



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

City of Kenmore
City Council Regular Meeting Agenda
6:30 p.m., Monday, November 9, 2015
Kenmore City Hall, Council Chambers
18120 68th Ave. NE, Kenmore, WA 98028

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

I. 6:30 p.m. - CALL SPECIAL MEETING TO ORDER

II. EXECUTIVE SESSION

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

III. POSSIBLE ACTION RELATING TO EXECUTIVE SESSION

IV. ADJOURN SPECIAL MEETING

V. 7:00 p.m. - CALL REGULAR MEETING TO ORDER

VI. ROLL CALL

VII. FLAG SALUTE

VIII. AGENDA APPROVAL

IX. PRESENTATION

A. Energy Assessment Program - Puget Sound Energy

X. 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.

XI. CONSENT AGENDA

A. Adopt Minutes for the October 19, 2015 City Council Meeting
[DRAFT 10-19-2015 Minutes](#)

- B. Approve Check Nos. 33117 - 33212 in the Amount of \$1,236,887.11 and Electronically Transferred Payroll Funds Totaling \$79,162.47 for the Period Ending October 23, 2015
[Checks for Approval](#)
- C. 2016 State Legislative Agenda - Nancy Ousley, Assistant City Manager
[Agenda Bill & Attachments](#)

XII. PUBLIC HEARING

- A. Public Hearing to Receive Public Testimony Regarding 2015-2016 Mid-Biennial Budget Amendments and 2015-2020 Capital Improvement Program (CIP) Amendments - Joanne Gregory, Finance & Administration Director
[Agenda Bill & Attachments](#)
[Attachment](#)
[PowerPoint Presentation](#)

XIII. BUSINESS AGENDA

- A. Discussion of 2015-2016 Mid-Biennial Budget Amendments and 2015-2020 Capital Improvement Program (CIP) Amendments - Joanne Gregory, Finance & Administration Director

[See Public Hearing for Agenda Bill & Attachments](#)
- B. Draft Road Standards Presentation - Zack Richardson, Capital Projects Manager
[Agenda Bill & Attachments](#)
- C. West Sammamish River Bridge Architectural & Artistic Elements Discussion - Kris Overleese, Public Works Director/City Engineer, and John Vicente, Capital Projects Manager
[Agenda Bill & Attachments](#)

XIV. STAFF REPORT

XV. COUNCILMEMBER REPORTS & COMMENTS

XVI. COUNCILMEMBER INITIATIVES

XVII. ADJOURNMENT

Upcoming Meetings:

Mon., November 16, 2015 7:00 p.m. City Council Regular Meeting
Tues., November 17, 2015 7:00 p.m. Planning Commission Regular Meeting
Mon., November 23, 2015 7:00 p.m. City Council Regular Meeting

**City of Kenmore, Washington
City Council Regular Meeting
Minutes
October 19, 2015**

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

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

Staff present: Rob Karlinsey, City Manager; Nancy Ousley, Assistant City Manager; Kris Overleese, Public Works Director/City Engineer; Bryan Hampson, Development Services Director; Leslie Harris, Management Analyst; Brett Schock, Traffic Engineer; Jenny Pazar, Communications Intern; Cliff Sether, Police Chief; Rod Kaseguma, City Attorney; and Patty Safrin, City Clerk

FLAG SALUTE

Bob Hensel led the flag salute.

AGENDA APPROVAL

It was Council consensus to switch the order of Business Items A. and B., as Senator Frockt was not yet present, and to approve the agenda as revised.

CITIZEN COMMENTS

David Markley, 8250 165th Avenue NE, Redmond, was present, representing Transportation Solutions, Inc. and James G. Murphy Co., to state his concerns and suggestions regarding the City's proposed improvements to NE 182nd Street between 68th and 73rd Avenues NE. He submitted a letter to Council.

Mayor Baker thanked him for his comments.

CONSENT AGENDA

Councilmember Curtis moved to approve the consent agenda as submitted. Mayor Baker seconded the motion to approve the King County LiDAR (Lighting Detection and Ranging) Imagery Project Interlocal Agreement, Contract No. 15-C1477. The motion passed unanimously.

BUSINESS AGENDA

Discussion Regarding NE 182nd Street Pedestrian Improvement Options - Kris Overleese, Public Works Director/City Engineer, and Brett Schock, Traffic Engineer, were present to give a brief report. Engineer Schock provided a PowerPoint presentation, covering what prompted the

study, existing conditions, identified alternatives, and next steps. He stated that staff is looking for direction from Council. They were also available to answer any questions.

It was Council consensus that traffic calming is the priority.

Given that priority, Director Overleese suggested leaving the options as they are currently and continuing with the neighborhood meetings regarding neighborhood transportation plans in order to talk with the community and implement solutions via that process.

2015 State Legislative Session Recap - Nancy Ousley, Assistant City Manager; 46th District Legislators, Representatives Pollet and Farrell and Senator Frockt; and Briahna Murray, of Gordon Thomas Honeywell, were present to give a brief report. They were also available to answer any questions.

Update on City Council Goal No. 1 Progress, Including Target Zero Initiative - Kris Overleese, Public Works Director/City Engineer; Leslie Harris, Management Analyst; Brett Schock, Traffic Engineer; Cliff Sether, Police Chief; and Jenny Pazar, Communications Intern, were present to give a brief report and PowerPoint presentation. Intern Pazar stated that they are providing an 18-month update on the Target Zero Initiative, which includes engineering, education and enforcement. She stated that a number of programs, policies and projects have been implemented within the three areas. She noted how this relates to Council Goal No. 1, which is 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. Engineer Schock and Intern Pazar reviewed some of the programs, policies and projects that have been implemented or are in progress. They were all available to answer any questions.

STAFF REPORT

Puget Sound Energy (PSE) Franchise Agreement - Rob Karlinsey, City Manager, stated that the City has initiated negotiations with PSE via an official letter. He stated that he would like Council's input on major deal points on the electric and gas franchise.

City Manager Karlinsey also gave an update on "Imagine Kenmore." He noted that this Saturday is Jack Crawford Day at Log Boom Park, with opportunities for volunteers to help out at the park.

CITY COUNCILMEMBER REPORTS & COMMENTS

Councilmember Smith really enjoyed the Bridge Tour on Saturday and found it to be very educational.

Councilmember Sperry stated that the bridge tour was very worthwhile. She requested a copy of our current PSE franchise agreement to be e-mailed to Councilmembers.

Mayor Baker stated that he went on both the bridge tour and the wetland tour and learned quite a bit. He stated that he is on the King County Board of Health and has volunteered to work at a free health clinic that is being offered.

COUNCILMEMBER INITIATIVES

Deputy Mayor Van Ness stated that he and others, including Army Corps of Engineers personnel, went on a boat trip of different wetlands. He would like the City to pursue grant money for wetland restoration.

ADJOURNMENT

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

David Baker, Mayor

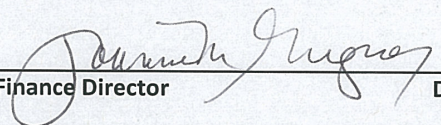
ATTEST:

Patty Safrin, City Clerk

Voucher Certification and Approval

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and that the following claims, paid by checks 33117-33212 which total \$1,236,887.11, and electronically transferred payroll funds totalling \$79,162.47, are just, due and unpaid obligation against the City of Kenmore/KingCounty/Washington, and that I am authorized to authenticate and certify to said claims

 10/23/15
City Manager Date

 10/23/15
Finance Director Date

Check #	Vendor Name	Description	Check Amount
33117	CULLEY, AMBERLY	Transportation Expense Reimbursement	204.33
33118	CITY OF KENMORE	PERS Retro Reimbursement	26.87
33119	NATIONWIDE FINANCIAL 401a	Social Security Replacement Plan	11,641.24
33120	NATIONWIDE RETIREMENT SOLUTIONS 457	Deferred Comp Payroll Deduction	285.00
33121	ICMA RETIREMENT TRUST 457 - 304745	Deferred Comp Payroll Deduction	2,835.43
33122	DRS 457	Deferred Comp Payroll Deduction	1,860.00
33123	AFLAC	Private Medical/ Disability Plans	438.51
33124	CITY OF KENMORE FS	Flexible Spending Medical Plans	334.21
33125	BANK OF AMERICA 941	Payroll Taxes	16,384.41
33126	DEPARTMENT OF RETIREMENT SYSTEMS	WA State Retirement	18,288.71
33127	NATIONAL LIFE OF VERMONT	Life Insurance	123.17
33128	AMERICAN GENERAL LIFE GPO-400S	Life Insurance	443.72
33129	STATE OF FLORIDA DISBURSEMENT UNIT	Payroll Deduction	275.00
33130	HSA BANK	Employee Health Savings Account Contr.	150.00
33131	AWC EMPLOYEE BENEFITS	Employee Health Insurance	41,747.32
33132	LINCOLN NATIONAL LIFE INSURANCE	Life/Long Term Disability/AD&D	915.21
33133	DEPARTMENT OF LABOR AND INDUSTRIES	3rd Qtr Volunteer Hrs	59.67
33134	BAKER, DAVID	9/20-10/19 Mileage Reimbursement	154.68
33135	CENTER FOR HUMAN SERVICES	3rd Qtr Family Support/Clinical Programs	5,000.00
33136	CITY OF BELLEVUE	Qtr 3 My Building Permit Dues	3,662.96
33137	CITY OF LAKE FOREST PARK	Sept. Public Works Crew/Equipment	73,619.77
33138	CITY OF SHORELINE	July-September Jail Van Usage	408.48
33139	COASTWIDE LABORATORIES	Maintenance Supplies	286.42
33140	CONSOLIDATED PRESS	Fall Newsletter Printing/Mail Preparation	3,131.14
33141	DAILY JOURNAL OF COMMERCE	Ads for Town Green Inspection	195.00
33142	EMPLOYMENT SECURITY DEPT	3rd Qtr Unemployment Payments	11,040.33
33143	FRUHLING SAND & TOPSOIL	76th Ave NE - Tree Debris Disposal	200.00
33144	INSLEE, BEST, DOEZIE & RYDER, P.S.	August Legal Services	14,288.75
33145	JET CITY PRINTING	Traffic Safety Postcards	246.81
33146	KING COUNTY FINANCE	Road Svcs/Overlay/Solid Waste/CWP	444,600.57

33147	SOUND PUBLISHING, INC.	Sept. Bothell/Kenmore Reporter Ads	1,135.00
33148	KING COUNTY OFFICE OF FINANCE	Sept. Public Defense Indigency Screening	792.58
33149	LIGHTHOUSE CONSULTING INC	September IT Services	2,366.57
33150	MEEHAN, NANCY	Mtg Meals/Refreshment Reimbursement	137.39
33151	MR. T'S TROPHIES	Employee Nametag	11.77
33152	NORTHSHORE FIRE DEPT.	September Fire Marshal Plan Review	220.00
33153	NORTHSHORE SENIOR CENTER	Qtr 3 Human Svcs/Transportation Prog.	1,650.00
33154	NORTHSHORE UTILITY DIST	Sept. Vehicle Maintenance & Fuel	8,952.33
33155	NORTHSHORE YOUTH & FAMILY SERVICES	Qtr 3 Human Services Program	4,000.00
33156	OFFICE DEPOT	Office Supplies	357.50
33157	PEOPLES STORAGE	November Storage Unit Rent #C304	190.00
33158	PUGET SOUND ENERGY	September Street Lighting Charges	8,203.63
33159	CEMEX	Materials for Raising Catch Basins	55.76
33160	SEATTLE TIMES	Legal Ads/Public Hearing/Town Green	409.81
33161	STATE AUDITOR'S OFFICE	September Audit Services	6,207.15
33162	TOTAL LANDSCAPE CORP	Drainage Facility Mowing Balance Due	4,226.70
33163	US POSTAL SERVICE (HASLER)	Postage Meter Refill	2,365.17
33164	WA STATE DEPT OF TRANSPORTATION	September Signal Maintenance	654.62
33165	COLUMBIA RIDGE LANDFILL	September Street Sweeper Dump Fees	904.91
33166	WONDERLAND DEVELOPMENT	Qtr 3 Human Svcs/Early Intervention	1,250.00
33167	SNOHOMISH COUNTY	Sept. Vactor Waste Disposal Charges	208.00
33168	KONICA MINOLTA BUSINESS SOLUTIONS	Sept. Incubator Copier Lease/Use	269.52
33169	SOUND LAW CENTER	Hearing Examiner Services	3,636.50
33170	BANNER BANK LD	Supplies/Social Media/Cleanup Equip.	728.28
33171	BANNER BANK CS	Supplies/Meals/Good to Go Passes	370.04
33172	BANNER BANK NO	Mtg Expenses/Bus. Directory/Parking	356.28
33173	QUALITY BUSINESS SYSTEMS INC.	9/2-10/1 1st & 2nd Floor Xerox Copies	719.06
33174	TOPIA TECHNOLOGY/ BIS	Website Hosting	200.00
33175	BANNER BANK KENMORE	Airfare/Lodging/Conference Registration	1,251.77
33176	EVER-MARK, LLC	Target Zero Glow Necklaces	455.90
33177	A+ CONFERENCING	Conference Calls	35.78
33178	BANNER BANK JGORDON	Registration/Supplies/Stand Up Desks	3,227.62
33179	KENMORE ELEMENTARY PTA	3rd Qtr Human Services Program	1,500.00
33180	COMCAST	10/14-11/13 City Hall Internet	139.08
33181	GORDON THOMAS HONEYWELL	Sept. Government Relations Consulting	3,625.00
33182	TOWN CENTER HARDWARE	Public Works/Parks Maint. Supplies	176.56
33183	SARAH ROBERTS	September Prosecution Services	10,508.04
33184	INTEGRA TELECOM	10/8-11/7 City Hall Phone Service	897.09
33185	FAZZARI MARKETING	Target Zero Reflective Stickers	671.02
33186	AM TEST, INC	Swamp Creek Water Sampling	200.00
33187	PAWS	Aug. & Sept. Animal Sheltering Services	507.00
33188	SCHINDLER ELEVATOR CORPORATION	Elevator Maintenance	373.01
33189	MILLER STEPHENS, MARY	July Public Defense Svcs @ SCORE	1,250.00
33190	PERTEET INC.	Aug. On-Call Engineering Prof. Services	31,458.18
33191	VERIZON WIRELESS	9/27-10/26 Cell Phone Charges	1,059.57
33192	HAMPSON, BRYAN	Reimbursement for Mtg. Supplies	53.55
33193	JOYCE ZIKER PARKINSON	Legal Advice/Lk WA Sediments/Ken. Vill.	5,307.50
33194	ANCHOR QEA, LLC	Aug. Sediment Sampling Prof. Services	534.84
33195	KENMORE COMMERCIAL LLC	Nov. Incubator Bldg. Lease Payment	3,281.00

