plan
13.32.900	Targeted drainage review
13.32.910	Undeveloped parcel
13.32.920	Waters of the state
13.32.930	Water quality treatment facility
13.32.940	Western Washington phase II municipal stormwater permit

13.32.010 Scope of Chapter

The definitions of this chapter shall apply to Title 13 Division II KMC, and shall prevail over any conflicting definition f in the Surface Water Design Manual, as defined in this chapter.

13.32.020 Adjustment

"Adjustment" means a variation from the requirements of KMC [13.35.050](#) and the Surface Water Design Manual approved by the city manager for a particular project in accordance with KMC [13.35.050](#)(C). The term "adjustment" replaces the term "variance," which was used in prior editions of the Surface Water Design Manual.

13.32.030 AKART

"AKART" means "all known, available, and reasonable methods of prevention, control, and treatment." AKART represents the most current methodology that can be reasonably required for preventing, controlling, or abating the pollutants associated with a discharge. "AKART" applies to both point and nonpoint sources of pollution.

13.32.040 Applicant

"Applicant" means a property owner or a public agency or public or private utility which owns a right-of-way or other easement, or has been adjudicated the right to such an easement pursuant to RCW [8.12.090](#), or any person or entity designated or named in writing by the property or easement owner to be the applicant, in an application for a development proposal, permit or approval.

13.32.050 Basin

"Basin" means a geographic area that contains or drains to a stream or river named or noted on common maps, such as Swamp Creek, or a geographic area that drains to a nonflowing water body named and noted on common maps, such as Lake Washington.

13.32.060 Basin plan

"Basin plan" means a plan and all implementing regulations and procedures including, but not limited to, capital projects, public education activities and land use management adopted by ordinance for managing ~~surface and stormwater~~[surface water and stormwater](#) within individual subbasins.

13.32.070 Best Management Practices

"Best Management Practices" or "BMPs" means the best available and reasonable physical, structural, managerial, or behavioral activities, that, when used singly or in combination, eliminate or reduce the contamination of both surface and groundwaters.

13.32.080 City

"City" means the City of Kenmore.

13.32.090 City Manager

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

13.32.100 Clean Water Act

"Clean Water Act" means 33 U.S.C. 1251 et seq., as amended.

13.32.110 Closed Depression

"Closed depression" means an area greater than 5,000 square feet at overflow elevation that is low-lying and that has no or such a limited surface water outlet that the area acts as a stormwater retention facility.

13.32.120 Construct or modify

"Construct or modify" means to install a new drainage pipe or ditch or make improvements to an existing drainage pipe or ditch, for purposes other than maintenance, that either serves to concentrate previously unconcentrated ~~surface and stormwater~~ surface water and stormwater runoff, or serves to increase, decrease and/or redirect the conveyance of ~~surface and stormwater~~ surface water and stormwater runoff. "Construct or modify" does not include installation or maintenance of a driveway culvert installed as part of a single-family residential building permit.

13.32.130 Conveyance system

"Conveyance system" means the drainage facilities and features, both natural and constructed, which collect, contain and provide for the flow of ~~surface and stormwater~~ surface water and stormwater from the highest points on the land down to a receiving water. The natural elements of the conveyance system include swales and small drainage courses, streams, rivers, lakes and wetlands. The constructed elements of the conveyance system include gutters, ditches, pipes, channels and most flow control and water quality treatment facilities.

13.32.140 County

"County" means King County, Washington.

13.32.150 Developed parcel

"Developed parcel" means any parcel altered from its native state by the construction, creation or addition of impervious or pervious surfaces, including the alteration of soil conditions, ground cover, and species of vegetation (such as landscaping).

13.32.160 Development

"Development" means any activity that requires a permit or approval, including, but not limited to, a building permit, grading permit, shoreline substantial development permit, conditional use permit, special use permit, zoning variance, zone reclassification, subdivision, short subdivision, binding site plan, site plan review or right-of-way use permit.

13.32.170 Discharge

"Discharge" means throw, drain, release, dump, spill, empty, emit, or pour forth any matter or to cause or allow matter to flow, run, or seep from land or be thrown, drained, released, dumped, spilled, emptied, emitted or poured into water.

13.32.180 Drainage

"Drainage" means the collection, conveyance, containment or discharge, or any combination thereof, of ~~surface and stormwater~~surface water and stormwater runoff.

13.32.190 Drainage easement

"Drainage easement" means a legal encumbrance that is placed against a property's title to reserve specified privileges for the users and beneficiaries of the drainage facilities contained within the boundaries of the easement.

13.32.200 Drainage facility

"Drainage facility" means a constructed or engineered feature that collects, conveys, stores, treats, or otherwise manages stormwater runoff or surface water. "Drainage facility" includes, but is not limited to, a constructed or engineered stream, lake, wetland, or closed depression, or a pipe, channel, ditch, gutter, flow control facility, flow control BMP, water quality facility, erosion and sediment control facility, and any other structure and appurtenance that provides for drainage.

13.32.210 Drainage review

"Drainage review" means an evaluation by the City staff of a proposed project's compliance with the drainage requirements in the Surface Water Design Manual. The types of drainage review include: simplified drainage review, targeted drainage review, directed drainage review, full drainage review and large project drainage review.

13.32.220 Erosion and sediment control

"Erosion and sediment control" means any temporary or permanent measures taken to reduce erosion, control siltation and sedimentation and ensure that sediment-laden water does not leave the site or enter into wetlands or aquatic areas.

13.32.230 Financial guarantee

"Financial guarantee" means a form of financial security posted to do one or more of the following: ensure timely and proper completion of improvements; ensure compliance with this code; or provide secured warranty of materials, workmanship of improvements and design. "Financial guarantee" includes assignments of funds, cash deposit, surety bonds or other forms of financial security acceptable to the city manager. "Performance guarantee," "maintenance guarantee" and "defect guarantee" are considered subcategories of financial guarantee.

13.20.240 Flood hazard reduction plan

~~"Flood hazard reduction plan" means a plan and all the implementing programs, regulations and procedures including, but not limited to, capital projects, public education activities and enforcement programs for reduction of flood hazards and prepared in accordance with RCW 86.12.200.~~

Commented [A1]: DELETE – King County reference.

13.32.250 Flow control BMP

"Flow control BMP" means a small scale drainage facility or feature that is part of a development site strategy to use processes such as infiltration, dispersion, storage, evaporation, transpiration, forest retention, and reduced impervious surface footprint to mimic pre-developed hydrology and minimize stormwater runoff.

13.32.260 Flow control BMP design and maintenance details

"Flow control BMP design and maintenance details" means the diagrams/figures, design specifications, and maintenance instructions for each flow control BMP proposed on an individual site/lot that does not

contain a flow control or water quality facility. These details are intended to be recordable to facilitate attachment to the declaration of covenant and grant of easement required for implementation of flow control BMPs on individual sites/lots. The City may waive all or a portion of this component if it determines there is no need to specify design details or maintenance instructions for certain proposed BMPs.

13.32.270 Flow control BMP site plan (FCBMP site plan)

"Flow control BMP site plan (FCBMP site plan)" means a scale drawing of an individual site/lot used to show how required flow control BMPs will be applied to the target surfaces of an individual site/lot that does not contain a flow control or water quality facility. The FCBMP site plan is intended to be a recordable document (or reducible to a recordable document) that can be attached to the declaration of covenant and grant of easement required for implementation of flow control BMPs on individual sites/lots. DPER may allow a written version of this plan if they determine there is no need to illustrate the size and location of proposed flow control BMPs.

13.32.280 Flow control facility

"Flow control facility" means a drainage facility designed to mitigate the impacts of increased ~~surface and stormwater~~surface water and stormwater runoff generated by site development pursuant to the drainage requirements in Title 13 Division II KMC. Flow control facilities are designed either to hold water for a considerable length of time and then release it by evaporation, plant transpiration and/or infiltration into the ground or to hold runoff for a short period of time and then release it to the conveyance system.

13.32.290 Full drainage review

"Full drainage review" means the evaluation required by KMC 13.35.040 of a proposed project's compliance with the full range of core and special requirements in the surface water design manual. Full drainage review is required for any proposed project, unless the project is subject to simplified drainage review, targeted drainage review, directed drainage review, or large project drainage review that (1) would result in two thousand square feet or more of new plus replaced impervious surface; or (2) would result in 7,000 square feet or more of land disturbing activity.

13.32.300 Hard surface

"Hard surface" means an impervious surface, a permeable pavement, or a vegetated roof.

13.32.310 Groundwater

"Groundwater" means all waters that exist beneath the land surface or beneath the bed of any stream, lake, or reservoir, or other body of surface water, whatever may be the geological formation or structure in which such water stands or flows, percolates or otherwise moves.

13.32.320 High-use site

"High-use site" means a commercial, industrial or street intersection site that generates a higher-than-average number of vehicle turnovers or has other characteristics that generate the potential for chronic oil accumulation. High-use sites include:

1. Commercial or industrial sites subject to:
 - a. An expected daily traffic count greater than 100 vehicles per 1,000 square feet of gross building area;
 - b. Petroleum storage or transfer in excess of 1,000 gallons per year, not including routine fuel oil storage or transfer; or
 - c. Use, storage or maintenance of a fleet of 25 or more diesel vehicles each weighing over 10 tons; or
2. Street intersections with average daily traffic counts of 25,000 vehicles or more on the main streetway and 15,000 or more vehicles on any intersecting streetway (excluding pedestrian or bicycle use improvement projects).

13.32.330 Hydraulically connected

"Hydraulically connected" means connected through surface flow or water features such as wetlands or lakes.

13.32.340 Impervious surface

"Impervious surface" means a hard surface area that either prevents or retards the entry of water into the soil mantle as under natural conditions before development; or that causes water to run off the surface in greater quantities or at an increased rate of flow compared to the flow present under natural conditions prior to development (see also "new impervious surface"). Common impervious surfaces include, but are not limited to, roof, walkways, patios, driveways, parking lots, or storage areas, areas that are paved, graveled or made of packed or oiled earthen materials or other surfaces that similarly impede the natural infiltration of surface water or stormwater. For the purposes of applying the impervious surface thresholds

and exemptions contained in the surface water design manual, permeable pavement, vegetated roofs, and pervious surfaces with underdrains designed to collect stormwater runoff are considered impervious surface while an open uncovered flow control or water quality facility is not. However, for the purposes of computing runoff, uncovered flow control or water quality facilities shall be modeled as impervious surfaces.

13.32.350 Improvement

"Improvement" means a permanent, human-made physical change to land or real property including, but not limited to, buildings, streets (with or without curbs or gutters), sidewalks, crosswalks, parking lots, water mains, sanitary and storm sewers, drainage facilities, and landscaping.

13.20.360 Lake management plan

~~"Lake management plan" means a plan describing the lake management recommendations and requirements adopted by laws or regulations for managing water quality within individual lake basins.~~

Commented [A2]: DELETE – King County reference.

13.32.370 Land disturbing activity

"Land disturbing activity" means an activity that results in a change in the existing soil cover, both vegetative and nonvegetative, or to the existing soil topography. "Land disturbing activity" includes, but is not limited to, demolition, construction, clearing, grading, filling, excavation and compaction. "Land disturbing activity" does not include tilling conducted as part of agricultural practices, landscaping maintenance or gardening.

13.20.380 Land use code

~~"Land use code" means restrictions on the type of development for a specific parcel of land as identified by records maintained by the City as modified or supplemented by information resulting from investigation by the City. Land use codes are preliminary indicators of the extent of impervious surface and are used in the initial analysis to assign an appropriate rate category for a specific parcel.~~

Commented [A3]: DELETE – King County reference.

13.32.390 Landslide hazard drainage area

"Landslide hazard drainage area" means an area tributary to a landslide hazard area (KMC [18.20.1570](#)) where the City has determined that overland flows from new projects will pose a significant threat to health and safety because of their close proximity to the landslide hazard area. A delineation of known landslide hazard areas can be found in the Kenmore Critical Areas – Geologic Hazard Areas Map (KMC [18.55.130](#)).

13.20.400 Large project drainage review

"Large project drainage review" means the evaluation required by KMC ~~13.35.040~~ for any proposed project that:

1. Would, at full build-out of the project site, result in 50 acres or more of new impervious surface within a drainage sub-basin or a number of sub-basins hydraulically connected across sub-basin boundaries; or

2. Has a project site of 50 acres or more within a critical aquifer recharge area.

Commented [A4]: DELETE – King County reference.

13.32.410 Licensed civil engineer

"Licensed civil engineer" means a person registered with the State of Washington as a professional engineer in civil engineering.

13.32.420 LID

"LID" means low impact development.

13.32.430 LID best management practices (LID BMPs)

"LID best management practices" or "LID BMPs" means distributed stormwater management practices, integrated into a project design, that emphasize pre-disturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration. LID BMPs are referred to as flow control BMPs in the surface water design manual and include, but are not limited to, bioretention, permeable pavements, limited infiltration systems, roof downspout controls, dispersion, soil quality and depth, and minimal excavation foundations.

13.32.440 LID principles

"LID principles" means land use management strategies that emphasize conservation, on-site natural features, and site planning to minimize impervious surfaces, native vegetation loss and stormwater runoff.

13.32.450 Low impact development

"Low impact development" or "LID" means a stormwater and land use management strategy that strives to mimic pre-disturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration by emphasizing conservation, use of on-site natural features, site planning, and distributed

stormwater management practices that are integrated into a project design. Other common names for "LID" are "Green Stormwater Infrastructure" or "Natural Drainage Systems".

13.32.460 Maintenance

"Maintenance" means those usual activities taken to prevent a decline, lapse, or cessation in the use of currently serviceable structures, facilities, BMPs, equipment, or systems if there is no expansion of any of these, and there are no significant hydrologic impacts. Maintenance includes the repair or replacement of non-functional facilities and BMPs, and the replacement of existing structures with different types of structures, if the repair or replacement is required to meet current engineering standards or is required by one or more environmental permits and the functioning characteristics of the original facility or structure are not changed. For the purposes of applying this definition to the thresholds and requirements of Title 13 Division II KMC, the city manager will determine whether the functioning characteristics of the original facility, structure, or BMP will remain sufficiently unchanged to consider replacement as maintenance. Drainage review is not required for projects proposing only maintenance.

13.20.470 Master drainage plan

"Master drainage plan" means ~~the surface water master plan of the city, adopted by KMC 13.30.030a comprehensive drainage control plan intended to prevent significant adverse impacts to the natural and constructed drainage system, both on site and off site.~~

Commented [A5]: DELETE – King County reference.

13.32.480 MS4

"MS4" means the municipal separate storm sewer system.

13.32.490 Municipal separate storm sewer system

"Municipal separate storm sewer system" means a conveyance, or system of conveyances (including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, manmade channels, or storm drains):

- (i) Owned or operated by a state, city, town, borough, county, parish, district, association, or other public body (created by or pursuant to state law) having jurisdiction over disposal of wastes, stormwater, or other wastes, including special districts under State law such as a sewer district, flood control district or drainage district, or similar entity, or an Indian tribe or an authorized Indian tribal organization, or a designated and approved management agency under section 208 of the Clean Water Act that discharges to waters of Washington State;

- (ii) Designed or used for collecting or conveying stormwater;
- (iii) Which is not a combined sewer;
- (iv) Which is not part of a Publically Owned Treatment Works as defined at 40 CFR 122.2; and
- (v) Which is defined as "large" or "medium" or "small" or otherwise designated by the Washington State Department of Ecology pursuant to 40 CFR 122.26.