33196	ALPHAGRAPHS US718	Police Dept. Business Cards	112.20
33197	UTILITIES UNDERGROUND LOCATION CTR	September Utility Locates	163.83
33198	OSBORN CONSULTING INC.	Aug. On-Call Engineering Services	8,590.58
33199	HESTON VISUAL ARTS	Photography Services	289.08
33200	FLEMINGS HOLIDAY LIGHTING LLC	Holiday Lights	5,330.64
33201	MARINE FLOATS CORPORATION	Log Boom Park Float Removal	2,340.02
33202	SCORE	September Inmate Housing	44,806.00
33203	HEWITT	Aug. Town Green Consulting Services	4,991.72
33204	GALLATIN PUBLIC AFFAIRS	Aug. Media Relations/Marketing	8,606.05
33205	GALLATIN PUBLIC AFFAIRS	July Media Relations/Marketing Retainer	3,614.22
33206	GALLATIN PUBLIC AFFAIRS	Sept Media Relations/Marketing Retainer	3,500.00
33207	MARSHBANK CONSTRUCTION	SR522 West A Const. Pay Est. #6	382,081.01
33208	STEWART TITLE COMPANY	W. Samm. Bridge Subd Guarantees	1,314.00
33209	SCHAUFFLER, CYNTHIA	Emergency Volunteer Workshop Exp.	65.65
33210	COBRA BEC, INC.	City Hall Roof/Gutter Repair	526.15
33211	SPORTWORKS NORTHWEST, INC.	Skate Park Bike Rack	597.17
33212	BANNER BANK BH	Supplies	20.00
10/2/2015	PAYROLL	Direct Deposit	79,162.47

\$ 1,316,049.58

2015	PRIOR VENDOR ACTIVITY	TOTAL	FOR 2015
	314 PIE		24.00
	A & A AIRPORT LIMOUSINE SERVICE		798.00
	A+ CONFERENCING		344.56
	A-1 LANDSCAPING & CONSTRUCTION, INC.		7,177.73
	AA ASPHALTING, INC		16,583.78
	AA PARTY RENTALS		3,016.27
	AAA FLAG & BANNER MFG. CO., INC.		5,620.28
	AAA PRINTING		723.80
	AABCO BARRICADE COMPANY INC.		1,046.88
	ACTION ENTERTAINMENT		790.00
	ACTIVE SHOOTER TRAINING LLC		1,334.52
	ADVANCE TESTING & SERVICE INC		702.00
	AFLAC		3,946.59
	ALCALDE & FAY		45,833.58
	ALEXANDER, JEFF		250.00
	ALL CITY FENCE CO.		4,089.83
	ALL TRAFFIC DATA SERVICES, INC.		1,250.00
	ALLISON & PARTNERS		9,600.00
	ALPHA SUPPORTED LIVING SERVICES		250.00
	ALPHAGRAPHICS US718		1,601.56
	AM TEST, INC		300.00
	AMERICAN GENERAL		3,993.48
	AMERICAN PLANNING ASSOCIATION		2,111.00
	AMERICAN PUBLIC WORKS ASSOCIATION		960.00
	AMERICAN SOCIETY OF COMPOSERS		341.40
	ANCHOR QEA, LLC		7,326.00
	ANDERSON, RICK		300.00
	APBP		85.00
	APPLIED TECHNOLOGIES NW INC.		8,700.25
	ARC - PACIFIC NORTHWEST		675.46
	ARTS OF KENMORE		3,240.25
	ASSOCIATION OF WA CITIES		16,925.94
	ATHENAS		101.00
	AURORA RENTS		1,142.07
	AV CAPTURE ALL		2,757.43
	AWC EMPLOYEE BENEFITS		377,916.12
	BAKER, DAVID		2,957.36
	BANK OF AMERICA 941		303,781.17
	BANNER BANK BAKER		10,905.86
	BANNER BANK BH		3,247.00
	BANNER BANK CS		3,788.54
	BANNER BANK DB		1,397.50
	BANNER BANK JG		6,065.93
	BANNER BANK JGORDON		21,027.26
	BANNER BANK KENMORE		28,574.89
	BANNER BANK LD		9,153.13
	BANNER BANK NO		2,849.39
	BANNER BANK PS		226.82
	BANNER BANK VAN NESS		5,709.50

XI. B. Approve Check Nos. 33117 - 33212 in the Amount of \$1,...

BASTYR UNIVERSITY	50,200.00
BEARCOM	199.29
BECKER, THEODORE J	1,675.00
BEN & JERRY'S	11.00
BERK & ASSOCIATES	44,826.96
BLACKBAUD	6,283.89
BOHMAN, BRIAN	300.00
BORROMEO, ALEXANDER	75.00
BOTTLEROCKET	500.00
BRIEN, GAYLYNN	500.00
BUILDERS EXCHANGE OF WASHINGTON INC	183.85
BULGER SAFE & LOCK, INC.	48.83
CALPORTLAND COMPANY	2,013.96
CAPITAL ONE COMMERCIAL/ COSTCO	1,479.65
CASCADE PEST CONTROL	1,281.15
CATHOUSE PIZZA	48.00
CEMEX	3,488.94
CENTER FOR HUMAN SERVICES	10,000.00
CENTER FOR PRIORITY BASED BUDGETING	12,500.00
CHAVEZ, FRANCISCO	1,500.00
CHICK'N FIX	48.00
CHINOOK BOOK	1,642.50
CITY OF BELLEVUE	116,063.50
CITY OF KENMORE	375.42
CITY OF KENMORE FS	6,349.99
CITY OF KENT	500.00
CITY OF LAKE FOREST PARK	587,497.23
CITY OF SHORELINE	7,604.68
CITYWORKS/ AZTECA SYSTEMS INC.	20,074.64
CLK CONSTRUCTION LLC	9,811.11
CLOWNS UNLIMITED, INC.	876.00
COASTAL WEAR PRODUCTS INC	2,713.42
COASTWIDE LABORATORIES	7,055.57
CODE PUBLISHING COMPANY	8,052.69
COLUMBIA FORD	72,062.80
COLUMBIA RIDGE LANDFILL	4,873.72
COMCAST	3,058.19
CONSOLIDATED PRESS	6,147.98
CONTOUR FENCE CO. INC.	802.64
CONYERS, JODY	54.63
CROWN PRODUCTS LLC	1,021.30
CUNNINGHAM, ED	250.00
CURTIS, DR. MILTON	1,326.64
DAILY JOURNAL OF COMMERCE	4,809.80
DANSOUND INC	7,568.64
DAY WIRELESS SYSTEMS	1,325.67
DENUSKI, STACEY	756.72
DEPARTMENT OF ECOLOGY	20,592.50
DEPARTMENT OF LABOR AND INDUSTRIES	24,048.77
DEPARTMENT OF RETIREMENT SYSTEMS	288,684.71
DEVRIES, DENIS	335.89

DIGITAL REPROGRAPHICS SERVICES INC.	404.65
DLT SOLUTIONS	1,600.67
DRS 457	17,700.00
DURRANT, JEFF	337.50
EAGLE EYE CONSULTING ENGINEERS	125.00
ECONOMIC DEV COUNCIL OF SEATTLE/KC	5,000.00
EE-NA ENTERPRISES LLC	13,593.15
EMERGENCY SERVICE COORDINATING AGCY	50,559.00
EMPLOYMENT SECURITY DEPT	11,945.69
ENVIRONMENTAL SYSTEMS RESEARCH INST.	7,008.00
EVERGREEN PRINT SOLUTIONS	781.24
EVERGREEN SAFETY COUNCIL	299.00
EVER-MARK, LLC	1,115.43
FASTSIGNS	1,479.72
FAZZARI MARKETING	2,294.24
FERGUSON ENTERPRISES INC #1539	9,391.56
FIRE PROTECTION, INC	9,329.27
FIRST AMERICAN TITLE	466.00
FISHER, ALENE	712.34
FRONTIER	10,276.48
FRUHLING SAND & TOPSOIL	4,196.26
FUNRENT	575.81
G & H PRINTING	429.68
GA JORGENSEN CO. INC.	253.81
GALLATIN PUBLIC AFFAIRS	17,371.58
GATES, JANICE	40.74
GENERAL DYNAMICS	890.00
GENERAL ELECTRIC CO	1,183.70
GEOENGINEERS INC	3,292.25
GIP'S DOWN-HOME BBQ	168.00
GOODSELL POWER EQUIPMENT #2 INC.	2,872.78
GORDON THOMAS HONEYWELL	29,737.17
GOREENG	66.00
GOVDELIVERY, INC.	10,500.00
GOVERNMENT FINANCE OFFICERS ASSOC	190.00
GOVERNMENT FINANCE RESEARCH GROUP	1,995.00
GRABER MANUFACTURING, INC.	2,525.00
GRAINGER	2,106.27
GRAKLANOFF, ANNA	75.00
GREATER BOTHELL CHAMBER OF COMMERCE	3,452.09
GREGORY, JOANNE	1,835.87
GRINDLINE SKATEPARKS INC.	209,473.39
HANSEN, COREY	30,825.00
HARRIS & SMITH PUBLIC AFFAIRS	1,581.25
HARRIS COMPUTER SYSTEMS	7,390.06
HAVESON, CRAIG	7,500.00
HAWTHORNE LANE LLC	7,500.00
HDR	586,324.25
HELMETS R US INC	296.75
HERMANSON COMPANY, LLP	4,617.20
HESTON VISUAL ARTS	383.25

HEWITT	296,143.14
HOLLY, BRANDAN	100.00
HOME DEPOT CREDIT SERVICES	1,703.22
HONEY BUCKET	4,126.36
HOPELINK	15,250.00
HOPKINS, CRAIG	667.55
HORIZON DISTRIBUTORS INC	855.22
HORTON, JEANINE	280.32
HSA BANK	1,050.00
ICMA RETIREMENT TRUST 457 - 304745	54,553.17
ICOMPASS TECHNOLOGIES, INC.	9,879.20
IDEA DECANter	500.00
INDEPENDENT STATIONERS	3,057.43
INDUSTRIAL PHYSICAL CAPABILITY SVCS	170.00
INGLEMOOR HIGH SCHOOL MUSIC BOOSTERS	1,600.00
INNOVAC	21,932.15
INSLEE, BEST, DOEZIE & RYDER, P.S.	129,955.43
INTEGRA TELECOM	7,620.60
INTERNATIONAL CODE COUNCIL, INC	56.39
INTERNATIONAL INST OF MUNI CLERKS	220.00
INTERNET DOMAIN NAME SERVICES INC.	180.00
IWORQ SYSTEMS	2,800.00
J&K ASSOCIATES	7,485.42
JACOBS ENGINEERING GROUP	69,523.80
JAYMARC - AV	897.90
JET CITY PRINTING	4,315.94
JOHN E. REID & ASSOCIATES	1,080.00
JOHNSON, WES	530.00
JOYCE ZIKER PARKINSON	10,855.00
KARLINSEY, ROB	420.29
KARN, DAVID	166.67
KEEP POSTED INC	276.00
KENMORE CAMERA	1,235.05
KENMORE COMMERCIAL LLC	30,539.00
KENMORE ELEMENTARY PTA	3,000.00
KENMORE JR HIGH SCHOOL	75.00
KIEWIT/GENERAL/MANSON	7,500.00
KING CO. UTILITY COORDINATION COUNCIL	75.00
KING COUNTY ANIMAL SVCS	3,273.00
KING COUNTY DISTRICT COURT	142,660.00
KING COUNTY FINANCE	402,073.06
KING COUNTY FINANCE W.L.R.D.	56,553.63
KING COUNTY FINANCE/ GIS	2,007.19
KING COUNTY FLEET ADMIN	383.18
KING COUNTY MUNICIPAL CLERKS ASSOC	25.00
KING COUNTY OFFICE OF FINANCE	4,706.06
KING COUNTY PARKS	72.41
KING COUNTY RADIO COMM SERVICES	850.83
KING COUNTY REAL ESTATE SVCS	500.00
KING COUNTY RECORDER'S OFFICE	107.00
KING COUNTY SHERIFF	2,038,561.33