13.32.500 Native vegetated surface

"Native vegetated surface" means a surface in which the soil conditions, ground cover, and species of vegetation are like those of the original native condition for the site. More specifically, this means (1) the soil is either undisturbed or has been treated according to the "native vegetated landscape" specifications in SWDM Appendix C, Section C.2.1.8; (2) the ground is either naturally covered with vegetation litter or has been top-dressed between plants with 4 inches of mulch consistent with the native vegetated landscape specifications in SWDM Appendix C; and (3) the vegetation is either (a) comprised predominantly of plant species, other than noxious weeds, that are indigenous to the coastal region of the Pacific Northwest and that reasonably could have been expected to occur naturally on the site or (b) comprised of plant species specified for a native vegetated landscape in SWDM Appendix C. Examples of these plant species include trees such as douglas fir, western hemlock, western red cedar, alder, big-leaf maple and vine maple; shrubs such as willow, elderberry, salmonberry and salal; and herbaceous plants such as sword fern, foam flower, and fireweed.

13.32.510 National Pollutant Discharge Elimination System

"National Pollutant Discharge Elimination System" means the national program for issuing, modifying, revoking, and reissuing, terminating, monitoring and enforcing permits, and imposing and enforcing pretreatment requirements, under sections 307, 402, 318, and 405 of the Clean Water Act, for the discharge of pollutants to surface waters of the state from point sources. These permits are referred to as NPDES permits and, in Washington State, are administered by the Washington State Department of Ecology.

13.32.520 Natural discharge location

"Natural discharge location" means the location where ~~surface and stormwater~~surface water and stormwater runoff leaves (or would leave if not infiltrated or retained) the site or project site under existing site conditions.

13.32.530 New impervious surface

"New impervious surface" means the addition of a hard or compacted surface such as roofs, pavement, gravel or dirt; or the addition of a more compacted surface, like paving over pre-existing dirt or gravel. Permeable pavement and vegetated roofs are considered new impervious surface for purposes of determining whether the thresholds for application of minimum requirements are exceeded in the SWDM, as are lawns, landscaping, sports fields, golf courses, and other areas that have modified runoff characteristics resulting from the addition of underdrains designed to collect stormwater runoff. Open, uncovered retention/detention facilities shall not be considered impervious surfaces for purposes of determining whether the thresholds for application of minimum requirements in the SWDM are exceeded. Open, uncovered retention/detention facilities shall be considered impervious surfaces for purposes of runoff modeling.

13.32.540 New pervious surface

"New pervious surface" means the conversion of native vegetated surface or other native surface to a nonnative pervious surface (e.g., conversion of forest or meadow to pasture land, grass land, cultivated land, lawn, landscaping, bare soil, etc.) or any alteration of existing nonnative pervious surface that significantly increases ~~surface and stormwater~~ surface water and stormwater runoff (e.g., conversion of pasture land, grass land, or cultivated land to lawn, landscaping or bare soil; or alteration of soil characteristics).

13.32.550 New pollution generating impervious surface (New PGIS)

"New PGIS" means new impervious surface that is pollution-generating impervious surface or any alteration of existing pollution-generating impervious surface that changes the type of pollutants or results in increased pollution loads and/or concentrations.

13.32.560 New pollution generating pervious surface (New PGPS)

"New PGPS" means new pervious surface that is pollution-generating pervious surface or any alteration of existing pollution-generating pervious surface that changes the type of pollutants or results in increased pollution loads and/or concentrations.

13.32.570 NPDES

"NPDES" means National Pollutant Discharge Elimination System.

13.32.580 Open space

"Open Space" means any parcel, property or portion thereof classified for current use taxation under Chapter [84.34](#) RCW, or for which the development rights have been sold to the City. This definition includes lands which have been classified as open space, agricultural or timber lands under criteria contained in Chapter [84.34](#) RCW.

13.32.590 Parcel

"Parcel" means the smallest separately segregated unit or plot of land having an identified owner, boundaries and surface area which is documented for property tax purposes and given a tax lot number by the King County assessor.

13.32.600 Permeable pavement

"Permeable pavement" means pervious concrete, porous asphalt, permeable pavers or other forms of pervious or porous paving material intended to allow passage of water through the pavement section. It often includes an aggregate base that provides structural support and acts as a stormwater reservoir.

13.32.610 Permeable soils

"Permeable soils" means soil materials with a sufficiently rapid infiltration rate so as to greatly reduce or eliminate ~~surface and stormwaters~~[surface water and stormwater](#) runoff.

13.32.620 Person

"Person" means an individual, and his or her agent or assign, municipality, political subdivision, government agency, partnership, corporation, business, or any other entity.

13.32.630 Pervious surface

"Pervious surface" means any surface material that allows stormwater to infiltrate into the ground. Examples include lawn, landscape, pasture, and native vegetation areas. Note for purposes of threshold determination and runoff volume modeling for detention and treatment in the SWDM, vegetated roofs and permeable pavements are to be considered impervious surfaces along with lawns, landscaping, sports fields, golf courses, and other areas that have modified runoff characteristics resulting from the addition of underdrains.

13.32.640 Pollution generating impervious surface (PGIS)

"Pollution-generating impervious surface (PGIS)" means an impervious surface considered to be a significant source of pollutants in stormwater runoff. Such surfaces include those that are subject to:

vehicular use, industrial activities, or storage of erodible or leachable materials, wastes, or chemicals; and that receive direct rainfall or the run-on or blow-in of rainfall. A covered parking area would be included if runoff from uphill could regularly run through it or if rainfall could regularly blow in and wet the pavement surface. PGIS includes metal roofs unless they are coated with an inert, non-leachable material (see SWDM Reference 11-E). PGIS includes roofs that are exposed to the venting of significant amounts of dusts, mists, or fumes from manufacturing, commercial, or other indoor activities. PGIS includes vegetated roofs exposed to pesticides, fertilizers, or loss of soil. Other roofing types that may pose risk but are not currently regulated are listed in the SWDM Reference 11-E. Lawns, landscaping, sports fields, golf courses, and other areas that have modified runoff characteristics resulting from the addition of underdrains that have the pollution generating characteristics described under the "pollution-generating pervious surface" definition are also considered PGIS.

13.32.650 Pollution generating pervious surface (PGPS)

"Pollution-generating pervious surface (PGPS)" means a non-impervious surface considered to be a significant source of pollutants in ~~surface and stormwater~~surface water and stormwater runoff. Such surfaces include those that are *subject to vehicular use*, industrial activities, storage of *erodible or leachable materials, wastes, or chemicals*, and that receive direct rainfall or the run-on or blow-in of rainfall; or subject to use of pesticides and fertilizers, or loss of soil. Such surfaces include, but are not limited to, the lawn and landscaped areas of a residential, commercial, or industrial site or land use, golf courses, parks, sports fields (natural and artificial turf), cemeteries, and County-standard grassed modular grid pavement.

13.32.660 Project

"Project" means any proposed action to alter or develop a site which may also require drainage review.

13.32.670 Project site

"Project site" means the portion of a site and any off-site areas subject to proposed project activities, alterations and improvements including those required by this code.

13.32.680 Rate Category

"Rate category" means the classification in Title 13 Division II KMC given to a parcel in the ~~service area~~City based upon the type of land use on the parcel and the percentage of impervious surface area contained on the parcel.

13.32.690 Redevelopment project

"Redevelopment project" means a project that proposes to add, replace or modify impervious surface for purposes other than a residential subdivision or maintenance on a site that:

1. Is already substantially developed in a manner that is consistent with its current zoning or with a legal nonconforming use; or
2. Has an existing impervious surface coverage of 35 percent or more.

13.32.700 Replaced impervious surface

"Replaced impervious surface" means any existing impervious surface on the project site that is proposed to be removed and re-established as impervious surface, excluding impervious surface removed for the sole purpose of installing utilities or performing maintenance on underground infrastructure. For structures, "removed" means the removal of buildings down to the foundation. For other impervious surfaces, "removed" means the removal down to base course or bare soil. It does not include the removal of pavement material through grinding or other surface modification unless the entire layer of PCC or AC is removed. Replaced impervious surface also includes impervious surface that is moved from one location to another on the project site where the following two conditions are met: (a) the area from which the impervious surface is moved from will be restored to the same or better runoff discharge characteristics as the area being covered by the moved impervious surface, and (b) impervious surface at the new location is either designated as non- pollution generating or the pollution generating characteristics remain unchanged compared to that of the original location.

13.32.710 Replaced pollution generating impervious surface (Replaced PGIS)

"Replaced PGIS" means replaced impervious surface that is pollution-generating impervious surface.

13.32.720 Residence

"Residence" means a building or structure or portion thereof, designed for and used to provide a place of abode for human beings. The term residence includes the term "residential" or "residential unit" as referring to the type of or intended use of a building or structure.

13.32.730 Residential parcel

"Residential parcel" means any parcel which contains no more than three residences or three residential units which are within a single structure and used primarily for residential purposes.

13.32.740 Runoff

"Runoff" means that portion of water originating from rainfall and other precipitation that flows over the surface or just below the surface from where it fell and is found in drainage facilities, rivers, streams, springs, seeps, ponds, lakes, wetlands and shallow groundwater as well as on ground surfaces. For the purposes of this definition, "groundwater" means all waters that exist beneath the land surface or beneath the bed of any stream, lake, or reservoir, or other body of surface water, whatever may be the geological formation or structure in which such water stands or flows, percolates or otherwise moves.

13.20.750 Salmon conservation plan

"Salmon conservation plan" means a plan and all implementing regulations and procedures including, but not limited to, land use management adopted by ordinance, capital projects, public education activities and enforcement programs for conservation and recovery of salmon within a water resource inventory area designated by the State under WAC 173-500-040.

Commented [A6]: DELETE – King County reference.

13.20.760 Service area

"Service area" means the City of Kenmore.

Commented [A7]: DELETE – King County reference.

13.32.770 Shared facility

"Shared facility" means a drainage facility designed to meet one or more of the requirements of KMC 13.35.050 for two or more separate projects contained within a basin. Shared facilities usually include shared financial commitments for those drainage facilities.

13.32.780 Simplified drainage review

"Simplified drainage review" means the drainage review for a proposed single family residential project or agricultural project that: results in less than 5,000 square feet of new plus replaced pollution generating impervious surface, results in less than ¾ acre of pollution generating pervious surface, limits target impervious and pervious surface as specified in SWDM Section 1.1.2.1 , and meets the simplified drainage requirements specified in SWDM Appendix C , including flow control best management practices, erosion and sediment control measures, and drainage plan submittal requirements.

13.32.790 Site

"Site" means a single parcel, or two or more contiguous parcels that are under common ownership or documented legal control, used as a single parcel for a proposed project for the purposes of applying this code to a proposed project. For projects located primarily within dedicated rights-of-way, "site" includes the entire width of right-of-way subject to improvements proposed by the project.

13.32.800 Stormwater

"Stormwater" means the water produced during precipitation or snowmelt, which runs off, soaks into the ground, or is dissipated through evapotranspiration. Stormwater that runs off or soaks into the ground ultimately becomes surface water or groundwater.

13.20.810 Stormwater compliance plan

"Stormwater compliance plan" means a plan or study and all regulations and procedures that have been adopted by the City to implement the plan or study, including, but not limited to, capital projects, public education activities and enforcement programs for managing stormwater quantity and quality discharges from the City's municipal separate storm sewer system ~~storm sewer system in compliance with the National Pollutant Discharge Elimination System permit program under the Clean Water Act~~.

Commented [A8]: DELETE – King County reference.

13.32.820 Stormwater pollution prevention manual

"Stormwater Pollution Prevention Manual" means the manual (and supporting documentation referenced or incorporated in the manual) describing best management practices and procedures for existing facilities and existing and new activities not covered by the Surface Water Design Manual.

13.32.830 Sub-basin

"Sub-basin" means a geographic area that:

1. Drains to a stream or water body named and noted on common maps; and
2. Is contained within a basin of the stream or water body.

13.32.840 Surface water

"Surface water" means the water that exists on land surfaces before, during, and after stormwater runoff occurs and includes, but is not limited to, the water found on ground surfaces and in drainage facilities, rivers, streams, springs, seeps, ponds, lakes, wetlands, and Puget Sound. It also includes shallow groundwater.

13.32.850 Surface Water Design Manual (SWDM)

"Surface Water Design Manual" means the King County Surface Water Design Manual, dated April 24, 2016, and supporting documentation referenced or incorporated in the Manual, describing ~~surface and stormwater~~ surface water and stormwater design and analysis requirements, procedures and guidance

adopted pursuant to KMC 13.35.025. A link to obtain an electronic version of the Surface Water Design Manual is available on King County's webpage.

13.32.860 Surface ~~water~~ and stormwater management

"Surface ~~water~~ and stormwater management" means the services provided by the surface water management program, including but not limited to planning, maintenance and operations, regulation, financial administration, public involvement, outreach and education, drainage investigation and enforcement, aquatic resource restoration, ~~surface and stormwater~~surface water and stormwater quality and environmental monitoring, intergovernmental relations and facility design and construction.

13.32.870 Stormwater management program

"Stormwater Management Program" means the set of actions and activities designed to reduce the discharge of pollutants from the MS4 to the maximum extent practicable and to protect water quality, and comprising the components listed in the City's Western Washington Phase II Municipal Stormwater Permit.

13.32.880 Stormwater management program plan

"Stormwater Management Program Plan" means the documentation submitted to the Washington State Department of Ecology describing the status of implementation of the requirements of the City's Western Washington Phase II Municipal Stormwater Permit.

13.32.890 Surface Water Master Plan

"Surface Water Master Plan" means the 2015 City of Kenmore Surface Water Master Plan, which was an update to the 2001 and 2008 City of Kenmore Surface Water Management Plans.

13.20.900 Targeted drainage review

"Targeted drainage review" means an abbreviated evaluation required by KMC 13.35.040 for certain types of proposed projects which are not subject to full or large project drainage review. Targeted drainage review may be required for some projects in simplified drainage review.

Commented [A9]: DELETE – King County reference.

13.32.910 Undeveloped parcel

"Undeveloped parcel" means any parcel which has not been altered from its native state by the construction, creation or addition of impervious or pervious surfaces, including the alteration of soil conditions, ground cover, and species of vegetation (such as landscaping).

13.32.920 Waters of the state

"Waters of the State" means those waters as defined as "waters of the United States" in 40 CFR within the boundaries of Washington State and "waters of the state" as defined in chapter 90.48 RCW.

13.32.930 Water quality treatment facility

"Water quality treatment facility" means a drainage facility designed to reduce pollutants once they are already contained in ~~surface and stormwater~~surface water and stormwater runoff. A water quality treatment facility is the structural component of best management practices (BMPs). When used singly or in combination, a water quality treatment facility reduces the potential for contamination of both surface and groundwaters. [Ord. 11-0329 § 10; Ord. 10-0305 § 2; Ord. 02-0132 § 1; Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.04.020).]

13.32.940 Western Washington Phase II Municipal Stormwater Permit

"Western Washington Phase II Municipal Stormwater Permit" means the National Pollutant Discharge Elimination System and State Waste Discharge General Permit for discharges from Small Municipal Separate Storm Sewers in Western Washington issued to the City by the Washington State Department of Ecology.

DRAFT ORDINANCE 16-0428

ATTACHMENT D – ADOPTION OF NEW CHAPTER 13.35

CHAPTER 13.35

SURFACE WATER RUNOFF POLICY

Sections:

- 13.35.010 Scope.
- 13.35.020 Purposes.
- 13.35.025 King County Surface Water Design Manual adopted.
- 13.35.040 Drainage review.
- 13.35.050 Drainage review – Requirements.
- 13.35.060 Critical drainage and/or erosion areas.
- 13.35.070 Engineering plans for the purposes of drainage review.
- 13.35.080 Construction timing and final approval.
- 13.35.090 Liability insurance required.
- 13.35.100 Financial guarantees authorized.
- 13.35.110 Drainage facilities accepted by the City for operation and maintenance.
- 13.35.120 Drainage facilities not accepted by the for operation and maintenance.
- 13.35.130 Hazards.
- 13.35.140 Administration.
- 13.35.150 Enforcement.
- 13.35.160 Liberal construction.
- 13.35.180 Penalty.