KING COUNTY SUPERIOR COURT CLERK	141,200.00
KING COUNTY TREASURY	13,507.11
KING CTY EASTSIDE TRANSP PARTNERSH	200.00
KONICA MINOLTA BUSINESS SOLUTIONS	4,627.77
KPFF CONSULTING ENGINEERS	7,822.72
KUKER-RANKEN INC	29.51
KUSTOM SIGNALS, INC.	18.00
LAKE CITY PICTURE FRAMING	249.89
LANDSCAPE FORMS, INC.	2,602.82
LANGTON SPIETH, LLC	18,953.74
LANSING HOMES II LLC	55.05
LAW OFFICE OF JOHN RUNGERUDE, PS	2,700.00
LEE BRIANTE	1,000.00
LEGACY FORD	31,111.73
LIGHTHOUSE CONSULTING INC	44,557.62
LINCOLN NATIONAL LIFE INSURANCE	7,895.18
LOYUK, SAMANTHA	1,285.48
MACDONALD MILLER FACILITY SOLUTIONS	7,603.88
MAGEE, SCOTT	2,800.00
MAIL FINANCE	2,109.00
MANTLE INDUSTRIES INC	3,277.34
MARINE FLOATS CORPORATION	8,576.04
MARSHBANK CONSTRUCTION	3,628,827.70
MASTEC NETWORK SOLUTIONS	5,722.86
MEEHAN, NANCY	217.87
MIGHTY BISON BOOKING	3,500.00
MILLER STEPHENS, MARY	8,750.00
MILLS, VIC	250.00
MINZGHOR, NICHOLAS	416.69
MOBILE ELECTRICAL DISTRIBUTORS INC	13.47
MOBILE MINI, INC.	2,961.81
MODERN ENTERPRISES, LLC	1,750.00
MORGAN SOUND INC	3,426.26
MR. T'S TROPHIES	3,551.09
MUMMA, RYAN	1,105.97
MUNSON, JOSHUA	12.73
NARANCIC, SHEILA	3,250.00
NATIONAL BUSINESS INCUBATION ASSOC.	525.00
NATIONAL LEAGUE OF CITIES	1,489.00
NATIONAL LIFE OF VERMONT	1,220.25
NATIONAL NEIGHBORHOOD WATCH INSTITUTE	345.00
NATIONWIDE FINANCIAL 401a	222,147.13
NATIONWIDE RETIREMENT SOLUTIONS 457	5,415.00
NEEMA'S COMFORT	55.92
NEOPOST NORTHWEST	274.82
NORTHSHORE FIRE DEPT	5,817.25
NORTHSHORE PARK & REC SERVICE AREA	1,360.00
NORTHSHORE ROTARY CLUB	988.00
NORTHSHORE SCHOOL DISTRICT	5,000.00
NORTHSHORE SENIOR CENTER	14,300.00
NORTHSHORE UTILITY DIST	75,130.74

NORTHSHORE YMCA	3,250.00
NORTHSHORE YOUTH & FAMILY SERVICES	8,000.00
NORTHWEST ATHLETICS	350.00
NORTHWEST LANDSCAPE SERVICES	12,830.31
NORTHWEST MARINE TRADE ASSOCIATION	425.00
NORTHWEST TROPHY	189.44
NW ENVIRONMENTAL TRAINING CENTER	1,325.00
OFFICE DEPOT	8,905.30
OFFICE MAX	6,119.24
OFFICE TEAM	9,042.70
OfficeMax Workplace Interiors	9,871.11
OLYMPIC ENVIRONMENTAL RESOURCES INC	37,599.97
OSBORN CONSULTING INC.	158,701.75
OUSLEY, NANCY	1,136.72
OVERLEESE, KRISTEN	77.88
PACIFIC TOPSOILS	5,782.61
PARADISE AMUSEMENTS	100.00
PARISI, NICK	44.00
PART WORKS INC	461.93
PASIFIKA ARTIST NETWORK LLC	2,250.00
PAT'S TREES AND LANDSCAPE INC.	13,507.24
PAWS	2,366.00
PENDLETON, MICHAEL	3,523.84
PEOPLES STORAGE	1,710.00
PERSONAL BEST/ TOPHEALTH	197.77
PERTEET INC.	168,252.31
PETERSON, JANET	1,175.00
PETTY CASH CUSTODIAN	826.83
PHAM, CHOUNG	98.54
PHSI PURE WATER FINANCE	1,328.15
PIEDMONT DIRECTIONAL	2,896.68
PIPERS CREEK NURSERY	188.34
PLANNING ASSOCIATION OF WASHINGTON	80.00
PREPARE NORTHWEST	500.00
PRINTWEST	492.75
PROTECTION TECHNOLOGIES, INC	374.95
PUBLIC HEALTH DEPT. OF KING COUNTY	100.00
PUGET SOUND BUSINESS JOURNAL	97.00
PUGET SOUND CLEAN AIR AGENCY	14,740.00
PUGET SOUND ENERGY	147,965.07
PUGET SOUND REGIONAL COUNCIL	15,270.00
PURE WATER TECHNOLOGY OF PUGET SOUND	448.52
QUALITY BUSINESS SYSTEMS	7,391.88
RANDALL, BRIAN	234.31
REDMOND, MICHAEL	61.25
REPUBLIC SERVICES	8,090.87
RICHMOND AMERICAN HOMES OF WA	60.00
RM HOMES LLC	412.01
ROAD CONSTRUCTION NW, INC.	87,043.22
RODGERS, DEUTSCH & TURNER PLLC	70,600.00
ROGERS, GLENN	20.91

RONGERUDE, JOHN	900.00
SAFRIN, PATTY	101.35
SAMYN, DR. JEFFREY	250.00
SANDRA OWEN DESIGN	1,962.50
SARA CAHOONE	750.00
SARAH ROBERTS	84,064.32
SAUVE, GAYLEN	700.00
SAWYER, RICHARD	1,433.31
SCHINDLER ELEVATOR CORPORATION	1,151.52
SCHOCK, BRETT	227.04
SCORE	439,090.53
SEATTLE TIMES	13,762.55
SECRETARY OF STATE	57.60
SEES TREES AND EXCAVATION INC	1,029.30
SESAC	360.00
SEXTANT MARKETING GROUP	6,940.61
SHELTON, CINDY	42.55
SHERWIN-WILLIAMS CO. #8099	154.79
SHRED-IT	533.31
SIGN UP, SIGN CO, INC	2,250.23
SILVER KITE COMMUNITY ARTS CONSULT.	300.00
SNOHOMISH COUNTY	7,218.00
SNOHOMISH COUNTY HEARING EXAMINER	500.00
SOCRATA, INC.	9,198.00
SOLODNIK, EUGENE & TATYANA	57.50
SOUND CITIES ASSOC	12,798.49
SOUND LAW CENTER	8,858.50
SOUND PUBLISHING, INC.	10,431.43
SOUTHWEST PLUMBING	34.51
SPERRY, LAURIE	91.95
SPOT HOT DOG & BRATS	97.00
SREBNIK, DEBRA	57.90
ST OF WA DEPT OF FISH & WILDLIFE	500.00
STARDOM SERVICES, INC.	4,540.00
STATE AUDITOR'S OFFICE	27,276.61
STATE OF FLORIDA DISBURSEMENT UNIT	5,225.00
STATE OF WA DEPT. OF LICENSING	30.00
STEWART MACNICHOLS HARMELL, INC.	55,533.08
STEWART TITLE COMPANY	3,066.00
STOPTECH, LTD.	4,544.25
STUDIO 3 SIGNS	2,299.50
SUNGARD PUBLIC SECTOR INC.	19,875.00
SUSSMAN/PREJZA & CO, INC	5,790.00
TALPALATSKI, IGOR	166.67
TELESYSTEMS WEST	2,219.85
TERREBONNE LIMITED	337.34
THE DOWNTOWN MOUNTAIN BOYS	1,000.00
THE KIPLINGER LETTER	99.00
THOMAS, MICHAEL	133.36
TIKOR CONSULTING	52.79
TOPIA TECHNOLOGY/ BIS	3,690.00

TOTAL LANDSCAPE CORP	73,307.35
TOWN CENTER HARDWARE	1,828.96
TREE SOLUTIONS, INC.	855.00
TWEDT, CHARLES	1,500.00
TWO BROTHERS' TREES	600.00
ULINE	1,544.27
UNITED RENTALS NW, INC	1,829.67
UNITED STATES POSTMASTER	4,777.84
UNITED WAY OF KING COUNTY	5,132.40
UPS STORE	2,315.19
URBAN LAND INSTITUTE	215.00
US POSTAL SERVICE (HASLER)	6,308.41
U-SAVE OIL CO	2,150.00
UTILITIES UNDERGROUND LOCATION CTR	1,529.94
V2WORKS	3,544.42
VAN NESS, ALLAN	1,987.33
VAUGHAN, KENT	116.00
VERIZON WIRELESS	10,115.21
VERTICAL VISUAL SOLUTIONS INC.	14,375.39
W.S.S.O. Advanced Training	500.00
WA ASSOC OF BUILDING OFFICIALS	950.00
WA ASSOC OF PUBLIC RECORDS OFFICERS	140.00
WA CITIES INSURANCE AUTHORITY	212,941.00
WA FINANCE OFFICERS ASSOCIATION	150.00
WA GUARANTEED EDUCATION TUITION	800.00
WA STATE CONSOLIDATED TECH SVCS	875.00
WA STATE DEPT OF CORRECTIONS	230.50
WA STATE DEPT OF ENTERPRISE SVCS	175.00
WA STATE DEPT OF LABOR & INDUSTRIES	141.60
WA STATE DEPT OF TRANSPORTATION	29,150.11
WAGE WORKS	450.00
WALL, JOHN	596.78
WALTERS, GEORGE	206.00
WASHINGTON CITY/COUNTY MGMT ASSOC	365.00
WASHINGTON STATE PATROL	2,139.13
WASHINGTON TREE SERVICE INC	3,066.00
WAYNE'S ROOFING INC.	72,027.98
WELLS FARGO FINANCIAL	10,669.43
WELWEST CONSTRUCTION INC.	4,868.03
WESTERN DISPLAY FIREWORKS, LTD.	17,000.00
WETLANDS & WOODLANDS INC	183.96
WHITEMAN, TELA	50.60
WINTER, KENDL	750.00
WINTERBOURNE LANDSCAPE	574.88
WONDERLAND DEVELOPMENT	2,500.00
YOUM, PAUL	166.67
ZONAR SYSTEMS	749.68
ZORNES, GARY	600.00
ZUMAR	3,293.32
	<u>\$ 13,060,209.17</u>

Subject/Topic: 2016 State Legislative Agenda

Department: Executive

Initial & Date

Approved by Department Head: Niko 28 OCT 2015

Approved by City Attorney: _____

Approved by Finance Director: [Signature] 10/29/15

Approved by City Manager: [Signature]

Approve 2016 State Legislative Agenda and Policy Statement

1. Proposed 2016 Legislative Agenda and Policy Statement
2. Legislative Agenda for 2015-2017 approved in 2014

Amount Budgeted \$88,628 for
2015-2016 contract

Appropriation Required n/a

The State Legislative Agenda for 2016 is presented for Council discussion and approval. The 2015 Legislative Session was productive for the City, in that the approved Transportation Budget provided funding for the final phase of the SR 522 project in Kenmore and West Sammamish River Bridge project. The Legislative Agenda proposed for 2016 addresses the funding sequence for the projects and continues priority requests such as funding for the Boat House at Rhododendron Park.

The 2016 Legislative Agenda is accompanied by a Policy Statement that outlines other issues that are recommended for City support in the coming session.

The Council discussed the proposed Legislative Agenda and Policy Statement on October 26, 2015 and the documents herewith presented for approval reflect the Council's requested edits from that discussion.

The City contracts with Gordon Thomas Honeywell for State Legislative government affairs services.

The City's investment in the Legislative strategy has been effective in securing funding for key projects.

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.

To advance the public's access and connection to the waterfront.

To continue to seek funding and mitigation for State impacts on the City's transportation system.



City Of Kenmore, Washington

City of Kenmore 2016 Legislative Agenda

Transportation Funding Request: Adjust Cash Flow

The City of Kenmore is greatly appreciative of the state funding allocated to the West Sammamish Bridge and State Route 522. The City is committed to the efficient and timely delivery of both these projects. However, the funding that has been allocated to each project does not lend itself to an efficient project delivery. The City respectfully requests that the funds allocated to each project be adjusted accordingly:

<i>Project</i>	<i>2015-17</i>	<i>2017-19</i>	<i>2019-21</i>	<i>2021-23</i>
Current WS Bridge Allocations			\$4 million	\$4 million
Preferred WS Bridge Allocations	\$1 million	\$3 million	\$4 million	
Current SR 522 Allocations		\$4 million	\$4 million	\$4 million
Preferred SR 522 Allocations		\$4 million	\$8 million	

Boathouse at Rhododendron Park

Kenmore requests \$500,000 in capital funding to construct a boathouse at Rhododendron Park. Kenmore is committed to increasing the public's access to the City's waterfront, including the Sammamish River and Lake Washington. This project will result in a beautiful building (designed by a local architect) that will provide for youth recreation programming and boat storage for rowing and other waterfront programs. With funding from the rowing community, more than half of the project will be funded, including significant city investments. The boathouse is permitted and shovel-ready.

Cumulative Impacts of Regional Transportation Decisions

Kenmore, along with other North Lake Washington communities, is experiencing increased congestion on city-owned roads. Because of this increased congestion, it has become increasingly difficult for city residents to access local businesses, and generally move within the city. The congestion is linked to regional decisions, including tolling State Route 520. Kenmore and the other North Lake Washington communities look forward to working with the state to address these cumulative impacts throughout 2016, in preparation for the 2017 legislative session.

Saint Edward Seminary Building Rehabilitation

The city of Kenmore supports any legislative changes or funding requests that advance the rehabilitation of the historic Saint Edward Seminary Building in Saint Edward Park in Kenmore.

City of Kenmore 2016 Policy Statements

This document provides general legislative policy statements of the City of Kenmore and is supplemental to the City's legislative agenda. This document is not all inclusive of all policy positions that the city may take throughout a session, and the following items are not listed in order of priority.

Sediment in North East Lake Washington

The city of Kenmore respectfully requests approval of funding in the Department of Ecology Budget for Phase 2 additional sampling and analysis of sediment in selected areas of North East Lake Washington and near-shore areas identified in screening level sampling and analysis performed in 2012-2013.

Support for WWRP & ALEA Grant Programs

The city of Kenmore supports fully funding the Washington Wildlife Recreation Program (WWRP) and the Aquatic Lands Enhancement Account (ALEA). Many city parks have benefitted from funding through these programs.

Product Stewardship

The city of Kenmore supports legislation creating a statewide product stewardship program, including paint, medicine, and mercury-containing fluorescent light take-back programs. This legislation would require manufacturers that sell products in Washington to develop, fund, and implement a take-back system for unwanted, unused, or left over products across these categories. King County has developed a local medicine program and the State of Washington is in the process of developing a mercury-containing fluorescent light program.

Prevent Human Trafficking

The city of Kenmore recognizes that human trafficking is a problem in all communities, and supports legislation that provides tools and solutions to prevent and intervene in human trafficking.

Local Infrastructure Funding

The city of Kenmore supports the development of a statewide local infrastructure program to help cities fund increasing infrastructure needs, since the Legislature discontinued the Public Works Assistance Account program.

Affordable Housing

Kenmore supports legislation that provides tools and funding options that promote affordable housing.



City Of Kenmore, Washington

City of Kenmore

Legislative Agenda for 2015-17 Legislative Biennia

Transportation Funding Requests

- *\$22 million to Improve the Sammamish Bridge Corridor* – The West Sammamish River Bridge is an 80-year-old bridge located at Juanita Drive/68th Avenue. This bridge is a heavily traveled, regional route around Lake Washington. The bridge was constructed in the 1930s and has shown sudden structural deterioration since traffic volumes increased coinciding with SR 520 tolling, causing a current weight load restrictions to be put in place. Additionally, a north-bound improvement to the corridor is needed to assist traffic approaching the heavily congested SR 522/68th Avenue NE intersection. The total cost of the project is \$22 million. The city has committed \$2 million in local resources to the project, and has received \$12 million in Bridge Replacement Advisory Committee (BRAC) funds. The City is now actively seeking funding resources for the remaining \$8 million.
- *\$12 million to Relieve Congestion on State Route 522* - State Route 522 is a highway of statewide significance that runs through Kenmore and is an east-west corridor, connecting I-5 to I-405. Tolling on the SR 520 Bridge has shown noticeable and measurable traffic and congestion increases on SR 522, with over 40,000 vehicles per day on the Kenmore portion of the corridor. This project has been a city priority since our 1998 incorporation, and the city has invested over \$10 million in its own funds on improving State Route 522. An additional \$12 million is needed to finish the final phase of the SR 522 corridor project in Kenmore.

Capital Funding Requests

- *Boathouse at Rhododendron Park* - Kenmore requests \$500,000 to fund a boathouse at Rhododendron Park. Kenmore is committed to increasing the public's access to the City's waterfront, including the Sammamish River and Lake Washington. This project will result in a beautiful building (designed by a local architect) that will provide for youth recreation programming and boat storage for rowing and other waterfront programs. The City is investing its own dollars in a future dock to complement the building. The city has also invested in site and building design and has begun the permitting process for the site. The project should be permitted and "shovel ready" by mid-2015.

Total Project Cost:	\$1,041,060
Funding and Resources Committed By the City:	
Park Land	
Site Investigation, Engineering, Design, and Permitting:	\$96,060
Dock and Ramp Design and Installation:	\$145,000
Subtotal of Funding Committed By the City:	\$241,060
Funding to come from the Rowing Community:	\$300,000
State Capital Budget Request:	\$500,000

18120 68th Ave NE · PO Box 82607 · Kenmore, WA 98028

Office: (425) 398-8900 · Fax: (425) 481-3236 · cityhall@kenmorewa.gov · www.kenmorewa.gov

City of Kenmore
Legislative Agenda for 2015-17 Legislative Biennia

Capital Funding Requests (Continued)

- *Fully Fund State Grant Programs* – Kenmore supports fully funding the Washington Wildlife and Recreation Program (WWRP). The city has two local parks that have been selected through WWRP's competitive selection process: *Moorlands Park (ranked 37 out of 70)* and *Squires Landing (ranked 51 out of 70)*. In order for the City to receive this grant funding, the program needs to be fully funded. The City also supports full funding of the Aquatic Lands Enhancement Account. The city's *Log Boom Pedestrian Bridge* projected is currently ranked 22 out of 23 to receive funds from this account.

DOE Funding to Sample & Analyze Sediment

The city of Kenmore respectfully requests approval of funding in the Department of Ecology Budget for Phase 2 additional sampling and analysis of sediment in selected areas of North East Lake Washington and near-shore areas identified in screening level sampling and analysis performed in 2012-2013. In addition, the city supports sufficient funding in the Model Toxics Control Act (MTCA) for toxin clean up and stormwater funding.

Saint Edward Seminary Building Rehabilitation

The city of Kenmore respectfully requests legislative support for a proposal from Daniels Real Estate and Bastyr University to rehabilitate the historic Saint Edward Seminary Building in Saint Edward State Park in Kenmore. The city supports the Parks Commission November 2013 Resolution calling for public and private partnerships to save and activate this important historic resource.

Policy Statements

The items below are legislative items that the City of Kenmore supports; however, they are not a top legislative priority.

AWC Legislative Agenda

The city of Kenmore is a member of the Association of Washington Cities and generally supports the Legislative Agenda adopted by the AWC, including restoring liquor revenue to cities.

Marijuana Revenues

The city requests that cities are allocated a portion of marijuana tax revenues to fund increased public safety demands created by the legalization of marijuana. Additionally, within marijuana revenues currently dedicated to substance abuse, health care, and education, the city supports funds being allocated to counseling for youth addicted to marijuana.

Product Stewardship

The city of Kenmore supports legislation creating a statewide product stewardship program, including paint, medicine, and mercury-containing fluorescent light take-back programs. This legislation would require manufacturers that sell products in Washington to develop, fund, and implement a take-back system for unwanted, unused, or left over products across these categories. King County has developed a local medicine program and the State of Washington is in the process of developing a mercury-containing fluorescent light program.

Prevent Human Trafficking

The city of Kenmore recognizes that human trafficking is a problem in all communities, and supports legislation that provides tools and solutions to prevent and intervene in human trafficking.

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City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic: 2015-2016 Mid Biennium Budget Amendments and 2015-2020 CIP Amendments

For Council Meeting Agenda of: November 9, 2015

Department: Finance and Administration

Prepared by: Joanne M. Gregory

Proposed Council Action/Motion:
Public Hearing on 2015-2016 Mid Biennium Budget Amendments and 2015-2020 CIP Amendments

Approved by Department Head:

Initial & Date

Approved by City Attorney:

Approved by Finance Director:

Approved by City Manager:

[Signature] 10/30/15

[Signature] 10/30/15

[Signature]

Exhibits/Attachments:

Memorandum dated November 9, 2015

Attachment 1: Feb 23, 2015 Update to the Adopted 2015-2020 Capital Improvement Program

Attachment 2: March 16, 2015 Kenmore Village Town Green Discussion and Direction

Revised Budget pages for all affected funds

Proposed 2015-2020 Capital Improvement Program

Expenditure Required	Amount Budgeted	Appropriation Required
N/A	\$52,719,654 All Funds Revenue \$60,380,321 Funds Expenditures	\$6,903,344 Adjustment to Revenues \$9,514,761 Adjustment to Expenditures

INFORMATION/BACKGROUND:

On December 8, 2015 the City of Kenmore adopted the 2015-2016 biennial budget which included revenue and expenditure estimates for both years which support the City Council priorities, departmental work programs, capital program, various municipal obligations, as well as Federal and State mandates. The budget, because it is prepared and adopted prior to the close of 2014, included only projections of 2014 revenues and expenditures. Also certain actions, such as an amended Capital Improvement Program in February, 2015, need to be incorporated into the new biennial budget.

At this time the mid biennial review of the biennial budget as prescribed by State law is complete. Per RCW 35A.34.130, cities that budget on a biennial basis must adopt an ordinance providing for a mid biennial review and any modifications of the biennial budget. This must occur no sooner than eight months after the start (September 1, 2015) and no later than the end of the first year of the biennium (December 31, 2015). Another requirement of the mid biennial review process is a public hearing at a City Council meeting, which is being held this evening, November 9, 2015. The budget amendment ordinance will be presented for approval by the City Council at the meeting on November 23, 2015.

In addition to the mid biennium budget amendments, a second update to the Capital Improvement Plan is proposed. A number of project budget carryovers, adjustments, and several new projects (two in Parks CIP and

one in Transportation CIP) are proposed and these will be presented at the meeting. No amendments to the Surface Water CIP are proposed at this time.

FISCAL CONSIDERATION:

See attached November 9, 2015 Memorandum for detail of proposed revenue and expenditure adjustments.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

Per RCW 35A the budget is the legal authority to expend public funds and controls those expenditures by setting the amount of the appropriation at the fund level by ordinance.

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The City of Kenmore

PO Box 82607
KENMORE, WASHINGTON 98028

MEMORANDUM

TO: Mayor, Members of the City Council

FROM: Rob Karlinsey, City Manager;
Joanne Gregory, Finance Director

DATE: November 9, 2015

RE: Recommended 2015-2016 Mid Biennium Budget Amendments

On December 8, 2014, the City of Kenmore adopted the 2015-2016 biennial budget. The city wide budget included revenue (\$52,719,654) and expenditure (\$60,380,321) estimates for both years which support the City Council priorities, departmental work programs, various municipal obligations, as well as Federal and State mandates.

This is the mid biennial review of the biennial budget as prescribed by State law. Per RCW 35A.34.130, cities that budget on a biennial basis must adopt an ordinance providing for a mid biennial review and any modifications of the biennial budget. This must occur no sooner than eight months after the start (September 1, 2015) and no later than the end of the first year of the biennium (December 31, 2015). Another requirement of the mid biennial review process is a public hearing at a City Council meeting, which is scheduled for November 9, 2015. The budget amendments will be reviewed by the City Council on November 9 and the Budget Amendment Ordinance is scheduled for adoption on November 23, 2015.

The management team has reviewed the budgets and recommends the adjustments outlined below. During the course of the current year, the City Council has discussed and authorized certain actions, including acknowledgement of the costs and amendments to the Capital Improvement Program, not yet budgeted, which should now be adopted as budget amendments. The recommended adjustments will be reviewed at the November 9 meeting.

General Fund revenues have been better than anticipated (about 7%), especially the sales taxes and development revenues such as permit fees and plan review fees. General Fund expenditures across departments are reasonably close to or below budget with only a few exceptions. Although the economic situation is positive at this time, and inflationary pressures are low, the City will continue to be conservative and ready to react if conditions change.

At adoption, the General Fund budget was balanced with \$20,553,270 in budgeted revenues and \$20,538,937 in budgeted expenditures.