13.35.010 Scope.

Compliance with the standards in this chapter and the Surface Water Design Manual does not necessarily mitigate all probable and significant environmental impacts to aquatic biota. Fishery resources and other living components of aquatic systems are affected by a complex set of factors. While employing a specific flow control standard may prevent stream channel erosion or instability, other factors affecting fish and other biotic resources (such as increases in stream flow velocities) are not directly addressed by the Surface Water Design Manual. Thus, compliance with this Manual should not be construed as mitigating all probable and significant stormwater impacts, and additional mitigation may be required to protect aquatic biota in streams and wetlands. [Ord. 10-0305 § 2; Ord. 02-0132 § 1; Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.04.005).]

13.35.020 Purposes.

The city council finds that this chapter is necessary in order to promote the public health, safety and welfare by providing for the comprehensive management of ~~surface and stormwaters~~surface water and stormwaters and erosion control, especially that which preserves and utilizes the many values of the

City's natural drainage system including open space, fish and wildlife habitat, recreation, education and urban separation. The city council also finds that the City shall conduct programs to reduce flooding, erosion, and sedimentation, prevent and mitigate habitat loss, enhance groundwater recharge, and prevent water quality degradation through the implementation of comprehensive and thorough permit review, construction inspection, enforcement, and maintenance in order to promote the effectiveness of the requirements contained in this chapter. The city council also finds that elements of this chapter fulfill certain requirements of the Western Washington Phase II Municipal Stormwater Permit, issued to the City by the Washington State Department of Ecology, pursuant to the federal Water Pollution Control Act ([33 U.S.C. Section 1251](#)) and the State law governing water pollution control (Chapter [90.48 RCW](#)). [Ord. 10-0305 § 2; Ord. 02-0132 § 1; Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.04.010).]

13.35.025 King County Surface Water Design Manual adopted.

A. The King County Surface Water Design Manual, dated April 24, 2016, as modified by KMC 13.35.025.B, is hereby adopted for use in the City. The adoption of the Surface Water Design Manual, or "SWDM," includes the adoption of the Grading Code Soil Amendment Standard (Reference No. 4A to the SWDM) and Wetland Hydrology Protection Guidelines (Reference No. 5 to the SWDM). Revisions of the SWDM by King County shall be applicable in the City only if adopted by the city council.

B. The following sections of the Surface Water Design Manual are amended to read or provide as follows:

1. Section 1.1.1(1) – Projects Requiring Drainage Review. Drainage review is required for any proposed project (except those proposing only maintenance) that is subject to a City development permit or approval, including, but not limited to, those listed at right (or their City equivalent) and that meets any one of the following conditions:

(1) The project adds or will result in either: 500 square feet or more of new impervious surface; or 2,000 square feet or more of replaced impervious surface or new plus replaced impervious surface.

Note: Subsections 2 through 6 of Section 1.1.1 are not amended or repealed.

2. Section 1.1.2.1 - Simplified Drainage Review. The following threshold and allowance shall not apply within the City of Kenmore:

a. The "Threshold" text of KCSWDM 1.1.2.1 is revised so that the minimum threshold for projects eligible for simplified drainage review shall be 500 square feet of new impervious surface; or

b. 2,000 square feet or more of replaced impervious surface, or new plus replaced impervious surface; or

c. 7,000 square feet or more of land disturbing activity; and

d. The allowance for simplified drainage review for projects in the rural residential, agricultural and forestry zones that result in no more than four percent total impervious surface and no more than 15 percent pervious surface is void and shall not apply within the City of Kenmore.

The remaining text and threshold requirements of KCSWDM 1.1.2.1, Small Project Drainage Review, shall apply within the City of Kenmore.

3. Flow Control Applications Map. The King County Flow Control Applications Map included with the SWDM shall not be applied in the City. All of the City is a conservation flow control area (level two) except that:

a. The Swamp Creek Basin is a flood problem flow control area (level three); and

b. Project sites with identified downstream flooding problems that may be assigned may require a higher level of flow control for impact mitigation.

4. Water Quality Applications Map. The King County Water Quality Applications Map included with the SWDM shall not be applied in the City. All of the City is a basic water quality treatment area unless the land use for the project triggers enhanced basic water quality treatment.

5. Landslide Hazards Drainage Areas Map. The King County Landslide Hazard Drainage Areas Map included with the SWDM shall not be applied in the City. Landslide hazard drainage areas in the City are defined in KMC [13.35.030](#)(Y).

6. Section 1.4.4 – Adjustment Review Process. All adjustments are classified as Type 1 land use decisions in Kenmore Municipal code. Requests for an adjustment are a Type 1 land use decision as provided in KMC 19.25.020 and shall be processed in accordance with procedures for a Type 1 land use decision set forth in KMC 19.25.020.

6. Section 1.2.3.2 – Flow Control Requirements; KCSWDM 1.2.8.2 – Water Quality Implementation Requirements. A section entitled "Landscaping and Aesthetics Requirements" shall be added to Section 1.2.3.2 Flow Control Facility Implementation Requirements and to Section 1.2.8.2 Water Quality Implementation Requirements to read as follows:

Commented [RS10]: DELETE – Confirmed with Development Review Engineer that this is no longer needed in this section.

Landscaping and Aesthetics Requirements:

~~1. All exposed flow control and water quality facilities shall be designed and constructed with landscaping and other features to address aesthetics. Ponds and swales shall be designed to appear as naturally-occurring features, with free-form shapes and side slopes no steeper than 3H:1V. Wetponds and combined wetpond/detention ponds shall have a five-foot wide planted "bench" at or one foot below the permanent water surface. A landscape plan must be submitted for the facility during engineering design review that adheres to the landscaping criteria listed in Section 5.3.1.1. Minor deviations from specific design criteria in the SWDM may be allowed to facilitate implementing this requirement, when it can be demonstrated that such a deviation will not reduce the intended function of the facility.~~

~~2. Fencing is optional. Fencing may be constructed of wood or chain link material; however maintenance of wood fences shall be the responsibility of the property owner or homeowners association. Chain link fencing must be green or black vinyl coated. If fencing is proposed, the landscape plan must include a 10-foot buffer of Type I landscaping on the outside of the fenced area, as defined by KMC 18.35.040(A), together with climbing evergreen shrubs or vines capable of growing on the fence. Alternatives to Type I landscaping within the 10-foot buffer may be approved for low fences that do not create significant view blockage.~~

C. The city manager is authorized to interpret the Surface Water Design Manual, as amended, adopt interpretive guidelines, promulgate rules, and resolve conflicts or inconsistencies. [Ord. 11-0329 § 9; Ord. 10-0305 § 2; Ord. 02-0132 §§ 3, 4, 5.]

~~18.35.040 Drainage review~~

~~A. A drainage review is required when any proposed project is subject to a City development permit or approval and:~~

~~1. Would result in:~~

~~a. 500 square feet or more of new impervious surface; or~~

~~b. 2,000 square feet or more of replaced impervious or new plus replaced impervious surface;
or~~

~~2. Would involve 7,000 square feet or more of land disturbing activity; or~~

Commented [RS11]: DELETE – This is repeated from SWDM and does not need to be in KMC

3. Would construct or modify a drainage pipe or ditch that is 12 inches or more in size or depth or receives surface and stormwater runoff from a drainage pipe or ditch that is 12 inches or more in size or depth; or

4. Contains or is adjacent to a flood hazard area as defined in KMC 18.55.700; or

5. Is located within a critical drainage area; or

6. Is a redevelopment project proposing \$100,000 or more of improvements to an existing high-use site.

B. The drainage review for any proposed project shall be scaled to the scope of the project's size, type of development and potential for impacts to the regional surface water system to facilitate preparation and review of project applications. If drainage review for a proposed project is required by subsection A of this section, the city manager shall determine which of the following drainage reviews apply as specified in the Surface Water Design Manual:

1. Simplified drainage review;

2. Targeted drainage review;

3. Directed drainage review;

3. Full drainage review; or

4. Large project drainage review. [Ord. 10-0305 § 2; Ord. 02-0132 §§ 1, 2; Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.04.030).]

13.35.050 Drainage review — Requirements.

A. A proposed project that is required to have drainage review pursuant to KMC 13.35.040 must meet each of the applicable core requirements, which are described in detail in the Surface Water Design Manual.

B. A proposed project required by KMC 13.35.040 to have drainage review shall meet the Special Requirements of the Surface Water Design Manual. The city manager shall verify whether a proposed project is subject to and meets any of the special requirements.

C. Adjustment.

Commented [RS12]: DELETE – This is repeated from SWDM and does not need to be in KMC

Commented [RS13]: DELETE – This is repeated from SWDM and does not need to be in KMC

- ~~1. An adjustment to the requirements contained in this section and/or other requirements in the Surface Water Design Manual may be proposed. The resulting development shall be subject to all of the remaining terms and conditions of this chapter and the adjustment shall:~~
 - ~~a. Produce a compensating or comparable result in the public interest; and~~
 - ~~b. Meet this chapter's objectives of safety, function, appearance, environmental protection and maintainability based upon sound engineering judgment.~~
- ~~2. If complying with subsection (C)(1)(a) of this section will deny reasonable use of a property, the best practicable alternative shall be obtained as determined by the city manager according to the adjustment process defined in the Surface Water Design Manual.~~
- ~~3. Requests for adjustments which may be in conflict with the requirements of any other section of Title 13 Division II shall require review and concurrence with that section.~~
- ~~4. Requests for an adjustment are a Type 1 land use decision as provided in KMC 19.25.020 and shall be processed in accordance with procedures for a Type 1 land use decision set forth in KMC 19.25.020.~~
- ~~5. The City may require monitoring of experimental designs and technology or untested applications proposed by the applicant in order to determine compliance with subsection (C)(1) of this section and the approved plans and conditions.~~
- ~~6. Although adjustment decisions, classified as Type 1 land use decisions, are not allowed an administrative appeal per KMC 19.25.020, the applicant may request reconsideration of the denial or conditions of approval of an adjustment request in the manner specified in Section 1.4.5 of the Surface Water Design Manual. [Ord. 10-0305 § 2; Ord. 02-0132 § 1; Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.04.050).]~~

13.35.060 Critical drainage and/or erosion areas.

Development in areas where the city manager has determined that the existing flooding, drainage and/or erosion conditions present an imminent likelihood of harm to the welfare and safety of the surrounding community shall meet special drainage requirements set by the city manager until such time as the community hazard is alleviated. Such conditions may include the limitation of the volume of discharge from the subject property to predevelopment levels, preservation of wetlands or other natural drainage features or other controls necessary to protect against community hazard. Where alternate facility designs or methods will produce a compensating or comparable result in the public interest and which will

meet this section's objectives of safety, function, appearance, environmental protection and maintainability, based upon sound engineering judgment, an adjustment to the special drainage requirements promulgated under this section may be proposed; provided, that the resulting development shall be subject to all of the remaining terms and conditions of this chapter. Where application of this section will deny all reasonable use of a property and a facility or design that produces a compensating or comparable result cannot be obtained, then a best practicable alternative may be obtained, to be determined by the city manager according to the adjustment process defined in the Surface Water Design Manual. [Ord. 10-0305 § 2; Ord. 02-0132 § 1; Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.04.060).]

13.35.070 Drainage review process.

A. All engineering plans shall be submitted to the city manager for review in accordance with the Surface Water Design Manual except those drainage plans developed by, or under the review of, the city manager for either surface and stormwater capital improvement, repair, maintenance or restoration projects or other government agency projects that are linear in shape, such as street ways, railways, pipelines, utility lines and trails.

1. If engineering plans are returned for any reason, they shall be submitted to the applicant.

2. All master drainage plans, if required, shall be submitted to the city manager for review in accordance with the specifications in the Surface Water Design Manual. The master drainage plan process should commence at the same time as the State Environmental Policy Act (SEPA) process.

3. All drainage plans not subject to review by the city manager pursuant to subsection (A) of this section shall be reviewed by the city manager in accordance with KMC 13.35.050. Project applicability and compliance with KMC 13.35.050 shall be documented in writing and available for review.

B. The expiration time frames as specified in the Surface Water Design Manual shall apply to all permit and approval applications.

C. All plans shall be processed in accordance with the review procedures specified in the Surface Water Design Manual.

D. All submittal procedures, definitions and specifications for the required contents of engineering plans are presented in the Surface Water Design Manual. [Ord. 10-0305 § 2; Ord. 02-0132 § 1; Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.04.070).]

Commented [RS14]: DELETE – Covered in SWDM

13.35.080 Construction timing and final approval.

A. No work related to permanent or temporary storm drainage control for a permitted development may proceed without the approval of the city manager.

B. Erosion and sediment control measures associated with both the interim and permanent drainage systems shall be:

1. Constructed in accordance with the approved plan prior to any grading or land clearing other than that associated with an approved erosion and sediment control plan; and
2. Satisfactorily sequenced and maintained until all improvements, restoration, and landscaping associated with the permit and approvals for the project are completed and the potential for on-site erosion has passed.

C. The applicant shall have constructed and have in operation those portions of the drainage facilities necessary to accommodate the control of ~~surface and stormwaters~~surface water and stormwater runoff discharging from the site before the construction of any other improvements or buildings on the site, or to final recording of a plat or short plat, unless upon written request of the applicant, the city manager authorizes recording before construction of facilities in order to minimize impacts that may result from construction of facilities during inappropriate times of the year. [Ord. 10-0305 § 2; Ord. 02-0132 § 1; Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.04.090).]

13.35.090 Liability insurance required.

The applicant required to construct the drainage facility pursuant to this chapter shall maintain a combined single limit per occurrence liability policy in the amount established by the City risk management program, which shall name the City as an additional insured and protect the City from liability relating to the construction or maintenance of the facility until construction approval or acceptance for maintenance, whichever is last. Proof of this required liability policy shall be provided to the city manager prior to commencing construction of any drainage facility. If this liability insurance is not kept in effect as required, the City may initiate enforcement action pursuant to Chapter [1.20](#) KMC. [Ord. 10-0305 § 2; Ord. 02-0132 § 1; Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.04.100).]

13.35.100 Financial guarantees authorized.

The city manager is authorized to require all applicants who are issued permits or approvals under the provisions of Title 13 Division II to post financial guarantees consistent with the provisions of KMC Title [21](#). [Ord. 10-0305 § 2; Ord. 02-0132 § 1; Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.04.105).]

~~13.35.110 Drainage facilities accepted by the City for operation and maintenance.~~

Commented [RS15]: DELETE – This is repeated from SWDM and does not need to be in KMC

~~A. Unless the City agrees to maintain and operate a drainage facility in accordance with this section, a drainage facility shall be a private facility, and the person or persons holding title to the property and the applicant required to construct a drainage facility shall be responsible for operation and maintenance of the drainage facility.~~

The City of Kenmore is responsible for the maintenance, including performance and operation, of drainage facilities which have formally been accepted for maintenance by the city manager.