Mid Biennium Budget Amendment
November 9, 2015

The 2013-2014 budget period was closed with an ending fund balance of \$4,221,475 which exceeded the budget projection of \$2,682,689. This favorable fund balance enables the City to transfer \$1,180,786 to the Strategic Opportunities Fund. With the \$495,000 recommended revenue adjustments below, General Fund budgeted revenues will be \$21,048,270. General Fund budgeted expenditures, with the recommended increase of \$2,233,876 (includes the \$1,180,786 one-time transfer to Strategic Opportunities) will be \$22,772,813. Overall, the total of the proposed adjustments to the General Fund reduce the projected ending fund balance by \$200,000 to \$2,497,022. This balance continues to exceed the \$2,111,550 minimum general fund balance required for 2016 by the City's financial policies.

The 2015-2016 biennial budget will continue to be closely monitored as the City moves into the second year of the biennium. With the nature of the ongoing projects and work programs, additional budget adjustments may be required or proposed in 2016.

All adjustments recommended at this time are presented in the table below. The adjustments are grouped by fund. **Those adjustments already authorized for action at a City Council meeting are identified by an asterisk ***. This formal adoption process at the mid biennium period completes, for municipal accounting and budgeting purposes, actions presented to the Council that the Council may have already discussed and approved. All adjustments are one-time in nature, meaning the expenditure is not expected to re-occur or affect future budgets. Updated budget book pages have been attached so that the effects of budget amendments can be seen at the fund level.

Each fund with a budget adjustment is displayed in a table on separate pages which follow. Revenue accounts are shaded in green and expenditure accounts are shaded in pink. The net effect of the updated beginning fund balances plus budget amendments are shown as a net adjustment to the ending fund balance at the end of each table.

Mid Biennium Budget Amendment
November 9, 2015

Description	2015-2016 Original Budget	Proposed Increase (Decrease)	2015-2016 Amended Budget	Explanation
General Fund				
Beginning Fund Balance	\$2,682,689	\$1,538,786	\$4,221,475	2014 Ending Fund Balance better than budgeted
Sales Tax Revenue	\$3,449,580	\$300,000	\$3,749,580	Favorable year to date results of sales tax from construction, wholesale and retail
Building Permit Revenue	\$604,004	\$130,000	\$734,004	Better than anticipated building and construction activity
Review and Inspection Fees Revenue	\$765,285	\$65,000	\$830,285	Better than anticipated building and construction activity
Total Additional Resources		\$2,033,786		
City Manager Dept General Consulting	\$379,500	\$53,000	\$432,500	Additional professional services for Sound Transit 3 impact on Kenmore
*City Manager Dept Mural Project	\$0	\$12,000	\$12,000	City share of mural project on 73 rd Avenue
*Interfund Transfer To Kenmore Village	\$60,000	\$800,000	\$860,000	\$600,000 toward Town Green Project as approved at 3/16/15 Council Meeting; \$200,000 more due to higher bids.
*Interfund Transfer To Transportation Capital Fund	\$0	\$188,000	\$188,000	T6 West A SR522 as approved in 2/23/15 CIP Amendment
Interfund Transfer To Strategic Opportunity Fund	\$0	\$1,180,786	\$1,180,786	Recommended transfer of General Fund Reserves in Excess of 2016 Budgeted Ending Fund Balance
Total Additional Expenditures		(\$2,233,786)		
Ending Fund Balance	\$2,697,022	(\$200,000) net change	\$2,497,022	

Mid Biennium Budget Amendment
November 9, 2015

Description	2015-2016 Original Budget	Proposed Increase (Decrease)	2015-2016 Amended Budget	Explanation
Street Fund				
Beginning Fund Balance	\$463,500	\$435,788	\$899,288	2014 Ending Fund Balance better than budgeted
Total Additional Resources		\$435,788		
* Interfund Transfer to Transportation Capital Fund	\$0	\$400,000	\$400,000	T27 Sidewalk Program for grant match as approved in 2/23/15 CIP Amendment
Total Additional Expenditures		(400,000)		
Ending Fund Balance	\$451,754	\$35,788 net change	\$487,542	

Mid Biennium Budget Amendment
November 9, 2015

Description	2015-2016 Original Budget	Proposed Increase (Decrease)	2015-2016 Amended Budget	Explanation
Park Impact Fee Fund				
Beginning Fund Balance	\$531,408	\$221,366	\$752,774	2014 Ending Fund Balance better than budgeted
Total Additional Resources		\$221,366		
Interfund Transfer To Park Capital Fund	\$490,000	\$213,416	\$703,416	\$121,000 from 2017 to 2016 for P6 Moorlands Park - project accelerated due to successful grant award; \$42,146 carryover from 2014 for P11 Log Boom Park Pedestrian Bridge; \$50,000 toward P28 Log Boom Park Conceptual Plan
Total Additional Expenditures		(\$213,416)		
Ending Fund Balance	\$275,471	\$7,950 net change	\$283,421	

Mid Biennium Budget Amendment
November 9, 2015

Description	2015-2016 Original Budget	Proposed Increase (Decrease)	2015-2016 Amended Budget	Explanation
Strategic Opportunities Fund				
Beginning Fund Balance	\$2,942,864	(\$795,977)	\$2,146,887	2014 Ending Fund Balance less than budgeted
Interfund Transfer from General Fund	\$0	\$1,180,786	\$1,180,786	Recommended to transfer the balance of General Fund Reserves that exceeds the 2016 Budgeted Ending Fund Balance.
Total Additional Resources		\$384,809		
Interfund Transfer To Park Capital Fund	\$85,000	\$50,000	\$135,000	\$50,000 toward P28 Log Boom Park Conceptual Plan using funds from \$250K Imagine Kenmore budget (see offset below)
*Interfund Transfer To Kenmore Village Fund	\$0	\$100,000	\$100,000	Town Green Project additional funding as approved at 3/16/15 Council Meeting
* Interfund Transfer To Transportation Capital Fund	\$0	\$764,000	\$764,000	\$204,000 for grant match NE 202 nd St (using funds from Pedestrian Safety budget below); \$560,000 "loaned" to Sidewalk Undergrounding and Contingency (only as needed) – to be repaid from Real Estate Excise Tax 2017-2020
*Pedestrian Safety Improvement	\$350,000	(\$204,000)	\$146,000	To fund grant match NE 202 nd St (included in transfer above)
Imagine Kenmore	\$250,000	(\$50,000)	\$200,000	P28 Log Boom Park Conceptual Plan (included in transfer above)
Total Additional Expenditures		(\$660,000)		
Ending Fund Balance	\$2,068,825	(\$275,191) net change	\$1,793,634	

Mid Biennium Budget Amendment
November 9, 2015

Description	2015-2016 Original Budget	Proposed Increase (Decrease)	2015-2016 Amended Budget	Explanation
Real Estate Excise Tax Fund				
Beginning Fund Balance	\$1,947,280	\$466,934	\$2,414,214	2014 Ending Fund Balance better than budgeted
Total Additional Resources		\$466,934		
Interfund Transfer Out to Park Capital Fund	\$0	\$87,699	\$87,699	Transfer additional King County Trail Levy balance to the Park Capital; \$207,699 was received; only transferred \$120,000. Levy ended 2013
Interfund Transfer Out to Transportation Capital Fund	\$2,628,719	\$370,888	\$2,999,607	\$235,000 for T6 West A SR522 as approved in 2/23/15 CIP Amendment; \$135,888 for T40 Roundabout
Total Additional Expenditures		(\$458,587)		
Ending Fund Balance	\$245,561	\$8,347 net change	\$253,908	

Mid Biennium Budget Amendment
November 9, 2015

Description	2015-2016 Original Budget	Proposed Increase (Decrease)	2015-2016 Amended Budget	Explanation
Kenmore Village Fund				
Beginning Fund Balance	\$2,352,795	\$33,454	\$2,386,249	2014 Ending Fund Balance better than budgeted
Grant for Public Square (Town Green)	\$270,000	\$20,000	\$290,000	Grant should be 97% of \$300,000 (3% vs 10%) Admin fee)
* Interfund Transfer From Strategic Opportunity Fund	\$0	\$100,000	\$100,000	Town Green Project additional funding as approved at 3/16/15 Council Meeting
* Interfund Transfer From General Fund	\$60,000	\$800,000	\$860,000	Town Green Project additional \$600K funding as approved at 3/16/15 Council Meeting plus \$200K due to higher bids
Total Additional Resources		\$953,454		
6700 Building Maintenance	\$0	\$79,000	\$79,000	Unbudgeted roof repair to Post Office building
*Town Green Public Square/Pavilion	\$3,365,000	\$900,000	\$4,265,000	\$700,000 approved for budget at 3/16/15 Council meeting; \$200,000 as required due to higher bids.
Interfund Transfer To Park Capital Fund	\$0	\$134,929	\$134,929	Town Green expenditures from 2014 paid from Park Capital Fund that were not reimbursed from Kenmore Village Fund as budgeted.
Total Additional Expenditures		(\$1,113,929)		
Ending Fund Balance	\$162,455	(\$160,475) net change	\$1,980	

Mid Biennium Budget Amendment
November 9, 2015

Description	2015-2016 Original Budget	Proposed Increase (Decrease)	2015-2016 Amended Budget	Explanation
Park Capital Fund				
Beginning Fund Balance	\$223,919	(\$222,352)	\$567	2014 Ending Fund Balance less than budgeted
RCO Grant Reimbursement for Twedt Acquisition	\$0	\$100,000	\$100,000	Allocate \$100,000 of the \$340,000 RCO Grant Reimbursement for Squires Conceptual Plan. Grant funds expected in 2016. Balance of \$240,000 not yet budgeted.
Interfund Transfer From Kenmore Village Fund	\$0	\$134,929	\$134,929	Town Green expenditures from 2014 paid from Park Capital Fund that were not reimbursed from Kenmore Village Fund as budgeted.
Interfund Transfer From Strategic Opportunity Fund	\$85,000	\$50,000	\$135,000	P28 Log Boom Park Conceptual Plan
Interfund Transfer From Park Impact Fee Fund	\$490,000	\$213,146	\$703,146	\$121,000 from 2017 to 2016 for P6 Moorlands Park - project accelerated due to successful grant award; \$42,146 carryover from 2014 for P11 Log Boom Park Pedestrian Bridge; \$50,000 toward P28 Log Boom Park Conceptual Plan
King County Park Levy Proceeds	\$128,000	(\$36,000) Revenue reduction	\$92,000	Budget error for 2015; budgeted revenue of \$84,000, should have been \$48,000
Interfund Transfer of King County Trail Levy Proceeds from REET Fund	\$185,000	(\$97,301) Revenue reduction	\$87,699	To correct budget error and transfer additional King County Trail Levy balance to the Park Capital; \$207,699 was received; only transferred \$120,000 to date. \$185,000 was incorrect. Trail levy ended 2013.
Total Additional Resources		\$141,422		

Mid Biennium Budget Amendment
November 9, 2015

Park Capital Fund (continued)				
P2 Tolt Pipeline Trail Phase I	\$210,000	\$24,294	\$234,294	Increase due to carryover of unused funds from 2014 budget
P6 Moorlands Park Improvements	\$30,000	\$121,000	\$151,000	\$121,000 from 2017 to 2016 for P6 Moorlands Park - project accelerated due to successful grant award
P11 Log Boom Park Pedestrian Bridge	\$200,000	\$42,146	\$242,146	Increase due to carryover of unused funds from 2014 budget
P26 Squires Landing Park Expansion	\$100,000	\$65,793	\$165,793	Increase due to carryover of unused funds from 2014 budget
P27 Squire's Landing Conceptual Plan	\$0	\$100,000	\$100,000	New project: Squires Conceptual Plan funded with \$100,000 of the \$340,000 RCO Grant Award. Grant funds expected in 2016. Balance of \$240,000 not yet budgeted.
P28 Log Boom Park Conceptual Plan	\$0	\$100,000	\$100,000	New project funded with \$50,000 Strategic Opp. Fund and \$50,000 Park Impact Fees
Total Additional Expenditures		(\$453,233)		
Ending Fund Balance	\$226,319	(\$311,811) net change	(\$85,492)	

Mid Biennium Budget Amendment
November 9, 2015

Description	2015-2016 Original Budget	Proposed Increase (Decrease)	2015-2016 Amended Budget	Explanation
Transportation Capital Fund				
Beginning Fund Balance	\$892,645	(\$892,247)	\$398	2014 Ending Fund Balance less than budgeted
*Federal Funds West A SR522-Construction	\$0	\$587,100	\$587,100	Funding per 2/23/15 CIP Amendment; reallocated from ROW to construction
*State TIB Grant West A SR522	\$4,432,358	\$500,000	\$4,932,358	New funding per 2/23/15 CIP Amendment
*CDBG Grant NE 181 st Sidewalk Southside	\$0	\$254,960	\$254,960	New funding per 2/23/15 CIP Amendment
*State TIB Grant NE 181 st Sidewalk Northside	\$0	\$189,793	\$189,793	New funding per 2/23/15 CIP Amendment
*WSDOT Safe Routes to School Grant NE 202 nd Sidewalk	\$0	\$814,056	\$814,056	New funding per 2/23/15 CIP Amendment
*WSDOT Highway Safety Improvement Program 62 nd Ave NE Sidewalk	\$0	\$813,200	\$813,200	New funding per 2/23/15 CIP Amendment
*WSDOT Grant West A SR522	\$0	\$50,000	\$50,000	New funding per 2/23/15 CIP Amendment
TIB Grant T40 Roundabout NE 193 rd /61 st Ave	\$0	\$284,732	\$284,732	Application has been made for this new project, total project cost \$2,225,420. Current budget would be for design engineering.
* Interfund Transfer From General Fund	\$140,885	\$188,000	\$328,885	T6 West A SR522 as approved in 2/23/15 CIP Amendment
* Interfund Transfer From Street Fund	\$0	\$400,000	\$400,000	T27 Sidewalk Program for grant match as approved in 2/23/15 CIP Amendment