~~B. The City of Kenmore may assume ownership, maintenance and/or operation of privately maintained drainage facilities only if the following conditions have been met:~~

~~1. If the drainage facility is not located within the right of way and, then the following apply;~~

~~a. All necessary easements or dedications entitling the City to properly operate and maintain the drainage facility have been conveyed to the City;~~

~~b. The facility is located on residential property or properties;~~

~~c. The facility is required for reasons beyond the control of the residential property owner;~~

~~d. The facility does not contain waters of the State;~~

~~e. The facility is not required primarily as a result of impacts associated with ground water;~~

~~f. The facility is not required primarily as a result of runoff from neighboring private properties;
and~~

~~g. Before assuming maintenance of privately maintained drainage facilities, the City will consider;~~

~~—— (1) The cost of assuming maintenance and operations~~

~~—— (2) The public benefit of assuming maintenance and operations; or~~

~~2. The city manager has determined that the facility is located within the dedicated public road a right of way; or~~

~~3. or that Operation and maintenance of the facility will contribute to protecting or improving the health, safety and welfare of the community based upon review of the existence of or potential for:~~

~~a. Flooding;~~

- ~~b. Downstream erosion;~~
- ~~c. Property damage due to improper function of the facility;~~
- ~~d. Safety hazard associated with the facility;~~
- ~~e. Degradation of water quality or in-stream resources; or~~
- ~~f. Degradation to the general welfare of the community; and~~

~~3. On behalf of the City, the city manager has declared in writing acceptance of accepted operation and maintenance responsibility of the facility by the City. Copies of this document will shall be kept on file with the city manager.~~

~~C. The city manager may terminate the City responsibility for assumption of operation and maintenance responsibility of a drainage facility responsibilities in writing after determining in writing that continued operation and maintenance will not significantly contribute to protecting or improving the health, safety and welfare of the community based upon review of the existence of or potential for:~~

- ~~1. Flooding;~~
- ~~2. Downstream erosion;~~
- ~~3. Property damage due to improper function of the facility;~~
- ~~4. Safety hazard associated with the facility;~~
- ~~5. Degradation of water quality or in-stream resources; or~~
- ~~6. Degradation to the general welfare of the community.~~

~~Copies of such written determination and modification of the original acceptance this document will shall be kept on file with the city manager.~~

~~D. A drainage facility which does not meet the criteria of this section shall remain the responsibility of the applicant required to construct the facility and persons holding title to the property for which the facility was required. [Ord. 10-0305 § 2; Ord. 02-0132 § 1; Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.04.115).]~~

~~**13.35.120 Drainage facilities not accepted by the City of Kenmore for operation and maintenance.**~~

Commented [RS16]: DELETE – This is repeated from SWDM and does not need to be in KMC

~~A. In addition to the responsibility of t~~The person or persons holding title to the property and the applicant required to construct a drainage facility ~~and to be~~shall remain responsible for the facility's continual performance, operation and maintenance, ~~as set forth in KMC 13.35.110, such person or persons and such applicant shall be responsible for operation and maintenance of drainage facilities that are in~~ accordance with the standards and requirements of the city manager and remain responsible for any liability as a result of these duties. This responsibility includes maintenance of a drainage facility which is:

- ~~1. Under a maintenance guarantee or defect guarantee;~~
- ~~2. A private road conveyance system;~~
- ~~3. Released from all required financial guarantees prior to July 7, 1980;~~
- ~~4. Located within and serving only one single family residential lot;~~
- ~~5. Located within and serving a multifamily or commercial site unless the facility is part of an approved shared facility plan;~~
- ~~6. Located within or associated with an administrative or formal subdivision which handles runoff from an area of which less than two-thirds is designated for detached or townhouse dwelling units located on individual lots unless the facility is part of an approved shared facility plan;~~
- ~~7. Previously terminated for assumption of operation and maintenance responsibilities by the city manager in accordance with KMC 13.35.110;~~
- ~~8. Not otherwise accepted by the City for operation and maintenance; or~~
- ~~9. Located within a private easement or any easement otherwise not specifically dedicated to the City for the purposes of maintenance and operations.~~

~~B. Prior to the issuance of any of the permits and/or for any multifamily or commercial project required to have a flow control or water quality treatment facility, the applicant shall record a declaration of covenant as specified in the Surface Water Design Manual. The restrictions set forth in such covenant shall include, but not be limited to, provisions for notice to the persons holding title to the property of a City determination that maintenance and/or repairs are necessary to the facility and a reasonable time limit in which such work is to be completed.~~

- ~~1. In the event that the titleholders do not effect such maintenance and/or repairs, the City may perform such work upon due notice. The titleholders are required to reimburse the City for any such~~

~~work. The restrictions set forth in such covenant shall be included in any instrument of conveyance of the subject property and shall be recorded with the City.~~

~~2. The City may enforce the restrictions set forth in the declaration of covenant provided in the Surface Water Design Manual.~~

~~C. Prior to the issuance of any of the permits and/or approvals for the project or the release of financial guarantees posted to guarantee satisfactory completion, the person or persons holding title to the subject property for which a drainage facility was required shall pay a fee established by the city manager to reasonably compensate the City for costs relating to inspection of the facility to ensure that it has been constructed according to plan and applicable specifications and standards.~~

~~D. The duties specified in this section with regard to payment of inspection fees and reimbursement of maintenance costs shall be enforced against the person or persons holding title to the property for which the drainage facility was required.~~

~~E. Where not specifically defined in this section, the responsibility for performance, operation and maintenance of drainage facilities and conveyance systems, both natural and constructed, shall be determined on a case-by-case basis. [Ord. 10-0305 § 2; Ord. 02-0132 § 1; Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.04.120).]~~

13.35.130 Hazards.

A. Whenever the city manager determines that any existing construction site, erosion and sedimentation problem and/or drainage facility poses a hazard to life and limb, endangers any property, and/or adversely affects the condition or capacity of other drainage facilities, the safety and operation of City right-of-way, utilities, and/or other property owned or maintained by the City, the applicant/person to whom the permit was issued pursuant to KMC [13.35.040](#), the owner of the property within which the drainage facility is located, the applicant/person responsible for operation and maintenance of the facility, and/or other person or agent in control of said property, upon receipt of notice in writing from the city manager shall, within the period specified therein, repair or otherwise address the cause of the hazardous situation in conformance with the requirements of this chapter.

B. Should the city manager have reasonable cause to believe that the situation is so hazardous as to preclude written notice, the city manager may take the measures necessary to eliminate the hazardous situation; provided, that the city manager shall first make a reasonable effort to locate the owner before acting. In such instances the applicant of whom a drainage plan was required pursuant to KMC [13.35.040](#), the owner of the property and/or the person responsible for the maintenance of the facility shall be obligated for the payment of all costs incurred. If costs are incurred and a financial

guarantee pursuant to this chapter or other City requirement has been posted, the city manager shall have the authority to collect against the financial guarantee to cover costs incurred. [Ord. 10-0305 § 2; Ord. 02-0132 § 1; Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.04.130).]

13.35.140 Administration.

A. The city manager is authorized to promulgate and adopt administrative rules for the purpose of implementing and enforcing the provisions of this chapter. The administrative rules shall be on file with the city manager.

B. The city manager is authorized to develop procedures for applying adopted rules and regulations during the review of permit applications for the development of land. These procedures may also be contained in the Surface Water Design Manual.

C. The city manager is authorized to make such inspections and take such actions as may be required to enforce the provisions of this chapter.

D. Whenever necessary to enforce any of the provisions of this chapter or to monitor for proper function of drainage facilities, or whenever the city manager has reasonable cause to believe that violations of this chapter are present or operating on a subject property or portion thereof, the city manager may enter such premises at all reasonable times to inspect the same or perform any duty imposed upon the city manager by this chapter; provided, that if such premises or portion thereof is occupied, the city manager shall first make a reasonable effort to locate the owner or other person having charge or control of the premises or portion thereof and demand entry.

E. Proper ingress and egress shall be provided to the city manager to inspect, monitor or perform any duty imposed upon the city manager by this chapter. The city manager shall notify the responsible party in writing of failure to comply with this access requirement. Failing to obtain a response within seven days from the receipt of notification, the city manager may order the work required completed or otherwise address the cause of improper access. The obligation for the payment of all costs that may be incurred or expended by the City in causing such work to be done shall thereby be imposed on the person holding title to the subject property. [Ord. 10-0305 § 2; Ord. 02-0132 § 1; Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.04.140).]

13.35.150 Enforcement.

The city manager is authorized to enforce the provisions of this chapter, the ordinances and resolutions codified in it, and any rules and regulations promulgated thereunder pursuant to the enforcement and penalty provisions of Chapters [1.15](#) and [1.20](#) KMC. [Ord. 10-0305 § 2; Ord. 02-0132 § 1; Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.04.180).]

13.35.160 Liberal construction.

This chapter is exempted from the rule of strict construction and shall be liberally construed to give full effect to the objectives and purposes for which it was enacted. [Ord. 10-0305 § 2; Ord. 02-0132 § 1; Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.04.192).]

13.35.180 Penalty.

Any person violating any of the provisions of this chapter shall be guilty of a misdemeanor and shall be subject to the civil and criminal penalties set forth in Chapter [1.15](#) KMC. [Ord. 10-0305 § 2; Ord. 01-0124 § 1; Ord. 98-0016 § 5.]

DRAFT ORDINANCE 16-0428

ATTACHMENT E – ADOPTION OF NEW CHAPTER 13.40

CHAPTER 13.40
SURFACE WATER MANAGEMENT PROGRAM

Sections:

- 13.40.020 Authority.
- 13.40.030 Purpose.
- 13.40.040 Applicability.
- 13.40.050 Policy.
- 13.40.060 Rate structure.
- 13.40.070 Rate adjustments and appeals.
- 13.40.080 Petition for additional services.
- 13.40.090 Billing procedure.
- 13.40.100 Delinquencies and foreclosures.
- 13.40.110 Administrative procedures.
- 13.40.120 Report of revenue and expenditure analysis.
- 13.40.130 Penalty.

13.40.020 Authority.

A. There is hereby created and established the surface water management program of the City under which the provisions of this chapter shall be carried out.

B. The program created in this section shall be administered by the City.

C. Whenever necessary to examine the property characteristics of a particular parcel for the purposes of implementing this chapter, the city manager may enter any property or portion thereof at reasonable times in compliance with the following procedures:

1. If the property or portion thereof is occupied, the city manager shall present identification credentials, state the reason for entry and request entry;
2. If the property or portion thereof is unoccupied, the city manager shall first make a reasonable effort to locate the owner or other persons having charge or control of the property or portion thereof and request entry; and
3. Unless entry is consented to by the owner or person in control of any property or portion thereof, the city manager, before entry, shall obtain a search warrant as authorized by the laws of the State of Washington.

D. The city manager is authorized to enforce this chapter, the ordinances and resolutions codified in it and any rules and regulations promulgated thereunder pursuant to the enforcement and penalty provisions of Chapter [1.20](#) KMC.

E. The program may provide services related to ~~surface-and-stormwater~~[surface water and stormwater](#) management, including but not limited to basin planning, facilities maintenance, regulation, financial administration, public involvement, drainage investigation and enforcement, aquatic resource restoration, surface and stormwater quality and environmental monitoring, natural surface water drainage system planning, intergovernmental relations, and facility design and construction. The program may contract for services with interested municipalities or special districts including but not limited to sewer and water districts, school districts, port districts or other governmental agencies.

13.40.030 Purpose.

It is the finding of the City that the surface water management program is necessary in order to promote public health, safety and welfare by establishing and operating a comprehensive approach to ~~surface-and-stormwater~~[surface water and stormwater](#) problems which would reduce flooding, erosion and sedimentation, prevent and mitigate habitat loss, enhance groundwater recharge and prevent water quality degradation. This comprehensive approach includes the following elements: basin planning, land use regulation, construction of facilities, maintenance, public education, and provision of ~~surface-and-stormwater~~[surface water and stormwater](#) management services. It is the finding of the City that the most cost effective and beneficial approach to ~~surface-and-stormwater~~[surface water and stormwater](#) management is through preventative actions and protection of the natural drainage system. In approaching ~~surface-and-stormwater~~[surface water and stormwater](#) problems the surface water management program shall give priority to methods which provide protection or enhancement of the natural surface water drainage system over means which primarily involve construction of new drainage facilities or systems. The purpose of the rates and charges established herein is to provide a method for payment of all or any part of the cost and expense of ~~surface-and-stormwater~~[surface water and stormwater](#) management services or to pay or secure the payment of all or any portion of any issue of general obligation or revenue bonds issued for such services. These rates and charges are necessary in order to promote the public health, safety and welfare by minimizing uncontrolled ~~surface-and-stormwater~~[surface water and stormwater](#), erosion, and water pollution, to preserve and utilize the many values of the City's natural drainage system including water quality, open space, fish and wildlife habitat, recreation, education, urban separation and drainage facilities, and to provide for the comprehensive management and administration of ~~surface-and-stormwater~~[surface water and stormwater](#). [Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.08.040).]

13.40.040 Applicability.

A. Developed parcels within the City shall be billed each year for ~~surface and stormwater~~surface water and stormwater management services pursuant to RCW [36.89.080](#).

~~B. The service area may be modified in accordance with policy contained in KMC 13.40.050.~~

~~Modifications to the service area shall be by ordinance. [Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCG 9.08.050).]~~

Commented [RS17]: DELETE – Service Area is a County designation

13.40.050 Policy.

A. It is the finding of the City that basins ~~in the service area~~ are shared with other municipalities and cities. In order to achieve a comprehensive approach to ~~surface and stormwater~~surface water and stormwater management, the City and municipalities within a specific basin should coordinate ~~surface and stormwater~~surface water and stormwater management services. In addition, the program may contract for services with interested municipalities.

B. It is the finding of the City that many of the difficulties found in the management of ~~surface and stormwater~~surface water and stormwater problems are contributed to by the general lack of public knowledge about the relationship between human actions and ~~surface and stormwater~~surface water and stormwater management. In order to achieve a comprehensive approach to ~~surface and stormwater~~surface water and stormwater management, the City should provide general information to the public about land use and human activities which impact ~~surface and stormwater~~surface water and stormwater management.

C. It is the finding of the City that developed parcels contribute to an increase in surface ~~water~~ and stormwater runoff ~~to the surface and stormwater management system~~. This increase in surface ~~water~~ and stormwater runoff results in the need to establish rates and charges to finance the City's activities in surface ~~water~~ and stormwater management. Developed parcels shall be subject to the rates and charges of the surface water management program based on their ~~contribution to increased runoff. The factors to be used to determine the degree of increased surface and stormwater~~surface water and stormwater runoff to the surface and stormwater management system from a particular parcel shall be the percentage of impervious surface coverage on the parcel and the total acreage of the parcel.

D. It is the finding of the City that undeveloped parcels do not contribute as much as developed parcels to an increase in ~~surface and stormwater~~surface water and stormwater runoff into the ~~surface and stormwater~~surface water and stormwater management system. Undeveloped properties shall be exempt from the rates and charges of the surface water management program.

E. It is the finding of the City that maintained drainage facilities mitigate the increased runoff contribution of developed parcels by providing on-site drainage control. Parcels served by retention/detention facilities

which were required for development of the parcel pursuant to Chapter [13.35](#) KMC and approved by the City or can be demonstrated as required in KMC [13.40.070](#) by the property owner to provide detention/retention of ~~surface and stormwater~~surface water and stormwater to the standards in Chapter [13.35](#) KMC shall receive a discount as provided in the rates and charges of the surface water management program, if the facility is maintained at the parcel owner's expense to the standard established by the department.

F. It is a finding of the City that open space properties provide a benefit to the ~~surface and stormwater~~surface water and stormwater management system by the retention of property in an undeveloped state. Open space properties shall receive a discount from the rates and charges to encourage the retention of property as open space.

G. It is a finding of the City that the majority of ~~the~~ parcels ~~in the service area~~ are residential. ~~The variance between residential parcels in impervious surface coverage is found to be minor and to reflect only minor differences in increased runoff contributions.~~ The administrative cost of calculating the service charge individually for each residential parcel and maintaining accurate information would be very high. A flat charge for residential parcels is less costly to administer than calculating a separate charge for each parcel ~~and is equitable because of the similarities in impervious surface coverage between residential parcels.~~ Therefore, residential parcels shall be charged a flat charge based upon an average amount of impervious surface ~~allowed per maximum impervious percentages set forth in chapter 18.21 KMC.~~

H. ~~It is a finding of the City that very lightly developed nonresidential parcels which have an impervious surface coverage of 10 percent or less of the total parcel acreage are characterized by a very low intensity of development and generally a large number of acres. A greater number of acres of undeveloped land associated with an impervious surface results in significantly less impact to the surface and stormwater management system. Many of the very lightly developed properties are recreational, agricultural and timber lands identified in the City comprehensive plan and should be encouraged to retain their low intensity of development. These parcels shall be charged a flat rate which will encourage the retention of large areas of very lightly developed land.~~

I. ~~It is the finding of the City that lightly to very heavily developed nonresidential parcels which have an impervious surface coverage of more than 10 percent have a substantial impact on the surface and stormwater management system. The impact of these parcels on the surface and stormwater management system increases with the size of the parcels. Therefore, lightly to very heavily developed properties shall be charged a rate determined by the percent of impervious surface coverage multiplied by the parcel acreage.~~

J. It is a finding of the City that ~~City and State streets contribute a significant amount of increased runoff to the surface and stormwater management system, which contributes to the need for basin planning, drainage facilities and other related services. However, both the~~ City streets and State highway programs provide substantial annual programs for the construction and maintenance of drainage facilities, and the streets systems and their associated drainage facilities serve as an integral part of the surface water and stormwater management system. City and State streets will not be charged a service fee.

K. It is the finding of the City that comprehensive management of ~~surface and stormwater~~surface water and stormwater runoff must include anticipation of future growth and development in the design and improvement of the surface water and stormwater management system. Service charge revenue needs shall be based upon the present and future requirements of the ~~surface and stormwater~~surface water and stormwater management system, and these needs shall be considered when determining the rates and charges of the program.

L. It is the finding of the City that basin plans are essential to establishing a comprehensive approach to a capital improvement program, maintenance of facilities and regulation of new developments. A plan should analyze the measures needed to control ~~surface and stormwater~~surface water and stormwater runoff which results from existing and anticipated development within the basin. The measures investigated to control runoff should include land use regulation such as setback requirements or community plan revisions which revise land use densities as well as the use of drainage facilities. A plan also should recommend the quantity and water quality runoff control measures required to further the purposes set forth in KMC [13.40.030](#), and community goals. The institutional requirements and regulations, including but not limited to land use management, funding needs, and incentives for preserving the natural surface water drainage system should be identified in the plan. The proposed ordinances and regulations necessary to implement the plan shall be transmitted to the council simultaneously with the plan.

M. It is the finding of the City that areas with development related ~~surface and stormwater~~surface water and stormwater problems require comprehensive management of ~~surface and stormwater~~surface water and stormwater. [The use of low impact development best management practices and principles represent the City's preferred and commonly used approach for site development.](#)

N. It is the finding of the City that additional surface water and stormwater runoff problems may be caused by new land use development if not properly mitigated both through protection of natural systems and through constructed improvements. The Surface Water Design Manual and KMC Titles [13](#), [15](#), [18](#) and [19](#) have been adopted by the City to mitigate the impact of land use development. Further mitigation of these impacts is based on expertise which continues to evolve as new information

on our natural systems is obtained and new techniques are discovered. The surface water management program, through reconnaissance studies, basin plans, and other special studies, will continuously provide valuable information on the existing problems and areas of the natural drainage system that need special protection. The City is researching and developing methods to protect the natural drainage system through zoning, buffering and setbacks to alleviate existing problems. Setback and buffering measures allow natural preservation of wetlands and stream corridors to occur, alleviate erosion and water pollution and provide a safe environment for the small mammals and fish which inhabit critical areas. Based upon the findings in this subsection, and as information and methods become available, the city manager, as appropriate, shall draft and submit to the council regulations and development standards to allow protection of the ~~surface and stormwaters~~surface water and stormwater management system including natural drainage systems.

O. The program will maintain long-term fiscal viability and fund solvency for all of its related funds. All required capital and operating expenditures will be covered by service charges and other revenues generated or garnered by the program. The program will pay all current operating expenses from current revenues and will maintain an operating reserve to minimize service impacts due to revenue or expenditure variances from plan during a fiscal year. This reserve will be calculated based on the historic variability of revenue and expenditures. The program will adopt a strategic financial planning approach which recognizes the dynamic nature of the program's fiscal operating environment. Long-term projections will be updated in the program's adopted strategic plan. One-time revenues will be dedicated to one-time-only expenditures and will not be used to support ongoing requirements. The program's approach to financial reporting and disclosure will be comprehensive, open, and accessible.

P. The program shall prepare an annual, multi-year capital improvement program which encompasses all of the program's activities related to the acquisition, construction, replacement, or renovation of capital facilities or equipment. All proposed new facilities will be subject to a consistent and rigorous needs analysis. The program's capital facilities will be planned and financed to ensure that the benefits of the facilities and the costs for them are balanced over time.

Q. The program will manage its debt, if any, to ensure continued high credit quality, access to credit markets, and financial flexibility. All of the program's debt management activities will be conducted to maintain at least the current credit ratings assigned to the City's debt by the major credit rating agencies and to maintain an adequate debt service coverage ratio. Long-term debt will not be used to support operating expenses. The program will develop and maintain a central system for all debt-related records which will include all official statements, bid documents, ordinances, indentures, leases, etc., for all of the program's debt and will accurately account for all interested earnings in debt-related funds. These records

will be designed to ensure that the program is in compliance with all debt covenants and with State and federal laws. [Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.08.060).]

R. It is the finding of the City that surface water, groundwater and stormwater impact public properties, rights-of-way, and privately owned properties within the City. Unless the City agrees to maintain and operate a drainage facility in accordance with this section, a drainage facility shall be a private facility, and the person or persons holding title to the property shall be responsible for operation and maintenance of the drainage facility. The City may assume ownership, maintenance and/or operation of drainage facilities only if the following conditions have been met:

1. The drainage facility is located within a right-of-way; or

2. The drainage facility is not located within a right-of-way and:

a. All necessary easements or dedications entitling the City to properly access, operate and maintain the facility have been conveyed to the City;

b. The facility is located on residential property or properties;

c. The facility is required for reasons beyond the control of the residential property owner;

d. The facility does not contain waters of the State;

e. The facility is not required primarily as a result of impacts associated with groundwater;

f. The facility is not required primarily as a result of runoff from neighboring private properties; and

g. Before assuming maintenance of privately maintained drainage facilities, the City will consider:

(1) The cost of assuming maintenance and operations

(2) The public benefit of assuming maintenance and operations; or

3. Operation and maintenance of the drainage facility will contribute to protecting or improving the health, safety and welfare of the community based upon review of the existence of or potential for:

a. Flooding;

Commented [RS18]:

This policy was discussed and approved by Council during the 2015 Surface Water Master Plan update – Policy 3.3.1.

The intent is to clarify the City's role for managing surface water and stormwater on public properties and rights-of-way versus private property. In the scope of LID integration, this clarifies that LID BMPs located on private property and serving that private property, will not be operated or maintained by the City.

Note, drainage facilities include any constructed drainage feature, including things such as ditches, pipes, etc...

Commented [RS19]: Nonspecific easements do not obligate the City to operate or maintain drainage facilities on private property

Commented [RS20]: The City will not assume responsibility for drainage facilities on non-residential properties

Commented [RS21]: The City will not assume responsibility for any drainage facilities that manage streams or groundwater on private property

Commented [RS22]: The City will not assume responsibility for drainage facilities resulting from localized issues between neighbors

b. Downstream erosion;

c. Property damage due to improper function of the facility;

d. Safety hazard associated with the facility;

e. Degradation of water quality or in-stream resources; or

f. Degradation to the general welfare of the community.

13.40.060 Rate structure.

A. ~~The service charges shall be based on the relative contribution of increased surface and stormwater runoff from a given parcel to the surface and stormwater management system. The percentage of impervious surfaces on the parcel and the total parcel acreage will be used to indicate the relative contribution of increased surface and stormwater runoff from the parcel to the surface and stormwater management system. The relative contribution of increased surface and stormwater runoff from each parcel will determine that parcel's share of the service charge revenue needs.~~ The service charge revenue needs of the program are based upon all or any part, as determined by the city council, of the cost of surface water and stormwater management services or to pay or secure the payment of all or any portion of any issue of general obligation or revenue bonds issued for that purpose.

~~B. The City shall determine the service charge for each parcel within the service area by the following methodology: residential and very lightly developed nonresidential parcels shall receive a flat rate service charge for the reasons set forth in KMC 13.40.050. Light to very heavily developed parcels shall be classified into the appropriate rate category by their percentage of impervious surface coverage. Land use codes or data collected from parcel investigations, or both, will be used to determine each parcel's percentage of impervious surface coverage. After a parcel has been assigned to the appropriate rate category, the service charge for the parcel will be calculated by multiplying the total acreage of the parcel times the rate for that category.~~

C. There is hereby imposed upon all developed properties in the City annual service charges as imposed by the city council by resolution.

~~D. The city council will review the surface water management service charges annually to ensure the long-term fiscal viability of the program and to guarantee that debt covenants are met. The program will use equitable and efficient methods to determine service charges.~~

Commented [RS23]: DELETE – This is covered by Resolution.

~~E. When a parcel with impervious surface is divided by the boundary of the service area and a portion of the parcel's impervious surface drains into the service area, the parcel shall be charged as otherwise provided herein on the basis of the lands and impervious surfaces which drain into the service area. When the city manager has determined that the impervious surface of a parcel, divided by the boundary of the service area, completely drains outside of the service area, the parcel will be exempt from the rates and charges of this chapter.~~

Commented [RS24]: DELETE – Service Area is a County designation

~~F. The city council by ordinance may supplement or alter charges within specific basins and subbasins of the service area so as to charge properties or parcels of one basin or subbasin for improvements, studies or maintenance which the city council deems to provide service or benefit the property owners of one or more basins or subbasins. [Ord. 02-0139 § 1; Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.08.070).]~~

Commented [RS25]: DELETE – City Council already has this authority.

13.40.070 Rate adjustments and appeals.

A. Any person billed for service charges may file a "request for rate adjustment" with the City within three years of the date from which the bill was sent. However, filing of such a request does not extend the period for payment of the charge.

B. Requests for rate adjustment may be granted or approved by the city manager only when one of the following conditions exists:

1. The parcel is owned and is the personal residence of a person or persons determined by the county assessor as qualified for a low-income senior citizen property tax exemption authorized under RCW [84.36.381](#). Parcels qualifying under this subsection shall be exempt from all charges imposed in KMC [13.40.060](#);
2. The acreage of the parcel charged is in error;
3. The parcel is nonresidential and the actual impervious surface coverage of the parcel charged places it in a different rate category than the rate category assigned by the City;
4. The parcel is nonresidential and the parcel meets the definition of open space in KMC [13.40.010](#). Parcels qualifying under this subsection will be charged only for the area of impervious surface and at the rate which the parcel is classified under using the total parcel acreage;
5. The parcel is served by one or more retention/detention facilities required pursuant to Chapter [13.35](#) KMC, or can be demonstrated by the property owner to provide detention/retention of ~~surface and stormwaters~~surface water and stormwater to the standards in Chapter [13.35](#) KMC, and is maintained at the expense of the parcel owner to the standards required by the City. Parcels

served by facilities permitted 1) prior to September 1, 1998 shall receive a 10% reduction, 2) after September 1, 1998 and prior to December 31, 2009 shall receive a 20% reduction, 3) after December 31, 2009 and prior to December 31, 2016 shall receive a 30% discount, and 4) after December 31, 2016 shall receive a 40% reduction. Larger parcels, which are partially served by a facility, may receive a partial reduction based on the percentage of the parcel served, with only the portion of the parcel being served by the facility receiving the reduction.

6. The service charge bill was otherwise not calculated in accordance with this chapter.

C. The property owner shall have the burden of proving that the rate adjustment sought should be granted.

D. Decisions on requests for rate adjustments shall be made by the city manager based on information submitted by the applicant and by the City within 30 days of the adjustment request except when additional information is needed. The applicant shall be notified in writing of the city manager's decision. If an adjustment is granted which reduces the charge for the current year or two prior years, the applicant shall be refunded the amount overpaid in the current and two prior years.

E. If the city manager finds that a service charge bill has been undercharged, then either an amended bill shall be issued which reflects the increase in the service charge or the undercharged amount will be added to the next year's bill. This amended bill shall be due and payable under KMC [13.40.100](#). The city manager may include in the bill the amount undercharged for two previous billing years in addition to the current bill.

F. Decisions of the city manager on requests for rate adjustments shall be final unless, within 30 days of the date the decision was mailed, the applicant submits in writing to the city manager a notice of appeal setting forth a brief statement of the grounds for appeal and requesting a hearing before the city hearing examiner. The examiner's decision shall be a final decision pursuant to KMC [19.30.070](#). [Ord. 11-0329 § 11; Ord. 02-0139 § 1; Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.08.080).]

13.40.080 Petition for additional services.

~~A. The City residents inside or outside the existing surface water management service area may petition the city council for establishment of an independent fee for additional services not currently provided by surface water management to them. Sixty percent of the residents of the proposed special service area may petition the city council for the additional service and charge. The purpose of the petition process and additional charge is to: (1) provide additional services to residents within the existing service area; (2) provide additional services to residents outside the service area; or (3) expand the service area to include the area within the petition.~~

Commented [RS26]: DELETE – Service Area is a County designation

~~B. The city manager may develop a process for creating special service areas and the criteria for acceptance of the special service areas. If the city manager develops such a process, the city manager should use the guide in Exhibit B*. [Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.08.085).]~~

Commented [RS27]: DELETE – Service Area is a County designation

*Code reviser's note: Exhibit B is on file in the office of the city clerk.

13.40.090 Billing procedure.

A. All property subject to charges of the program shall be billed based on the property characteristics existing on November 1st of the year prior to the billing year and at the rate as set forth in KMC [13.40.060](#). Billing year is the year that the bills are sent. The service charge shall be displayed and billed on the annual property tax statement for the parcel and shall be mailed to the name and address shown on the real property tax roll at the time annual property tax bills are prepared. Parcels which are exempt from property taxes and do not receive an annual property tax statement will receive a bill only for the service charge. If a payment less than the sum of the total property tax plus service charge or less than the sum of one-half of the property tax plus one-half of the service charge is received for a combined property tax and service charge, and the parcel owner has not otherwise specified, the city manager shall first apply the payment to the annual property tax of the parcel pursuant to the provisions of Chapter [84.56](#) RCW and then apply any remaining amount to the service charge.

B. The total amount of the service charge shall be due and payable to the city manager on or before the thirtieth day of April and shall be delinquent after that date; however, if one-half of such service charge is paid on or before the said thirtieth day of April, the remainder shall be due and payable on or before the thirty-first day of October and shall be delinquent after that date.

C. Parcel characteristics affecting the service charge which are altered after November 1st of any year shall not be a basis for calculation of the service charge until after December 31st of the following year.

13.40.100 Delinquencies and foreclosures.

A. Delinquent service charges shall bear interest as provided in RCW [36.89.092](#) at the rate of 12 percent per annum, or such rate as may hereafter be authorized by law, computed on a monthly basis from the date of delinquency until paid. Interest shall be calculated at the rate in effect at the time of payment of the charges regardless of when the charges were first delinquent.

B. Pursuant to RCW [36.89.093](#), the City shall have a lien for delinquent service charges, including interest thereon, against any property subject to service charges. The lien shall be superior to all other liens and encumbrances except general taxes and local and special assessments. Pursuant to RCW [36.89.093](#), such lien shall be effective and shall be enforced and foreclosed in the same manner as the foreclosure of real property tax liens as provided in RCW [36.94.150](#). The City may commence to

foreclose a surface water management service charge lien after three years from the date surface water management charges become delinquent. Pursuant to RCW [36.94.150](#) collections shall include costs of foreclosure in addition to service charges and interest. [Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.08.100).]

13.40.110 Administrative procedures.

The city manager shall develop administrative procedures relating to the implementation of this chapter. This includes but is not limited to procedures for the imposition and collection of service charges and/or for filing of liens and initiation of foreclosure on delinquent accounts and the collection of the debt service portion of the service charge in areas that annex or incorporate. [Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.08.120).]

13.40.120 Report of revenue and expenditure analysis.

The surface water management program shall report to the city council every three years regarding the results of a revenue and expenditure analysis for capital improvement projects ~~in the City for each subarea within the service area to determine the relationship between expenditures and revenues generated in each subarea. The program shall identify areas where additional expenditures are required and how the program expects to address any differences.~~ [Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.08.125).]

Commented [RS28]: DELETE – Service Area and Sub Area are County designations

[Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.08.140).]

13.40.130 Penalty.

Any person violating any of the provisions of this chapter shall be guilty of a misdemeanor and shall be punished as set forth in Chapter [1.15](#) KMC. [Ord. 98-0016 § 5.]