Mid Biennium Budget Amendment
November 9, 2015

Transportation Capital Fund (continued)				
* Interfund Transfer From Strategic Opportunities Fund	\$0	\$764,000	\$764,000	\$204,000 for grant match NE 202 nd St (using funds from budget for Pedestrian Safety line item below); \$560,000 “loaned” to Sidewalk Undergrounding and Contingency (only as needed) – to be repaid from Real Estate Excise Tax 2017-2020
* Interfund Transfer From Real Estate Excise Tax Fund	\$3,178,719	\$370,888	\$3,549,607	\$235,000 T6 West A SR522 as approved in 2/23/15 CIP Amendment; \$135,888 T40 Roundabout
*Federal TAP Grant NE 181st Sidewalk Southside	\$666,915	(\$573,945) Revenue reduction	\$92,970	New funding per 2/23/15 CIP Amendment; original budget included estimate for construction but not applicable now.
Total Additional Resources		\$3,750,537		
*T6 West A SR522	\$10,986,257	\$1,560,100	\$12,546,357	Adjust SR 522 West A project budget per 2/23/15 CIP Amendment
*Sidewalk Program: NE 181 st (both sides), 62 nd Ave NE, NE 202 nd , sidewalk gaps, undergrounding, contingency	\$1,026,915	\$2,553,485	\$3,580,400	Establish budgets for Sidewalk Program per 2/23/15 CIP Amendment
T40 Roundabout NE 193 rd /61 st Ave	\$0	\$420,620	\$420,620	Application has been made for this new project, total project cost \$2,225,420. Current budget would be for design engineering.
Total Additional Expenditures		(\$4,534,205)		
Ending fund Balance	\$792,645	(\$783,668) net change	\$8,977	

Mid Biennium Budget Amendment
November 9, 2015

Description	2015-2016 Original Budget	Proposed Increase (Decrease)	2015-2016 Amended Budget	Explanation
Equipment Replacement Fund				
Beginning Fund Balance	\$362,417	\$92,256	\$454,673	2014 Ending Fund Balance better than budgeted
Total Additional Resources		\$92,256		
Permitting Software	\$0	\$134,375	\$134,375	Remaining costs required to complete CRW Permitting implementation, integration with City Works and data conversion from City View (old system). \$66,650 was unspent from 2014 budget and represents carryover; plus \$67,725 new funding required. CRW total cost= \$172,000 Conversion costs = \$35,000 Prior year payment to RNR for development and planning of permitting software requirements = \$15,000
Total Additional Expenditures		(\$134,375)		
Ending Fund Balance	\$344,417	(\$42,119) net change	\$302,298	

Mid Biennium Budget Amendment
November 9, 2015

Description	2015-2016 Original Budget	Proposed Increase (Decrease)	2015-2016 Amended Budget	Explanation
Surface Water Management Fund				
Beginning Fund Balance	\$1,222,414	\$260,998	\$1,483,412	2014 Ending Fund Balance better than budgeted
Total Additional Resources		\$260,998		
Interfund Transfer To Surface Water Capital Fund	\$1,506,000	(\$686,500) expenditure reduction	\$819,500	To correct this budget line item for interfund transfers to the Surface Water Capital Fund; this was a budgeting error and didn't balance with corresponding entry in the Surface Water Capital Fund.
Total Additional Expenditures		\$686,500		
Ending Fund Balance	\$110,138	\$947,498 net change	\$1,057,636	

SUMMARY OF ALL FUNDS

The proposed expenditure adjustments, for all funds, represent an increase of \$9,514,761 to the 2015-2016 adopted biennial expenditure budget of \$60,380,321, bringing the total amended expenditure budget to \$69,895,082. Of the total expenditure adjustments, interfund transactions represent \$3,602,948.

The proposed revenue adjustments (not including changes in beginning fund balances) represent an increase of \$6,903,344 from the 2015-2016 adopted biennial revenues of \$52,719,654 bringing the total adjusted revenues, for all funds, to \$59,622,998. Interfund transactions of \$4,104,448 are included in the proposed revenue adjustments.

This represents the first amendment to the adopted 2015-2016 biennial budget. Going forward into 2016, the budget will continue to be closely monitored, and additional adjustments to the budget may be required or recommended. It is not unusual to modify a biennial budget at least once during the second year of the biennium, prior to closing the period as the City did in 2014.

Please let me know if there are questions that can be addressed prior to the November 9, 2015 City Council meeting.



City Council Business Agenda Item
City of Kenmore, WA

ATT 1

Subject/Topic: Update to the Adopted 2015-2020 Capital Improvement Program for Surface Water, Parks, and Transportation			For Council Meeting Agenda of: February 23, 2015 Departments: Finance and Administration Public Works Prepared by: Joanne Gregory, Finance and Administration Director Kris Overleese, Public Works Director		
Proposed Council Action/Motion: Adopt Ordinance 15-0396 Updating the 2015-2020 Capital Improvement Program for Surface Water, Parks, and Transportation			Initial & Date Approved by Department Head: <i>[Signature]</i> 2/11/15 Approved by City Attorney: <i>[Signature]</i> 2/11/15 Approved by Finance Director: <i>[Signature]</i> 2/11/15 Approved by City Manager: <i>[Signature]</i> 2-11-15		
Exhibits/Attachments: Ordinance 15-0396 with Exhibit A Attachment 1: Transportation Capital Improvement Program Attachment 2: City Council Business Agenda Item dated 2/9/15. Attachment 3: City Council Business Agenda Item dated 2/9/15. Attachment 4: City Council Business Agenda Item dated 2/17/15.					
Expenditure Required \$45,368,257 for 2015-2020		Amount Budgeted/Adopted \$41,654,672 for 2015-2020		Appropriation Required \$3,713,585 for 2015-2020	
INFORMATION/BACKGROUND: At the February 9 and February 17, 2014 City Council meetings, new information was introduced regarding transportation grant applications that will have a direct bearing on one or more projects and makes it desirable to amend the Capital Improvement Program at this time. Only transportation projects are affected. No changes are being introduced to the parks or surface water capital improvement programs. The three transportation projects to be amended include: T 6 SR522 West A 61st to 65th The project budget has increased from \$13,591,350 to \$15,150,735. The new project budget includes executed construction management contract costs, finalized franchise utility agreement cost estimates (and estimated reimbursements), higher than anticipated construction costs, and a 10% construction contingency. It also assumes that staff salary costs will not be billed to the project budget and will be paid by the General Fund. On January 26, 2015 the State Transportation Improvement Board (TIB) committed to provide an additional \$500,000 in construction funding, which brings their total investment in the					

construction phase to \$4.9 Million.

On December 23, 2014, Staff formally requested that PSRC allow the transfer of \$721,000 in right-of-way phase savings to construction. On January 23, 2015, the City Manager presented the City's request before the Regional Project Evaluation Committee (RPEC) advisory board. The majority of the RPEC members voted to approve the City's request, contingent upon the City funding the remaining gap. RPEC's recommendation to allow the transfer of right of way savings to construction must be approved by PSRC's Transportation Policy Board (February 12, 2015) and Executive Board (February 26, 2015) before it becomes official. Also, WSDOT has verbally committed to provide \$50,000 towards the project.

With the additional TIB, PSRC and WSDOT funds, the SR 522 West A construction deficit is \$423,000 (rounded) which would be funded by City resources coming from the General Fund (\$188,000) and the Real Estate Excise Tax Fund (\$235,000).

See Attachment 1 City Council Business Agenda Item dated 2/9/15.

T 27 Sidewalk Program

In 2014 the City was successful in obtaining \$2.165 M in sidewalk grant funds with only \$556,000 in local match. Together with an estimated project(s) contingency of \$300,000 and estimated cost to underground utilities on NE 181st ST (\$400,000), the total amount of City funds requested to complete these sidewalk projects is \$1.256. This would be provided by \$400,000 from the City Street Fund, \$95,000 already available for Sidewalks in the Real Estate Excise Tax Fund, \$560,000 from the Strategic Opportunities Fund which would be repaid with Real Estate Excise Tax over 4 years from 2017-2020, and \$201,000 from the Strategic Opportunities Fund designated for pedestrian safety improvements, crosswalks and school zone safety.

See Attachment 2 City Council Business Agenda Item dated 2/9/15.

T 37 West Sammamish River Bridge Replacement

In 2014 the City applied for Federal funding with the State's Bridge Replacement Advisory Committee (BRAC) to assist with replacement of the West Sammamish River Bridge. In the fall of 2014, the BRAC committee awarded the maximum amount of \$12,000,000 (\$12M) to the project. The Project has been updated to reflect this grant award. Additional funding opportunities for the balance of the project will continue to be pursued.

See Attachment 3 City Council Business Agenda Item dated 2/17/15.

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.

City resources to be appropriated as described above in the amendments to the Transportation Capital Improvement Program are summarized as follows:

General Fund	\$188,000
Real Estate Excise Tax	330,000
Street Fund	400,000
Strategic Opportunities Fund	201,000
Interfund Loan from Strategic Opportunities Fund	560,000
	<u>\$1,679,000</u>

The Ordinance 15- 0396 with attached Exhibit A has been updated and reflects these amendments to the 2015-2020 Capital Improvement Program. Although all the sidewalk project expenditures have been identified with 2015, more realistically some projects will carry over to 2016, still within the same biennium budget period.

An ordinance to amend the 2015-2016 Adopted Budget will be brought forward later this year.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

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

- Seek funds to move forward on SR 522 project.
- Implement a parks improvement and financial plan
- Establish a 20 - to 30 year Sidewalk Plan
- Move the City Council's interconnectivity vision forward toward implementation (parks, trails, open space, institutions, and shuttle bus)

**CITY OF KENMORE
WASHINGTON
ORDINANCE NO. 15-0396**

**AN ORDINANCE OF THE CITY OF KENMORE, WASHINGTON,
RELATING TO THE 2015-2020 SIX-YEAR CAPITAL
IMPROVEMENT PROGRAM; AMENDING THE 2015-2020 SIX-
YEAR CAPITAL IMPROVEMENT PROGRAM; PROVIDING FOR
SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.**

WHEREAS, on December 8, 2014, the City Council adopted Ordinance No. 14-0387, which adopted the 2015-2020 Six-Year Capital Improvement Program ("CIP"); and

WHEREAS, the amount of revenue and appropriations can only be estimated at the time of finalization of the budget and Capital Improvement Program; and

WHEREAS, the City Council desires to amend the 2015-2020 CIP to reflect a change in funding available for Transportation Project T-7, SR 522 West A, Project T-27, the Sidewalk Program, and T-37, the West Sammamish River Bridge Project;

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

Section 1. Amendment. The 2015-2020 Capital Improvement Program is amended to reflect the adjustments set forth on Exhibit "A," entitled "City of Kenmore, Washington Capital Improvement Program for the Years 2015-2020," attached hereto and incorporated by reference.

Section 2. 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 3. 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 23rd DAY OF FEBRUARY, 2015.

CITY OF KENMORE

Mayor David Baker

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.