DRAFT ORDINANCE 16-0428

ATTACHMENT F – ADOPTION OF NEW CHAPTER 13.45

CHAPTER 13.45
WATER QUALITY

Sections:

- 13.45.010 Purpose.
- 13.45.030 Discharges into City waters.
- 13.45.040 Stormwater Pollution Prevention Manual.
- 13.45.050 Administration.
- 13.45.060 Enforcement.
- 13.45.070 Hazards.
- 13.45.080 Criminal penalty.
- 13.45.090 Civil penalties for water quality.
- 13.45.100 Construction – Intent.
- 13.45.120 Penalty.

13.45.010 Purpose.

A. The purpose of this chapter is to protect the City's surface and groundwater quality by providing minimum requirements for reducing and controlling the discharge of contaminants. The city council recognizes that water quality degradation can result either directly from one discharge or through the collective impact of many small discharges. Therefore, this chapter prohibits the discharge of contaminants into ~~surface and stormwaters~~[surface water and stormwater](#) and groundwater, and outlines preventive measures to restrict contaminants from entering such waters. These measures include the implementation of best management practices (BMPs) by the residents of the City.

B. The city council finds this chapter is necessary to protect the health, safety and welfare of the residents of the City and the integrity of the City's resources for the benefit of all by: minimizing or eliminating water quality degradation; preserving and enhancing the suitability of waters for recreation, fishing, and other beneficial uses; and preserving and enhancing the aesthetic quality and biotic integrity of the water. The city council recognizes that implementation of this chapter is required under the Clean Water Act, [33 U.S.C. 1251](#) et seq. In meeting the intent of the Clean Water Act, the city council also recognizes the importance of maintaining economic viability while providing necessary environmental protection and believes this chapter helps achieve both goals. [Ord. 09-0299 § 1; Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.12.005).]

13.45.030 Discharges into City waters.

A. It is unlawful for any person to discharge any contaminants into surface water and stormwater or groundwater. Contaminants include, but are not limited to, the following:

1. Trash or debris;
2. Construction materials;
3. Petroleum products including but not limited to oil, gasoline, grease, fuel oil, and heating oil;
4. Antifreeze and other automotive products;
5. Metals in either particulate or dissolved form;
6. Flammable or explosive materials;
7. Radioactive material;
8. Batteries;
9. Acids, alkalis, or bases;
10. Paints, stains, resins, lacquers, or varnishes;
11. Degreasers and solvents;
12. Drain cleaners;
13. Pesticides, herbicides, or fertilizers;
14. Steam cleaning wastes;
15. Soaps, detergents, or ammonia;
16. Swimming pool backwash;
17. Chlorine, bromine, and other disinfectants;
18. Heated water;
19. Domestic animal wastes;
20. Sewage;
21. Recreational vehicle waste;
22. Animal carcasses;

- 23. Food wastes;
- 24. Bark and other fibrous materials;
- 25. Collected lawn clippings, leaves, or branches;
- 26. Silt, sediment, or gravel;
- 27. Dyes (except as stated in subsection (D)(1) of this section);
- 28. Chemicals, not normally found in uncontaminated water; and
- 29. Any hazardous material or waste not listed above.

B. Any connection, identified by the city manager, that could convey anything not composed entirely of ~~surface and stormwater~~ surface water and stormwater directly to ~~surface and stormwater~~ surface water and stormwater or groundwater is an illicit connection and is prohibited, with the following exceptions:

- 1. Connections conveying allowable discharges;
- b. Connections conveying discharges pursuant to an NPDES permit (other than an NPDES stormwater permit) or a State waste discharge permit; and
- c. Connections conveying effluent from on-site sewage disposal systems to subsurface soils.

C. This section applies to certain business and residential activities that have the potential to contribute pollutants to stormwater runoff or directly to receiving waters. To prevent a prohibited discharge, BMPs from the Stormwater Pollution Prevention Manual, or supplemental BMPs as determined necessary by the city manager, shall be applied to the activities identified in the Stormwater Pollution Prevention Manual. Examples of common activities identified in the Stormwater Pollution Prevention Manual that might result in prohibited discharges include, but are not limited to, the following:

- 1. Potable water line flushing;
- 2. Dust control with water;
- 3. Automobile and boat washing;
- 4. Pavement and building washing;

5. Swimming pool and hot tub maintenance;
6. Vehicle and equipment repair and maintenance;
7. Building repair and maintenance;
8. Landscaping activities and vegetation management;
9. Hazardous waste handling;
10. Solid and food waste handling; and
11. Application of pesticides or other chemicals (other than landscaping maintenance).

D. The following types of discharges shall not be considered prohibited discharges for the purpose of this chapter unless the city manager determines that the type of discharge, whether singly or in combination with other discharges, is causing significant contamination of ~~surface and stormwater~~surface water and stormwater or groundwater:

1. Spring water;
2. Diverted stream flows;
3. Uncontaminated water from crawl space pumps, foundation drains, or footing drains;
4. Pumped groundwater flows that are uncontaminated;
5. Materials placed as part of an approved habitat restoration or bank stabilization project;
6. Natural uncontaminated surface water or groundwater;
7. Flows from riparian habitats and wetlands;
8. Collected rainwater that is uncontaminated;
9. Uncontaminated groundwater that seeps into or otherwise enters stormwater conveyance systems;
10. Air conditioning condensation;
11. Irrigation water from agricultural sources that is commingled with stormwater runoff; and

12. Other types of discharges as determined by the city manager.

E. Exceptions.

1. Dye testing is allowable but requires verbal notification to the city manager at least one day prior to the date of test.

2. A person does not violate subsections A and B of this section if:

a. That person has properly designed, constructed, implemented and is properly maintaining BMPs, and is carrying out AKART as required by this chapter, but contaminants continue to enter ~~surface and stormwaters~~surface water and stormwater or groundwater; or

b. That person can demonstrate that there are no additional contaminants being discharged from the site above the background conditions of the water entering the site.

3. A person who, under subsection (E)(2) of this section, is not in violation of subsections A and B of this section, is still liable for any prohibited discharges through illicit connections, dumping, spills, or other discharges not addressed by BMPs satisfying subsection (E)(2) of this section that allow contaminants to enter ~~surface and stormwaters~~surface water and stormwater or groundwater.

4. Emergency response activities or other actions that must be undertaken immediately or within a time too short to allow full compliance with this chapter in order to avoid an imminent threat to public health or safety shall be exempt from this section. The city manager may specify actions that qualify for this exception in City procedures. A person undertaking emergency response activities shall take steps to ensure that the discharges resulting from such activities are minimized to the greatest extent possible. In addition, this person shall evaluate BMPs and the site plan, where applicable, to restrict recurrence. [Ord. 09-0299 § 3; Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.12.025).]

13.45.040 Stormwater Pollution Prevention Manual.

A. The Kenmore Stormwater Pollution Prevention Manual, dated April, 2016, is adopted for use in the City. The manual is available in electronic form from the City. [The Stormwater Pollution Prevention Manual shall be amended for use by the City as follows:](#)

[1. References to the King County Surface Water Design Manual shall mean as adopted by the City per Chapter 13.35 KMC.](#)

Commented [RS29]: The City is adopting the King County Stormwater Pollution Prevention Manual.

2. References to King County agencies, departments, and officials shall mean the City and the city manager.

B. Compliance with this chapter shall be achieved through the use of best management practices described in the Stormwater Pollution Prevention Manual. In applying the Stormwater Pollution Prevention Manual, the city manager shall first require the implementation of source control BMPs. If these are not sufficient to prevent contaminants from entering ~~surface and stormwater~~surface water and stormwater or groundwater, the city manager may require implementation of treatment BMPs, as set forth in AKART. The city manager will provide, upon reasonable request, available technical assistance materials and information, and information on outside financial assistance options to persons required to comply with this chapter.

C. In applying the Stormwater Pollution Prevention Manual to prohibited discharges from normal single-family residential activities, the city manager shall use public education and warnings as the primary method of gaining compliance with this chapter and shall not use citations, notice and orders, assessment of civil penalties and fines, or other compliance actions as authorized in Chapter 1.20 KMC, unless the city manager determines:

1. The discharge from a normal single-family residential activity, whether singly or in combination with other discharges, is causing a significant contribution of contaminants to ~~surface and stormwater~~surface water and stormwater or groundwater; or
2. The discharge from a normal single-family residential activity poses a hazard to the public health, safety or welfare, endangers any property or adversely affects the safety and operation of City right-of-way, utilities or other City-owned or maintained property.

D. Persons implementing BMPs through another federal, State, or local program shall not be required to implement the BMPs prescribed in the Stormwater Pollution Prevention Manual, unless the city manager determines the alternative BMPs are ineffective at reducing the discharge of contaminants. If the other program requires the development of a stormwater pollution prevention plan or other best management practices plan, the person shall make their plan available to the City upon request. Persons who qualify for exemptions include, but are not limited to, persons who are:

1. Required to obtain a general or individual NPDES permit from the Washington State Department of Ecology;
2. Implementing and maintaining, as scheduled, a City-approved farm management plan;

3. Implementing BMPs in compliance with Chapter [18.70](#) KMC;
4. Implementing BMPs in compliance with the management program of the City's NPDES permit;
5. Engaged in forest practices, with the exception of forest practices occurring on lands platted after January 1, 1960, or on lands being converted to another use, or when regulatory authority is otherwise provided to local government by RCW [76.09.240](#); or
6. Identified by the city manager as being exempt from this section. [Ord. 09-0299 § 4; Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.12.035).]

13.45.050 Administration.

The city manager is authorized to implement and enforce the provisions of this chapter. The city manager is authorized to promulgate and adopt administrative rules and regulations for the purpose of implementing and enforcing the provisions of this chapter. [Ord. 09-0299 § 5; Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.12.045).]

13.45.060 Enforcement.

- A. The city manager is authorized to carry out enforcement actions pursuant to the enforcement and penalty provisions of this chapter, Chapters [1.15](#) and [1.20](#) KMC. and other enforcement provisions adopted by rule.
- B. The city manager shall use public education, warnings, technical assistance and the implementation of BMPs and, when necessary, AKART, as the primary methods of gaining compliance with this chapter, unless the city manager determines a violation is a result of a flagrant act that should be addressed through immediate penalties or poses a hazard as defined in KMC [13.45.070](#), Hazards.
- C. The city managers shall develop and implement additional enforcement procedures. These procedures shall indicate how the City will investigate and respond to reports or instances of noncompliance with this chapter and shall identify by title the official(s) responsible for implementing the enforcement procedures.
- D. The city manager is authorized to make such inspections and take such actions as may be required to enforce the provisions of this chapter.

1. The city manager may observe BMPs or examine or sample ~~surface and stormwater~~[surface water and stormwater](#) or groundwater as often as may be necessary to determine compliance with this chapter. Whenever an inspection of a property is made, the findings shall be recorded and a copy of the inspection findings shall be furnished to the owner or the person in charge of the property after the conclusion of the investigation and completion of the inspection findings. The

person in violation of this chapter shall be responsible for all costs and expenses related to the City's sampling, examination, analysis, application of BMPs authorized herein and/or abatement of the violation.

2. When the city manager has made a determination under subsection (D)(1) of this section that any person is violating this chapter, the city manager may require the violator to sample and analyze any discharge, ~~surface and stormwater~~surface water and stormwater, groundwater, and/or sediment, in accordance with sampling and analytical procedures or requirements determined by the city manager. If the violator is required to complete this sampling and analysis, a copy of the analysis shall be provided to the city manager. The person in violation of this chapter shall be responsible for all costs and expenses related to the sampling, examination, analysis, application of BMPs required by the city manager and/or abatement of the violation.

E. In addition to any other penalty or method of enforcement, the City may bring actions for injunctive or other relief to enforce this chapter. [Ord. 09-0299 § 6; Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.12.050).]

13.45.070 Hazards.

A. Whenever the city manager determines that any violation of this chapter poses a hazard to public health, safety, or welfare, endangers any property, or adversely affects the safety and operation of City right-of-way, utilities, and/or other property owned or maintained by the City, the person holding title to the subject property, and/or other person or agent in control of said property, upon receipt of notice in writing from the city manager, shall within the period specified therein address the cause of the hazardous situation in conformance with the requirements of this chapter.

B. Notwithstanding any other provisions of this chapter, whenever it appears to the city manager that conditions covered by this chapter exist requiring immediate action to protect the public health and/or safety, the city manager is authorized to enter at all times in or upon any such property, public or private, for the purpose of inspecting and investigating such emergency conditions. The city manager, without prior notice, may order the immediate discontinuance of any activity leading to the emergency condition. Failure to comply with such order shall constitute a misdemeanor. [Ord. 09-0299 § 7; Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.12.060).]

13.45.080 Criminal penalty. **SHARE**

Any willful violation of an order issued pursuant to KMC [13.45.060](#) or [13.45.070](#) for which a criminal penalty is not prescribed by State law is a misdemeanor. [Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.12.070).]

13.45.090 Civil penalties for water quality.

The enforcement provisions for water quality are intended to encourage compliance with this chapter. To achieve this, violators will be required to take corrective action and comply with the requirements of this chapter, and may be required to pay a civil penalty for the redress of ecological, recreational, and economic values lost or damaged due to their unlawful action.

A. The provisions in this section are in addition to and not in lieu of any other penalty, sanction or right of action provided by law.

B. Any person in violation of this chapter may be subject to civil penalties assessed as follows:

1. An amount reasonably determined by the city manager to be equivalent to the economic benefit the violator derives from the violation as measured by the greater of the resulting increase in market value of the property or business value received by the violator, or savings of construction or retrofitting costs realized by the violator performing any act in violation of this chapter; and
2. An amount, not to exceed \$25,000, that is reasonably based upon the nature and gravity of the violation and the cost to the City of enforcing this chapter against the violator.

C. Any person who, through an act of commission or omission, aids or abets in a violation shall be considered to have committed the violation for the purposes of the civil penalty.

D. Each violator is jointly and severally liable for a violation of this chapter. The city manager may take enforcement action, in whole or in part, against any violator. The decisions whether to take enforcement action, what type of action to take, and which person to take action against, are all entirely within the city manager's discretion. Factors to be used in taking such enforcement actions shall be:

1. Awareness of the violation;
2. Ability to correct the violation;
3. Cooperation with government agencies; and
4. Degree of impact or potential threat to water or sediment quality, human health, or the environment.

E. In the event more than one person is determined to have violated the provisions of this chapter, all applicable civil penalties may be imposed against each person, and recoverable damages, costs, and

expenses may be allocated among the persons on any equitable basis. Factors that may be considered in determining an equitable allocation include:

1. Awareness of the violation;
2. Ability to correct the violation;
3. Ability to pay damages, costs, and expenses;
4. Cooperation with government agencies; and
5. Degree of impact or potential threat to water or sediment quality, human health, or the environment.

F. The city manager may engage in mitigation discussions with the violator. The city manager may reduce the penalties based upon one or more of the following mitigating factors:

1. The person responded to City attempts to contact the person and cooperated with efforts to correct the violation;
2. The person showed due diligence and/or substantial progress in correcting the violation; or
3. An unknown person was the primary cause of the violation.

Payment of a monetary penalty pursuant to this chapter does not relieve the person of the duty to correct the violation.

G. All civil penalties recovered during the enforcement of this chapter under Chapter [1.20](#) KMC shall be deposited into a fund of the City and shall be used for the protection of ~~surface and stormwater~~[surface water and stormwater](#) or groundwater as set forth in this chapter, through education or enhanced implementation. [Ord. 09-0299 § 8; Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.12.080).]

13.45.100 Construction – Intent.

A. This chapter is enacted as an exercise of the City's power to protect and preserve the public health, safety and welfare. Its provision shall be exempted from the rule of strict construction and shall be liberally construed to give full effect to the objectives and purposes for which it was enacted. This chapter is not enacted to create or otherwise establish or designate any particular class or group of persons who will or should be especially protected or benefited by the terms of this chapter.

B. The primary obligation of compliance with this chapter is placed upon the person holding title to the property. Nothing contained in this chapter is intended to be or shall be construed to create or form a basis for liability for the City, its officers, employees or agents, for any injury or damage resulting from the failure of the person holding title to the property to comply with the provisions of this chapter, or by reason or in consequence of any act or omission in connection with the implementation or enforcement of this chapter by the City, its officers, employees or agents. [Ord. 01-0124 § 1; Ord. 98-0016 §§ 2, 3 (KCC 9.12.090).]

13.45.110 Penalty.

Except as provided in KMC [13.45.090](#)(B)(1) and (2) for civil penalties, any person violating any of the provisions of this chapter may be subject to the general penalty and enforcement provisions in this chapter and Chapters [1.15](#) and [1.20](#) KMC. [Ord. 09-0299 § 9; Ord. 01-0124 § 1; Ord. 98-0016 § 5.]

DRAFT ORDINANCE 16-0428

ATTACHMENT G – AMENDMENTS TO CHAPTER 15.25

TITLE 15 – BUILDINGS AND CONSTRUCTION

Chapter 15.25 – Land Alterations

15.25.010 – Purpose:

This chapter is intended to regulate land alterations within the City in order to protect public health, safety and welfare by:

- A. Minimizing adverse stormwater impacts caused by land alterations;
- B. Protecting water quality from the adverse impacts associated with erosion and sedimentation;
- C. Minimizing aquatic and terrestrial wildlife habitat loss caused by the removal of vegetation;
- D. Encouraging the retention of native vegetation and soils during clearing and grading activities;
- E. Protecting critical areas from adverse clearing and grading activities;
- F. Preventing damage to property and harm to persons caused by land alterations;
- G. Establishing administrative procedures for the issuance of permits, approval of plans, and inspection of land alteration operations; and
- H. Providing penalties for the violation of this chapter.

15.25.030 – Definitions:

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

15.25.070 – Permit Required – Exception:

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

2. Land alterations that are exempt from a grading permit and that do not alter the method by which the stormwater leaves the site.

15.25.160 – Standards:

B. Cuts and fills shall conform to the following provisions unless otherwise approved by the city manager.

1. Slope. No slope of cut and fill of surfaces shall be steeper than is safe for the intended use and shall not exceed two horizontal to one vertical, unless approved by the geotechnical engineer of record.
2. Erosion Control. All disturbed areas including faces of cuts and fill slopes shall be prepared and maintained to control erosion in compliance with subsection A of this section.
3. Preparation of Ground. The ground surface shall be prepared to receive fill by removing vegetation, topsoil, and other unsuitable materials.
4. Fill Material. Fill material shall not include organic, frozen or other deleterious materials, and shall be made with nonnoxious, nonflammable, noncombustible and nonputrescible solids. No rock or similar irreducible material greater than 18 inches in diameter shall be used.
5. Drainage. Provisions shall be made to:
 - a. Prevent any surface water or seepage from damaging the cut face of any excavations or the sloping face of a fill; and
 - b. Carry any surface waters that are or might be concentrated as a result of a fill or excavation to a natural watercourse or public storm drain system, or by other means approved by the department of public works.
6. Compaction of Permeable Surfaces. The compaction of new permeable surfaces should protect the soil moisture holding capacity. The duff layer or native topsoil shall be retained to the maximum extent practicable. Soil amendments shall be required to mitigate for lost moisture holding capacity where compaction or removal of some or all of the duff layer or underlying topsoil has occurred. The amendment must be such that the replaced topsoil is a minimum of 8 inches thick, unless the applicant demonstrates that a different thickness will provide conditions equivalent to the soil moisture holding capacity native to the site.
7. Bench/Terrace. Benches, if required, at least 10 feet in width shall be back-sloped and shall be established at not more than 25 feet vertical intervals to control surface drainage and debris. Swales or ditches on benches shall have a maximum gradient of five percent.
8. Access Roads Maintenance. Access roads to grading sites shall be maintained and located to the satisfaction of the city manager to minimize problems of dust, mud and traffic circulation.
9. Access Roads – Gate. Access roads to grading sites shall be controlled by a gate when required by the city manager.

10. Warning Signs. Signs warning of hazardous conditions, if such exist, shall be established at locations as required by the city manager. All signage and traffic control shall be compliant with Manual on Uniform Traffic Control Devices.

11. Fencing. Fencing, where required by the city manager to protect life, limb and property, must be installed with lockable gates and must be closed and locked when work is not occurring at the site. The fence must be no less than five feet in height and cannot have a horizontal opening larger than two inches.

12. Setbacks. The tops and the toes of cut and fill slopes shall be set back from property boundaries as far as necessary to protect adjacent properties and to prevent damage from water runoff or erosion of the slopes.

The tops and the toes of cut and fill slopes shall be set back from structures as far as is necessary to protect foundation support and to prevent damage from water runoff or erosion of the slopes.

Slopes and setbacks shall be determined by the city manager.

13. Easements. The applicant shall provide to the department copies of recorded and executed easements for land alterations that are proposed on neighboring properties.

DRAFT ORDINANCE 16-0428

ATTACHMENT H – AMENDMENTS TO SECTION 17.20.130

TITLE 17 – LAND DIVISION

Chapter 17.20 – Subdivisions and Short Subdivisions

17.20.130 – Lot Segregations – Clustered Development:

When residential lot clustering is proposed, the following provisions shall be met:

- A. Any open space resulting from lot clustering shall not be altered or disturbed except as specified on recorded documents creating the open space. Such open spaces may be retained under ownership by the subdivider, conveyed to residents of the development, or conveyed to a third party. When access to the open space is provided, the access shall be located in a separate tract;
- B. In the R-1 zone, open space tracts created by clustering required by KMC 18.21.030 shall be located and configured to create urban separators and greenbelts as required by the comprehensive plan or open space functional plans; to connect and increase protective buffers for critical areas; to connect and protect wildlife habitat corridors designated by the comprehensive plan; and to connect existing or planned public parks or trails. The City may require open space tracts created under this subsection to be dedicated to an appropriate managing public agency or qualifying private entity such as a nature conservancy.
- C. Open spaces created through lot clustering are encouraged to include retained native vegetation.
- D. Landscape based-stormwater management practices may be located within open spaces created through lot clustering, provided they are not located within critical areas.

DRAFT ORDINANCE 16-0428

**ATTACHMENT I – AMENDMENTS TO CHAPTERS 18.20, 18.21, 18.23, 18.25,
18.25A, 18.25B, 18.26, 18.27, 18.28, 18.28A, 18.29, 18.30, 18.35, 18.40, 18.50,
AND 18.52**

TITLE 18 – ZONING

Chapter 18.20 – Technical Terms and Land Use Definitions

18.20.1400 Impervious surface.

“Impervious surface” means a non-vegetated surface that either prevents or retards the entry of water into the soil mantle as under natural conditions prior to development, and/or that causes water to run off the surface in greater quantities or at an increased rate of flow from the flow present under natural conditions prior to development. Common impervious surfaces include, but are not limited to, roofs, walkways, patios, driveways, parking lots, storage areas, areas which are paved, graveled or made of packed or oiled earthen materials or other surfaces which similarly impede the natural infiltration of surface and stormwater. Impervious surface shall not include areas of turf, landscaping, or natural vegetation. Open uncovered flow control or water quality treatment facilities shall not be considered as impervious surfaces under this title, but shall be considered impervious surfaces for the purposes of runoff modeling

18.20.1671 Low impact development (LID).

“Low impact development (LID)” means a stormwater management and land development strategy that strives to mimic pre-disturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration by emphasizing conservation, use of on-site natural features, site planning, and distributed stormwater management practices that are integrated into a project design.

Chapter 18.21 – Residential Zones

18.21.030 – Residential zones R-1, R-4 and R-6 – Development standards

The following zone-specific development standards in Table B apply in the R-1, R-4 and R-6 residential zones:

Table B. R-1, R-4 and R-6 Residential Zones Development Standards

STANDARDS	Z O N E S	R-1 ¹	R-4	R-6
Base Density: <i>Dwelling Unit/Acre</i> ²		1 du/ac	4 du/ac ³	6 du/ac
Maximum Density: <i>Dwelling Unit/Acre</i> ⁴			6 du/ac	9 du/ac
Minimum Density				
Minimum Lot Width ⁶		35 ft. ⁷	30 ft.	30 ft.
Minimum <i>Street Setback</i>		20 ft. ⁷	15 ft. ^{8,9}	15 ft. ^{8,9}
Minimum Side <i>Setback</i> ^{5,10}		5 ft. ⁷	15 ft. total ¹¹	15 ft. total ¹¹
Minimum Rear <i>Setback</i> ^{5,10}		5 ft. ⁷	20 ft.	20 ft.
Base Height ¹²		35 ft.	35 ft.	35 ft. 45 ft. ¹³
<u>Base <i>Impervious Surface</i>: Percentage</u>		<u>30%</u>	<u>45%</u>	<u>60%</u>
Maximum <i>Impervious Surface</i> : Percentage ¹⁴		30% ¹⁵	55%	70%
Minimum Lot Size		2,500 sq. ft.	7,200 sq. ft. ^{16,17}	5,400 sq. ft. ^{16,17}

...

¹⁴ Applies to each individual lot. *Impervious surface* area standards for:

- a. Regional *uses* shall be established at the time of permit review;
- b. Nonresidential *uses* in residential zones shall comply with KMC [18.21.060](#) and [18.30.170](#);
- c. Individual *lots* in the R-4 through R-6 zones which are less than 9,076 square feet in area shall be subject to the applicable provisions of the nearest comparable R-6 zone;
- d. *Lots* may be increased beyond the total amount permitted in this chapter subject to approval of a *conditional use permit*.
- e. The base *impervious surface* percentage may be exceeded, up to the maximum *impervious surface* percentage, provided low impact development strategies are implemented subject to approval by the *City Manager*.

18.21.060 – Nonresidential land uses in residential zones:

A. Impervious surface coverage shall not exceed:

- 1. Seventy percent of the site in the R-1 through R-6 zones.
- 2. Eighty percent of the site in the R-12 through R-48 zones.

Chapter 18.22 – Neighborhood Business Zone

18.22.020 – Neighborhood business zone – Development standards:

Table B. Neighborhood Business Zone Development Standards

Maximum Impervious Surface: Percentage ⁹	85%
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⁹ The impervious surface area for any lot may be increased beyond the total amount permitted in this chapter subject to approval of a conditional use permit.

Chapter 18.23 – Community Business Zone

18.23.040 – Zoning standards:

Table B

Minimum Interior Setback ¹	0 feet for commercial or mixed use development except for interior lot lines adjoining property zoned R-1 to R-6.
	5 feet landscaped setback for residential except

	for interior lot lines adjoining property zoned R-1 to R-6. Native vegetation is encouraged. For all interior lot lines adjoining a property zoned R-1 to R-6 a 15-foot landscaped setback of native vegetation is required.
Maximum Impervious Surface: Percentage	90%

Chapter 18.24 – Downtown Residential Zone

18.24.040 – Zoning standards:

Table B. Downtown Residential Development Standards

Minimum Street Setback	Primary structure – 6 ft. min.; 8 ft. min. average Garage, carport, paved parking – 10 ft.
Maximum Street Setback	West of 68th Avenue NE, the maximum setback is 10 ft
Minimum Interior Setback	5 ft.; otherwise when adjoining property zoned R-1 to R-6 zone then 20 ft.
Maximum Impervious Surface: Percentage	90%

Chapter 18.25 – Downtown Commercial Zone

18.25.040 – Zoning standards:

Table B. Downtown Commercial Development Standards

Street Setback	Minimum 10 ft. from SR-522, unless otherwise allowed through Chapter 18.52 KMC, Downtown Design Standards; other streets 0 ft. Maximum 10 ft. unless otherwise allowed through Chapter 18.52 KMC, Downtown Design Standards The City may authorize intrusions of structural elements into the public right-of-way, including awnings, columns, bay windows, or others, through the design review, site plan review, building permit review, or right-of-way use permit processes, if such intrusions would not impede safe travel by pedestrians, solar access is not significantly diminished, and City liability is limited
Minimum Interior Setback	0 ft.; except when property adjoins R-1 to R-12 property, then 20 ft.
Maximum Impervious Surface: Percentage	90%

Chapter 18.25A – Urban Corridor Zone*18.25A.060 – Zoning standards:*

Table C. Urban Corridor Zone Development Standards

Minimum Interior Setback	20 ft ³
Maximum Impervious Surface: Percentage	90%

³ Required on property lines adjoining residential zones.

18.25A.070 – Additional Development Standards:

A. Where the urban corridor zone abuts a residential zone, the city manager may require additional landscaping pursuant to Chapter 18.35 KMC, blank wall treatments pursuant to Chapter 18.52 KMC, and/or measures to address building mass and bulk pursuant to KMC 18.52.310 and/or 18.52.330 in order to mitigate impacts of new development on neighboring residential areas.

B.4.d. Vegetation, including required vegetation screening, provided it is designed and of a size that will not obscure the view from the public right-of-way to the lake at the time of planting or upon future growth. Low growing, native vegetation is encouraged. In the event of a conflict between required landscaping and view preservation, view preservation shall take precedence over landscaping requirements;

Chapter 18.25B – Waterfront Commercial Zone*18.25B.040 – Zoning standards:*

Table B. Waterfront Commercial Development Standards

Street Setback	10 ft ²
Minimum Interior Setback	20 ft ³
Maximum Impervious Surface: Percentage	90%

² Fuel pump islands shall be placed no closer than 25 feet to street front lines.

³ Required on property lines adjoining residential zones.

18.25B.050 – Additional Development Standards:

A. Where the waterfront commercial zone abuts a residential zone, the city manager may require additional landscaping pursuant to Chapter 18.35 KMC, blank wall treatments pursuant to Chapter 18.52 KMC, and/or measures to address building mass and bulk pursuant to KMC 18.52.310 and/or 18.52.330 in order to mitigate impacts of new development on neighboring residential areas. Native vegetation is preferred for these screening treatments.

Chapter 18.26 – Regional Business Zone*18.26.070 – Zoning standards:*

Table D. Regional Business Zone Development Standards

Minimum Street Setback	10 ft ²
Minimum Interior Setback	20 ft ³
Maximum Impervious Surface: Percentage	90%

² Gas station pump islands shall be placed no closer than 25 feet to street front lines.

³ Required on property lines adjoining residential zones.

18.26.080 – Additional Development Standards:

A. Where the regional business zone abuts a residential zone, the city manager may require additional landscaping pursuant to Chapter 18.35 KMC, blank wall treatments pursuant to Chapter 18.52 KMC, and/or measures to address building mass and bulk pursuant to KMC 18.52.310 and/or 18.52.330 in order to mitigate impacts of new development on neighboring residential areas.

Chapter 18.27 – Public and Semi-Public Zone*18.27.040 – Public and semi-public zone – Development standards:*

Table B. Public and Semi-Public Zone Development Standards

Minimum Street Setback	0 ft., 10 ft., or 20 ft. ³
Minimum Interior Setback	0 ft., 5 ft., or 20 ft. ³
Maximum Impervious Surface: Percentage	70%, 90% ⁵

³ a. Street setbacks: the minimum street setback varies depending on the adjacent zoning:

- (1) Zero feet if adjacent zoning is downtown commercial or downtown residential.
- (2) Twenty feet if adjacent zoning is R-1 to R-6.
- (3) Ten feet in all other cases.

b. Interior setbacks: zero feet if adjacent zoning is downtown commercial or downtown residential; 20 feet if adjacent zoning is R-1 to R-6; five feet in all other cases.

⁵ a. Ninety percent if abutting properties are zoned downtown commercial or downtown residential or regional business. Seventy percent in all other cases.

b. Measures to reduce impervious surfaces and to promote low impact development shall be employed unless infeasible, consistent with adopted Kenmore stormwater management standards.