EXHIBIT A

**CITY OF KENMORE, WASHINGTON
CAPITAL IMPROVEMENT PROGRAM
FOR THE YEARS 2015-2020**

EXPENDITURES	2015 Proposed	2016 Proposed	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	2015-2020 Totals
PARKS							
Parks Project Manager	\$99,000	\$64,000	\$65,000	\$0	\$0	\$0	\$228,000
P 1 Twin Springs Interim Use Plan	40,000	0	0	0	0	0	40,000
P 2 Tolt Pipeline Trail Phase One	210,000	0	0	0	0	0	210,000
P 6 Moorlands Park Improvements	10,000	20,000	224,000	1,170,000	0	0	1,424,000
P 11 Log Boom Park Pedestrian New Bridge	200,000	0	0	0	0	0	200,000
P 13 City Hall Park Ph I: Skate Park Improvements	350,000	0	0	0	0	0	350,000
P18a Rhododendron Park Float	30,000	115,000	0	0	0	0	145,000
P 26 Squires Landing Dock/Float	35,000	65,000	0	0	0	0	100,000
Total Parks	\$974,000	\$264,000	\$289,000	\$1,170,000	\$0	\$0	\$2,697,000
TRANSPORTATION							
T 6 SR 522 West A 61st to 65th	\$8,994,950	\$3,551,407	\$0	\$0	\$0	\$0	\$12,546,357
T 8 SR 522 West B 57th to 61st with BGT Wall	0	0	0	0	0	450,000	\$450,000
T 27 Sidewalk Program:							
South side NE 181st ST Design	109,480	0	0	0	0	0	\$109,480
South side NE 181st ST Construction	487,826	0	0	0	0	0	\$487,826
North side NE 181st ST	277,524	0	0	0	0	0	\$277,524
NE 202nd ST	1,017,570	0	0	0	0	0	\$1,017,570
62nd Ave NE	828,000	0	0	0	0	0	\$828,000
Contingency	300,000	0	0	0	0	0	\$300,000
Undergrounding	400,000	0	0	0	0	0	\$400,000
Sidewalk Gaps	160,000	0	0	0	0	0	\$160,000
T 35 Overlay	585,000	585,000	450,000	450,000	450,000	450,000	\$2,970,000
T 37 West Samm Bridge	1,270,000	2,280,000	1,140,000	7,630,000	7,630,000	50,000	\$20,000,000
T 38 175th St/ Swamp Creek Bridge Study	75,000	0	0	0	0	0	\$75,000
T 39 Neighborhood Traffic Calming Improvements	250,000	100,000	0	0	0	0	\$350,000
Total Transportation	\$14,755,350	\$6,516,407	\$1,590,000	\$8,080,000	\$8,080,000	\$950,000	\$39,971,757
SURFACE WATER							
SW 8 61st Ave NE Sidewalk Embankment Repair	\$383,470	\$727,530	\$0	\$0	\$0	\$0	\$1,111,000
SW 8 Trust Fund Loan Repayment	0	0	140,000	140,000	140,000	140,000	\$560,000
SW 19 NE 192nd ST Culvert Replacement	122,796	272,204	0	0	0	0	\$395,000
T 6 Surface Water Component of SR 522 West A	0	633,500	0	0	0	0	\$633,500
Total Surface Water	\$506,266	\$1,633,234	\$140,000	\$140,000	\$140,000	\$140,000	\$2,699,500
TOTAL EXPENDITURES	\$16,235,616	\$8,413,641	\$2,019,000	\$9,390,000	\$8,220,000	\$1,090,000	\$45,368,257
REVENUES	2015 Proposed	2016 Proposed	2017 Proposed	2018 Proposed	2018 Proposed	2018 Proposed	2013-2018 Totals
Real Estate Excise Tax (Transportation)	\$2,067,671	\$1,237,469	\$528,000	\$450,000	\$450,000	\$650,000	\$5,383,140
Real Estate Excise Tax (Parks)	350,000	0	0	380,000	0	0	730,000
Transportation Impact Fee Revenue	1,904,780	855,220	200,000	330,000	330,000	300,000	3,920,000
Park Impact Fee Revenue	325,000	165,000	289,000	100,000	0	0	\$799,000
Transportation Benefit District	75,000	75,000	0	0	0	0	150,000
General Fund	188,000	140,885	0	0	0	0	\$328,885
Street Fund	400,000	0	0	0	0	0	400,000
Surface Water Management Fund	890,611	532,389	140,000	140,000	140,000	140,000	1,983,000
Strategic Opportunities Fund	794,000	55,000	0	150,000	0	0	999,000
Federal Allocation SR 522 West A ROW/Const	1,046,020	0	0	0	0	0	1,046,020
DOE Grant SR 522 West A	427,875	0	0	0	0	0	427,875
TIB Grant SR 522 West A	3,469,680	1,462,678	0	0	0	0	4,932,358
WSDOT Funds SR 522 West A	50,000	0	0	0	0	0	50,000
Federal Transportation Funds SR 522/61st Signal	737,000	363,000	0	0	0	0	1,100,000
Federal Preservation Grant	60,000	410,000	0	0	0	0	470,000
TAP Grant - Sidewalks	92,970	0	0	0	0	0	92,970
CDBG Program - Sidewalks	254,960	0	0	0	0	0	254,960
TIB Grant - Sidewalks	189,793	0	0	0	0	0	189,793
WSDOT Safe Routes to School - Sidewalks	814,056	0	0	0	0	0	814,056
Federal Highway Safety Impr Program - Sidewalks	813,200	0	0	0	0	0	813,200
BRAC Grant West Samm Bridge Replacement	996,000	1,773,000	\$62,000	7,300,000	1,069,000	0	12,000,000
Other Park Grants	0	0	0	500,000	0	0	500,000
King County Levy	269,000	44,000	0	40,000	0	0	353,000
King County Flood District Grant	0	300,000	0	0	0	0	300,000
Public Works Trust Fund Loan	0	1,000,000	0	0	0	0	1,000,000
Other Agencies Reimbursements	20,000	0	0	0	0	0	20,000
Unfunded West Samm Bridge Replacement Resources	0	0	0	0	6,231,000	0	6,231,000
TOTAL REVENUES	\$16,235,616	\$8,413,641	\$2,019,000	\$9,390,000	\$8,220,000	\$1,090,000	\$45,368,257

CITY OF KENMORE, WASHINGTON
TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM
FOR THE YEARS 2015-2020
Updated February 23, 2015

Project Description	2015 Proposed	2016 Proposed	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	2015-2020 Total
T 6 SR 522 West A 61st to 65th	\$8,994,950	\$3,551,407	\$0	\$0	\$0	\$0	\$12,546,357
T 8 SR 522 West B 57th to 61st with BGT Wall	0	0	0	0	0	450,000	450,000
T 27 Sidewalk Program							
South side NE 181st ST Design	109,480	0	0	0	0	0	109,480
South side NE 181st ST Construction	487,826	0	0	0	0	0	487,826
North side NE 181st ST	277,524	0	0	0	0	0	277,524
NE 202nd ST	1,017,570	0	0	0	0	0	1,017,570
62nd Ave NE	828,000	0	0	0	0	0	828,000
Contingency	300,000	0	0	0	0	0	300,000
Undergrounding	400,000	0	0	0	0	0	400,000
Sidewalk Gaps	160,000	0	0	0	0	0	160,000
T 35 Overlay	585,000	585,000	450,000	450,000	450,000	450,000	2,970,000
T 37 West Samm Bridge	1,270,000	2,280,000	1,140,000	7,630,000	7,630,000	50,000	20,000,000
T 38 175th St/ Swamp Creek Bridge Study	75,000	0	0	0	0	0	75,000
T 39 Neighborhood Traffic Calming Improvements	250,000	100,000	0	0	0	0	350,000

Total Project Costs	\$14,755,350	\$6,516,407	\$1,590,000	\$8,080,000	\$8,080,000	\$950,000	\$39,971,757
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Funding as Proposed:

Real Estate Excise Tax	\$1,742,250	\$930,469	\$450,000	\$450,000	\$450,000	\$650,000	\$4,672,719
Real Estate Excise Tax - Set Aside Sidewalks	251,421	0	0	0	0	0	251,421
Real Estate Excise Tax - West Samm Bridge	74,000	307,000	78,000	0	0	0	459,000
Transportation Impact Fee Revenue	1,704,780	655,220	0	0	0	250,000	2,610,000
Transportation Impact Fee Revenue - West Samm Bridge	200,000	200,000	200,000	330,000	330,000	50,000	1,310,000
Transportation Benefit District	75,000	75,000	0	0	0	0	150,000
General Fund	188,000	140,885	0	0	0	0	328,885
Street Fund - Sidewalks	400,000	0	0	0	0	0	400,000
Surface Water Fund	404,345	199,155	0	0	0	0	603,500
Strategic Opportunities Fund	764,000	0	0	0	0	0	764,000
Federal Allocation SR 522 West A ROW/Const	1,046,020	0	0	0	0	0	1,046,020
DOE Grant SR 522 West A	427,875	0	0	0	0	0	427,875
TIB Grant SR 522 West A	3,469,680	1,462,678	0	0	0	0	4,932,358
WSDOT Funds SR 522 West A	50,000	0	0	0	0	0	50,000
Federal Transportation Funds SR 522/61st Signal	737,000	363,000	0	0	0	0	1,100,000
Federal Preservation Grant	60,000	410,000	0	0	0	0	470,000
TAP Grant - Sidewalks	92,970	0	0	0	0	0	92,970
CDBG Program - Sidewalks	254,960	0	0	0	0	0	254,960
TIB Grant - Sidewalks	189,793	0	0	0	0	0	189,793
WSDOT Safe Routes to School - Sidewalks	814,056	0	0	0	0	0	814,056
Federal Highway Safety Impr Program - Sidewalks	813,200	0	0	0	0	0	813,200
BRAC Grant West Samm Bridge Replacement	996,000	1,773,000	862,000	7,300,000	1,069,000	0	12,000,000
Unfunded West Samm Bridge Replacement	0	0	0	0	6,231,000	0	6,231,000
Total Project Funding	\$14,755,350	\$6,516,407	\$1,590,000	\$8,080,000	\$8,080,000	\$950,000	\$39,971,757



City Council Business Agenda Item
City of Kenmore, WA

Subject/Topic:
SR 522 West A Funding Discussion

Proposed Council Action/Motion:
Appropriate \$423,000 in City funds to the SR 522 West A (T-6) project.

For Council Meeting Agenda of: 02/09/2015

Department: Engineering

Prepared by: Kent Vaughan

To Be Presented By: Kris Overleese / Kent Vaughan

Initial & Date
Approved by Department Head: KMD 2/5/15
Approved by City Attorney: NA
Approved by Finance Director: 2/5/15
Approved by City Manager: [Signature]

Exhibits/Attachments:
Attachment 1 – TIB Letter dated January 26, 2015

Expenditure Required:

Amount Budgeted

Appropriation Required

See Fiscal Consideration Below

INFORMATION/BACKGROUND:

To award the SR 522 West A construction contract, the City Council must appropriate additional resources.

The goals for this evening are to:

1. Discuss the various alternatives available to fund the SR 522 West A project and;
2. Appropriate the additional funds necessary to fully fund the SR 522 West A project.

Based on feedback from this meeting and the Puget Sound Regional Council funding meetings this month, Staff is cautiously optimistic that we will request that Council award the SR 522 West A construction contract on March 2, 2015.

STATUS: Design and right-of-way certification for SR 522 West A are complete. The project was advertised for bids on November 12, 2014 and bids were opened on December 17, 2014. The City received 4 bids. The apparent low bid for the project was submitted by Marshbank Construction at \$10,029,640. The Schedule A work of the contract (City's Portion) was \$1.6 Million over the Engineer's Estimate.

SCHEDULE: In accordance with the contract documents, the City has 45 calendar days to award the project or reject all bids and re-advertise (deadline January 31, 2015). Staff contacted Marshbank and requested an extension to the award deadline. The low bid contractor, Marshbank, agreed to extend the bid award deadline an additional 45 calendar days (new deadline March 17, 2015).

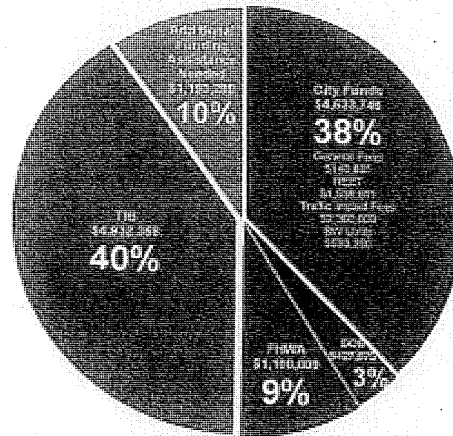
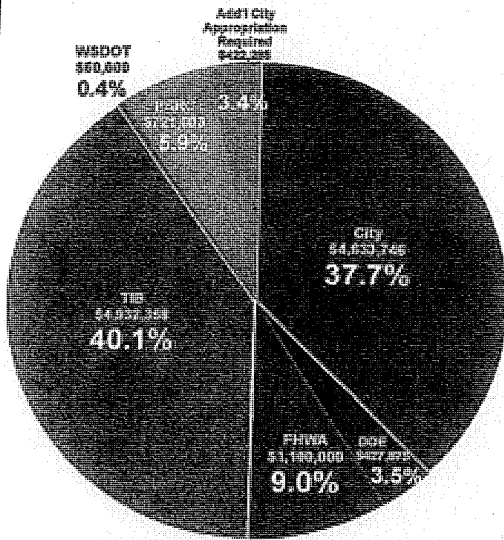


Figure 1. SR 522 West A Construction Phase

FUNDING: The project budget has increased from \$13,591,350 to \$15,150,735. The new project budget includes executed construction management contract costs, finalized franchise utility agreement cost estimates (and estimated reimbursements), and a 10% construction contingency. It also assumes that staff salary costs will not be billed to the project budget and will be paid by the General Fund.



On January 26, 2015, the State Transportation Improvement Board (TIB) committed to provide an additional \$500,000 in construction funding, which brings their total investment in the construction phase to \$4.9 Million.

On December 23, 2014, Staff formally requested that PSRC allow the transfer of \$721,000 in right-of-way phase savings to construction (Figure 2). On January 23, 2015, the City Manager presented the City's request before the Regional Project Evaluation Committee (RPEC) advisory board. The majority of the RPEC members (18 - 8) voted to approve the City's request, contingent upon the City funding the remaining gap. RPEC's recommendation to allow the transfer of right-of-way savings to construction must be approved by PSRC's Transportation Policy Board (February 12, 2015) and Executive Board (February 26, 2015) before it becomes official. Also, WSDOT has verbally committed to provide \$50,000 towards the project.