18.27.050 – Additional Development Standards:

A. Where the public and semi-public zone abuts a residential zone, the city manager may require a landscaping screen pursuant to Chapter 18.35 KMC in order to screen views of parking lots, accessory buildings, or other features within the public and semi-public zone. Aesthetic safety, security, and maintenance factors shall be considered when considering the type of screen to be employed. Native vegetation is preferred for these screening treatments.

Chapter 18.28 – Parks Zone

18.28.040 – Parks zone – Development standards:

Table B. Parks Zone Development Standards

Minimum Street Setback	0 ft., 10 ft., or 20 ft. ³
Minimum Interior Setback	5 ft. or 20 ft. ³
Maximum Impervious Surface: Percentage	2-30% ⁵

³ a. Street setbacks: the minimum street setback varies depending on the adjacent zoning:

- (1) Zero feet if adjacent zoning is downtown commercial or residential.
- (2) Twenty feet if adjacent zoning is R-1 to R-6.
- (3) Ten feet in all other zones.

b. Interior setbacks: 20 feet if adjacent zoning is R-1 to R-6; five feet in all other zones.

⁵ a. For the purposes of this zone, paved trails are not considered impervious surface; provided, that City stormwater and other applicable requirements are met.

Commented [RS1]: This language will remain unchanged.

b. The following maximum impervious surface standards apply based on the size of the park property;

- (1) One hundred acres or greater: five percent.
- (2) Thirty to 100 acres: 10 percent.
- (3) Less than 30 acres: 30 percent.

b. Measures to reduce impervious surfaces and to promote low impact development shall be employed unless infeasible, consistent with adopted Kenmore stormwater management standards.

18.28.050 – Additional Development Standards:

A. Where the parks zone abuts a residential zone, the city manager may require a landscaping screen pursuant to Chapter 18.35 KMC in order to screen views of parking lots, accessory buildings, or other features within the parks zone. Aesthetic, safety, security, and maintenance factors shall be considered when considering the type of screen to be employed. Native vegetation is preferred for these screening treatments.

Chapter 18.28A – Golf Course Zone*18.28A.040 – Golf course zone – Development standards:*

Table B. Golf Course Zone Development Standards

Minimum Street Setback	20 ft. or 30 ft. ³
Minimum Interior Setback	10 ft. or 20 ft. ³
Maximum Impervious Surface: Percentage	10% ⁵

³ a. Street setbacks: the minimum street setback varies depending on the adjacent zoning:

(1) Thirty feet if adjacent zoning is R-1 to R-6.

(2) Twenty feet in all other cases.

b. Interior setbacks: 20 feet if adjacent zoning is R-1 to R-6; 10 feet in all other cases.

c. Netting or fencing and support structures for the netting or fencing used to contain golf balls in the operation of golf courses or golf driving ranges are exempt from the interior setback requirements; provided, that the maximum height shall not exceed 75 feet.

⁵

a. Measures to reduce impervious surfaces and to promote low impact development shall be employed unless infeasible, consistent with adopted Kenmore stormwater management standards.

18.28A.050 – Golf Course Zone - Additional Development Standards:

A. Where the golf course zone abuts a residential zone, the city manager may require a landscaping screen pursuant to Chapter 18.35 KMC in order to screen views of parking lots, accessory buildings, or other features within the golf course zone. Aesthetic, safety, security, and maintenance factors shall be considered when considering the type of screen to be employed. Native vegetation is preferred for these screening treatments.

18.29.070 – Parking.

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

1. 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.

Chapter 18.30 – Development Standards – General

18.30.230 – Setbacks – Projections and structures allowed:

N. Stormwater conveyance and control facilities, both above and below ground, provided such projections are:

1. Consistent with setback, easement and access requirements specified in the Surface Water Design Manual; or
2. In the absence of said specifications, not within five feet of a rear or interior lot line;

Chapter 18.35 – Development Standards – Landscaping

18.35.040 – Landscaping – Screen types and description:

The three types of landscaping screens are described and applied as follows:

A. Type I Landscaping Screen.

1. Type I landscaping is a “full screen” that functions as a visual barrier.
2. Type I landscaping shall minimally consist of:
 - a. A mix of primarily evergreen trees and shrubs generally interspersed throughout the landscape strip and spaced to form a continuous screen;
 - b. Between 70 and 90 percent evergreen trees;
 - c. Trees provided at the rate of one per 10 linear feet of landscape strip and spaced no more than 30 feet apart on center;
 - d. Evergreen shrubs provided at the rate of one per four linear feet of landscape strip and spaced no more than eight feet apart on center; and
 - e. Ground cover pursuant to KMC 18.35.090;
3. Landscape-based stormwater management facilities are permitted within Type I Landscaping Screen areas provided that the screening objectives in KMC 18.35.040.A.1 and KMC 18.35.040.A.2 are achieved.

B. Type II Landscaping Screen.

1. Type II landscaping is a “filtered screen” that functions as a visual separator.
2. Type II landscaping shall minimally consist of:

- a. A mix of evergreen and deciduous trees and shrubs generally interspersed throughout the landscape strip spaced to create a filtered screen;
- b. At least 50 percent deciduous trees and at least 30 percent evergreen trees;
- c. Trees provided at the rate of one per 20 linear feet of landscape strip and spaced no more than 30 feet apart on center;
- d. Shrubs provided at the rate of one per four linear feet of landscape strip and spaced no more than eight feet apart on center; and
- e. Ground cover pursuant to KMC 18.35.090;

3. Landscape-based stormwater management facilities are permitted within Type I Landscaping Screen areas provided that the screening objectives in KMC 18.35.040.B.1 and KMC 18.35.040.B.2 are achieved.

C. Type III Landscaping Screen.

1. Type III landscaping is a “see-through screen” that functions as a partial visual separator to soften the appearance of parking areas and building elevations.

2. Type III landscaping shall minimally consist of:

- a. A mix of evergreen and deciduous trees generally interspersed throughout the landscape strip and spaced to create a continuous canopy;
- b. At least 70 percent deciduous trees;
- c. Trees provided at the rate of one per 25 linear feet of landscape strip and spaced no more than 30 feet apart on center;
- d. Shrubs provided at the rate of one per four linear feet of landscape strip and spaced no more than eight feet apart on center; and
- e. Ground cover pursuant to KMC 18.35.090.

3. Landscape-based stormwater management facilities are permitted within Type I Landscaping Screen areas provided that the screening objectives in KMC 18.35.040.B.1 and KMC 18.35.040.B.2 are achieved.

18.35.050 – Landscaping – Street trees for single-family subdivisions:

For single-family subdivisions:

A. Trees shall be planted at the rate of one tree for every 40 feet of frontage along a neighborhood collector street or arterial street. Native vegetation cultivars are preferred;

B. The trees shall be:

1. Located within the street right-of-way if permitted by the City;
2. No more than 20 feet from the street right-of-way line if located within a lot;
3. Maintained by the adjacent landowner unless part of a City maintenance program; and
4. A species approved by the City if located within the street right-of-way and compatible with overhead utility lines;

C. The trees may be spaced at irregular intervals to accommodate sight distance requirements for driveways and intersections.

18.35.070 – Landscaping – Surface parking areas:

D. Landscaping around the perimeter of a site that is in addition to the perimeter landscaping required by KMC 18.35.045 may count toward 10 percent of the required surface parking area landscaping in all zones except the DC and DR zones, or RB-zoned properties that are not subject to P-suffix condition NS-P4, and which lie north of NE 175th Street (see subsection F of this section), if it is adjacent to the parking area;

E. Parking area landscaping shall consist of:

1. Canopy-type deciduous trees, evergreen trees, evergreen shrubs and ground covers planted in islands or strips. Native vegetation cultivars are preferred;
2. Internal parking lot landscaping shall be configured as landscape-based stormwater management feature unless infeasible.
3. Shrubs that do not exceed a maintained height of 42 inches;
4. Plantings contained in planting islands or strips having an area of at least 100 square feet and with a minimum dimension of not less than five feet;
5. Ground cover in accordance with KMC 18.35.090; and
6. At least 70 percent of trees are deciduous.

18.35.080 – Landscaping – General standards for all landscape areas:

All new landscape areas proposed for a development shall be subject to the following provisions:

- A. Berms shall not exceed a slope of two horizontal feet to one vertical foot (2:1).
- B. All new turf areas, except all-weather, sand-based athletic fields, shall:

1. Be augmented with a two-inch layer of organic material cultivated a minimum of six inches deep; or

2. Have an organic content of five percent or more to a depth of six inches.

C. Except as specifically outlined for turf areas in subsection B of this section, the organic content of soils in any landscape area shall be as necessary to provide adequate nutrient and moisture-retention levels for the establishment of plantings.

D. Landscape areas, except turf or areas of established ground cover, shall be covered with at least two inches of mulch to minimize evaporation.

E. Plants having similar water use characteristics shall be grouped together in distinct hydrozones.

F. Plant selection shall consider adaptability to climatic, geologic, and topographical conditions of the site. Preservation of existing vegetation is encouraged.

G. Landscape areas proposed as stormwater management facilities shall be designed in accordance with the Kenmore Stormwater Management standards.

Chapter 18.40 – Development Standards – Parking and Circulation

18.40.010 – Purpose:

The purpose of this chapter is to provide adequate parking for all uses allowed in this title; to reduce demand for parking by encouraging alternative means of transportation including public transit, rideshare and bicycles; and to increase pedestrian mobility in urban areas by:

A. Setting minimum off-street parking standards for different land uses that assure safe, convenient and adequately sized parking facilities within activity centers;

B. Providing incentives to rideshare through preferred parking arrangements;

C. Providing for parking and storage of bicycles;

D. Requiring the use of permeable surfacing unless infeasible;

E. Providing safe, direct pedestrian access from public rights-of-way to structures and between developments; and

F. Requiring uses which attract large numbers of employees or customers to provide transit stops.

18.40.030 – Computation of required off-street parking spaces:

F. Exceedance of Minimum Parking – Downtown Commercial and Downtown Residential Zones West of 68th Avenue NE. Provision of parking in excess of the minimum parking requirements 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 and is interim in nature.

G. Exceedance of Minimum Parking – Zones Other than Downtown Commercial and Downtown Residential Zones West of 68th Avenue NE. Provision of parking shall not exceed 30 percent more than the minimum parking requirements unless the excess parking spaces are 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 and is interim in nature.

H. Tree Retention – DC and DR Zones. Where an applicant proposes retention of trees in accordance with KMC 18.35.100(G) in the DC and DR zones, the city manager may reduce parking requirements by one parking space for every two significant trees that are saved in excess of the significant tree ordinance requirements.

18.40.130 – Compact car allowance requirements:

In any development containing more than 20 parking spaces, up to 50 percent of the total number of spaces may be sized to accommodate compact cars, subject to the following:

A. Each space shall be clearly identified as a compact car space by painting the word “COMPACT” in capital letters, a minimum of eight inches high, on the pavement at the base of the parking space and centered between the striping;

B. Aisle widths shall conform to the standards set for standard size cars; and

C. Apartment developments with less than 20 parking spaces may designate up to 40 percent of the required parking spaces as compact spaces.

Chapter 18.50 – Development Standards – Design Requirements for Specific Uses

18.50.150 – Mobile home parks – Standards for new parks:

D. A mobile home park shall not exceed 90% impervious surface coverage;

Chapter 18.52 – Downtown Design Standards

18.52.010 – Purpose and Intent:

The Kenmore downtown design standards are intended to implement the City’s comprehensive plan and vision for the creation of “...a community with an attractive, vital, pedestrian-oriented City center offering commercial, civic, cultural and park spaces, integrated with higher density housing...” and “...a community with clear design standards creating attractive, functional, and enduring buildings and places....”

The purpose of the downtown design standards is to create a pedestrian-oriented downtown by identifying appropriate site and development standards, including green infrastructure, for new development.

The Kenmore design standards are structured in the following manner.

18.52.100 – Pedestrian walkways:

B.4.a Special Paving. Scored concrete, stained/colored concrete, concrete pavers, paving inlays, mosaics, or other special paving material. Not all portions of the pedestrian walkway are required to be paved; however, a minimum of 60 percent of the pedestrian walkway shall provide an all-weather walking surface;

18.52.120 – Public spaces and plazas:

B.2.a Special Paving. Scored concrete, stained/colored concrete, concrete pavers, paving inlays, mosaics, or other special paving material.

18.52.160 – Building setbacks (for residential/primarily residential uses):

B.3 Palette of Front Yard Transition Elements. Use two or more of the following elements to provide front yard transitions and create usable front yard space:

- a. Steps;
- b. Low fences;
- c. Trellises;
- d. Site furnishings;
- e. Low hedges, trees, and landscaped borders;
- f. Raingardens or bioretention facilities;
- g. Patios if a low fence or trellis is included for added privacy.

18.52.180 – Parking lot screening:

B. Standards – Required.

1. Perimeter Screening. Where surface parking lots are adjacent to a public right-of-way, the parking lot shall provide a minimum 10-foot-wide planting strip between the parking lot and right(s)-of-way. Landscape requirements in Chapter 18.35 KMC also apply.
2. Screening Techniques. Year-round perimeter screening shall provide a visually impervious screen utilizing one or more of the following screening techniques:

- a. Screen Walls. Low walls, opaque hedge walls, etc., shall be a minimum of three feet in height and maximum of four feet in height. Where screen walls are used, the 10-foot-wide planting strip requirement may be reduced by two feet.
- b. Screen Wall Transparency. For screen walls taller than four feet in height, all elements above four feet shall be made of semitransparent materials, i.e., lattice walls, trellises, etc. Those portions of the screen wall taller than four feet in height shall be a minimum of 85 percent transparency (i.e., see-through railing, trellis, or similar treatment).
- c. Evergreen Shrubs. Shrubs shall be maintained at a maximum four feet in height from the sidewalk to maintain visibility into the site for security/safety purposes. At planting, shrubs shall be a minimum two-gallon pot size or balled and burlapped equivalent.
- d. Trees. A mixture of evergreen and deciduous trees and shrubs. At planting, deciduous trees shall be a minimum three-inch caliper. Evergreen trees shall be a minimum of six-foot height to the uppermost branching point at planting.
- e. Wood Fences. If a wood fence is used, the fence shall have decorative detailing at the top (i.e., trellis materials) and an eight-foot-wide planting strip. The requirements of subsection (B)(2)(b) of this section are also applicable.
- f. Bioretention landscaping. Bioretention landscaping may be used within the perimeter screen in conjunction with one or more of the options in subsections (B)(2)(a) thorough (e).

18.52.200 – Outdoor service and storage areas:

B. Standards – Required.

- 1. Siting of On-Site Storage Areas. All outdoor service and storage areas such as mechanical equipment, outdoor storage, trash/recycling containers, satellite dishes, accessory telecommunications devices, etc., shall be fully screened and shall not be visible from adjacent public streets or from views above from adjacent buildings. The Kenmore development standards and design requirements of KMC 18.30.250 also apply.
- 2. At-Grade Service Areas. At-grade storage areas such as outdoor storage and/or trash/recycling containers shall be screened from adjacent streets and public rights-of-way and from views above from adjacent buildings. Pedestrian-oriented trash receptacles along walkways and in public spaces are excepted from this requirement.
- 3. Screening Techniques. Service area screening shall be 100 percent sight-obscuring, year-round, utilizing one or more of the following screening techniques:
 - a. Fences and Walls. Fencing and wall materials shall be integrated and compatible with the design of the building (i.e., use the building's materials on fence columns);

- b. Adjacent to Pedestrian Walkways. Where an outdoor storage area is adjacent to a pedestrian walkway, fences installed for screening may be used only in combination with either landscaping, vines, trellis, or similar landscaping screening technique;
- c. Evergreen Hedges and Shrubs. Landscaping shall meet the City's landscaping requirements for Type I landscaping;
- d. Trees. A mixture of evergreen and deciduous trees. Landscaping shall meet the City's landscaping requirements for Type I landscaping.
- f. Bioretention landscaping. Bioretention landscaping may be used within the perimeter screen in conjunction with one or more of the options in subsections (B)(3)(a) through (d).