Figure 2. SR 522 West A Construction Funding (with PSRC and WSDOT funds)

With the additional TIB, PSRC and WSDOT funds, the SR 522 West A construction deficit is \$423,000 (rounded). See Attachment 1 for the letter from TIB. Staff has requested additional funding from DOE but has yet to receive any commitments to date.

PROS / CONS:

Below is a list of pros and cons to awarding the construction contract now (versus later), for Council consideration:

PROS	CONS
Project as currently scoped will never get less expensive than it is today	City contribution will be higher than desired
City (and project) goal of improving pedestrian and motorist safety and reducing accidents in Kenmore will be achieved	City will have less financial flexibility to pursue other projects in the immediate future
Public and property owner commitments will be upheld	
There is no risk that the acquired temporary construction easements for the project will expire before construction is completed (deadline: Dec 31, 2018)	
Funding partner commitments will be met (TIB, DOE, and FHWA) and awarded project funds will be	

secure	
PROS (Cont'd)	CONS (Cont'd)
There are no guarantees that the City will ever secure additional external funding in the future	
Federal funds used for right-of-way acquisition must be returned if the project isn't built in 10 years	
Re-packaging and re-bidding project in 2015 may not result in the desired savings outcome if contractors have already secured other work for the year and there is less interest in the project	

SR 522 FUNDING ALTERNATIVES:

Below is a menu of potential alternatives to fund the project deficit:

Alternative		Comments
1	Borrow Money	A. INTERNAL: Use Strategic Opportunities Funds to pay for the project and set aside future funds to pay back the Fund over time B. EXTERNAL: Apply for bank loan to pay for the project and set aside future funds to pay back loan (plus interest) over time
2	Cancel or Postpone other City projects in 6-year CIP	Potential Option: Moorlands Park (Apply Park Impact Fees from this project to the Skate Park, and free up \$350k of REET in 2015 from the Skate Park budget)
3	Make changes to project after contract award to reduce construction costs NOTE: If all project changes are implemented, only 46.8% of the \$576k in potential cost savings (\$270k) would be realized by the City (the remainder would be realized by funding partners).	Potential options: A. Modify illumination bid item specifications to remove sole source illumination pole requirement (\$100k) B. Modify illumination bid item specifications to eliminate decorative light poles (\$47k) C. Modify illumination bid item specifications to eliminate tree well outlets (\$20k) D. Modify illumination bid item specifications to change pole style from square to round (up to \$150k savings). If round poles are used in West A, they will be inconsistent with previously completed SR 522 segments in Kenmore, which have square poles. E. Change concrete fascia of Church soldier pile wall (above road surface, north side) to Shotcrete fascia (\$125k) F. Eliminate Custom Guardrail and install black Pedestrian Railing where needed for fall protection only (\$59k) G. Replace Pedestrian Railing with black vinyl coated chain link fence (\$60k) H. Eliminate Sandblast Leaf Patterns and Bronze Leaf Inlays in concrete sidewalk (\$15k)

4	Re-package the project without undergrounding utilities and re-bid project	The cost of utility undergrounding is roughly \$2 Million. This alternative would result in additional design cost; return of federal funds used to acquire utility easements, and additional cost uncertainty with re-bidding the project later in the year.
5	Shelf the project / apply for additional PSRC funding in 2016	There are no guarantees that future PSRC funding would be secured. Staff would apply for an amount that would reduce the City's contribution and cover inflation costs. There is a risk that TIB could take back their construction funds if the project sits until 2017. If this occurs, the City would be left with another deficit to fill.
6	Cancel project	This alternative would require re-payment of grant contributions to design and acquire right-of-way to date (over \$2 Million). It would also impede the City's chances of securing grants for future projects.

FISCAL CONSIDERATION:

The estimated appropriation required to fund the SR 522 West A construction phase is \$423, 000. Table 1 (below) shows Staff's proposed funding plan for the SR 522 West A project:

Table 1. Proposed Funding Plan

Fund	Source	SR 522 West A (in 1,000s)
GENERAL	2014 Ending Balance	\$188
REET	Improved 2014 Ending Balance	\$180
	Unallocated Reserve	\$55
	TOTALS (thousands)	\$423

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

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

Attachment 1



Washington State Transportation Improvement Board

TIB Members

Councilmember Sam Crawford, Chair
Whatcom County

Councilmember Bob Olson, Vice Chair
City of Kennewick

Jim Albert
Office of Financial Management

Pasco Bakotich, P.E.
WSDOT

Wendy Clark-Gelatin, P.E.
Clallam Transit

Gary Elstedt, P.E.
Yakima County

Mayor James Irish
City of La Center

John Klatotka, P.E.
Port of Everett

Commissioner Robert Koch
Franklin County

Colleen Kuhn
Human Services Council

Mayor Patty Lent
City of Bremerton

Mick Matheson, P.E.
City of Sultan

E. Susan Meyer
Spokane Transit Authority

Laura Philpot, P.E.
City of Sammamish

David Ramsay
Fleet First

Amy Scarton
WSDOT

Heldi Stamm
HS Public Affairs

Commissioner Richard Stevens
Grant County

John Vodopich
City of Bonney Lake

Jay Weber
County Road Administration Board

Clay White
Snohomish County

Stevan E. Gorcester
Executive Director

P.O. Box 40901
Olympia, WA 98504-0901
Phone: 360-586-1140
Fax: 360-586-1185
www.tib.wa.gov

January 26, 2015

Ms. Kristen Overleese, P.E.
Engineering and Environmental Services Director
City of Kenmore
Post Office Box 82607
Kenmore, WA 98028-0607

Dear Ms. Overleese:

Based on your Updated Cost Estimate for the NE Bothell Way (SR 522) project, TIB # 9-P-206(004)-1, your authorized TIB funds are \$5,701,840, which reflects an increase of \$500,000 contingent on full funding of the project.

You may now award the construction contract.

We are happy to assist you with any questions. You can contact Greg Armstrong, TIB Project Engineer, at (360) 586-1142 or via e-mail at GregA@TIB.wa.gov.

Sincerely,

Stevan Gorcester
Executive Director

cc: Joanne Gregory, Finance Director

RECEIVED
JAN 28 2015
CITY OF KENMORE

Investing in your local community



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

Subject/Topic: City Sidewalk Program Funding Discussion Proposed Council Action/Motion: See Below	For Council Meeting Agenda of: 02/09/2015 Department: <u>Engineering</u> Prepared by: <u>Kent Vaughan</u> To Be Presented By: <u>Kris Overleese / Kent Vaughan</u> <u>Initial & Date</u> Approved by Department Head: _____ Approved by City Attorney: _____ Approved by Finance Director: <u>me 2/5/15</u> Approved by City Manager: <u>[Signature]</u> Exhibits/Attachments: Attachment 1 – City Sidewalk Grants Summary Attachment 2 – REET Fund Projection						
<table style="width: 100%; border: none;"> <tr> <td style="width: 33%; text-align: left;">Expenditure Required:</td> <td style="width: 33%; text-align: center;">Amount Budgeted</td> <td style="width: 33%; text-align: right;">Appropriation Required</td> </tr> <tr> <td colspan="3" style="text-align: center;">See Fiscal Consideration Below</td> </tr> </table>		Expenditure Required:	Amount Budgeted	Appropriation Required	See Fiscal Consideration Below		
Expenditure Required:	Amount Budgeted	Appropriation Required					
See Fiscal Consideration Below							
<u>INFORMATION/BACKGROUND:</u> To accept the recently awarded (NE 181st Street and 62nd Avenue NE) or pending (NE 202nd Street) sidewalk grants, the City Council must appropriate additional resources. The goals for this evening are to: 1. Discuss the various alternatives available to fund the City sidewalk projects and; 2. Solicit input from City Council re: undergrounding utilities on NE 181st ST. Based on feedback from this meeting, Staff will return to request authorization to enter into sidewalk grant agreements (February 17, 2015) and adopt an amended Capital Improvement Program (February 23, 2015). <u>City Sidewalk Program:</u> Please refer to Attachment 2 for the City Sidewalk Grants Summary with local matching fund requirements. In 2014, the City was successful in obtaining \$2.165 M in sidewalk grant funds with only \$556,000 in local match. Together with an estimated project(s) contingency of \$300,000 and estimated cost to underground utilities on NE 181st ST (\$400,000), the total amount of City funds requested to complete these sidewalk projects is \$1.256 Million.							
<u>FISCAL CONSIDERATION:</u> For discussion, Table 1 (below) shows Staff's proposed funding plan for the City sidewalk projects:							

Table 1. Proposed Funding Plan

Fund	Source	2015-16 Budgeted or Available Funds (in 1,000s)	2015-16 Sidewalk Program (in 1,000s)	Balance (in 1,000s)
REET	Unallocated Sidewalk \$ in 2015-16 Budget	\$95	\$95	\$0
STREET	Improved 2014 Ending Balance	\$400	\$400	\$0
STRATEGIC OPPS	School Zone & Crosswalk \$ in 2015-16 Budget	\$350	\$201	\$149
	Unallocated Reserve*	\$2,000	\$560	\$1,440
	TOTALS (thousands)	\$2,845	\$1,256	\$1,589

*Will be paid back to Strategic Opportunities Fund over 4 years (2017 - 20) from REET Sidewalk Program T-27 and from other future REET revenues.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

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

ATTACHMENT 1: CITY OF KENMORE - City Sidewalk Grants Summary

Sidewalk Location	Phase	Funding Agency	Funding Source	Grant Type	Status of Grant Award	Funds Obligated	Total Project Cost	Grant \$	City \$	Comments
South side NE 181st ST	Design	PSRC	Federal	TAP	Yes	Yes	\$109,480	\$92,970	\$16,510	Assumes undergrounding; Min. right-of-way (TCE's Only)
*South side NE 181st ST	Construction	King County	Federal	CDBG	Yes	No	\$487,826	\$254,960	\$232,866	Assumes no undergrounding
North side NE 181st ST	All	TIB	State	SP	Yes	No	\$277,524	\$189,793	\$87,731	Assumes no undergrounding; No right-of-way
NE 202nd ST	All	WSDOT	To Be Determined	SRTS	No-pending	No	\$1,017,570	\$814,056	\$203,514	Assumes no undergrounding; Min. right-of-way
62nd Ave NE	All	WSDOT	Federal	HSIP	Yes	No	\$828,000	\$813,200	\$14,800	Assumes no undergrounding; No right-of-way; Constr. Ad by 9/30/17
NE 155th ST Sidewalk	All	WSDOT	N/A	SRTS	No					Did not make the funding cut
Rhody Park/68th Ave NE Sidewalk	All	WSDOT	N/A	Ped/Bike	No					Did not make the funding cut
							\$2,721,000	\$2,165,000	\$556,000	(Rounded)
								Contingency:	\$300,000	
								NE 181st ST UG Cost:	\$400,000	(Rounded)
									\$1,256,000	

*With Utility Undergrounding
 Distance (LF) 700
 \$ per LF \$550
 Estimated Cost \$385,000

TAP - Transportation Alternatives Program CDBG - Community Development Block Grant SP - Sidewalk Program SRTS - Safe Routes to Schools HSIP - Highway Safety Improvement Program Ped/Bike - Pedestrian and Bicycle Safety

CITY OF KENMORE, WASHINGTON
REET Fund Projection-Preliminary
For The Years 2015-2020

Attachment 2

DESCRIPTION	Proposed 2015	Proposed 2016	Proposed 2017	Proposed 2018	Proposed 2019	Proposed 2020
Beginning Cash	\$2,040,354	\$528,104	\$103,635	\$394,725	\$394,996	\$675,267
Revenues:						
REET 1	450,000	454,500	459,045	463,635	463,635	463,635
REET 2	450,000	454,500	459,045	463,635	463,635	463,635
Interest Earnings	14,000	4,000	1,000	3,000	3,000	6,000
Total Revenues	\$914,000	\$913,000	\$919,090	\$930,271	\$930,271	\$933,271
Transfers Out for Parks :						
P 6 Moorlands Park Imp	0	0	0	380,000	0	0
P 13 Skate Park	350,000	0	0	0	0	0
Subtotal - Transfers for Parks	350,000	0	0	380,000	0	0
Transfers Out for Roads:						
T6 SR 522 West A 61st to 65th	732,250	730,469	0	0	0	0
T6 SR 522 West A 61st to 65th Jan 2015 add	235,000	0	0	0	0	0
T8 SR522 West B 57th to 61st with BGT Wall	0	0	0	0	0	200,000
T27 Sidewalks	85,960	9,955	0	0	0	0
T27b 181st Sidewalk	14,040	90,045	0	0	0	0
Sidewalk Gaps	160,000	0	0	0	0	0
Sidewalk Grant Matches	0	0	0	0	0	0
175th St Swamp Creek Bridge	75,000	0	0	0	0	0
T37 New West Samm Bridge	74,000	307,000	78,000	0	0	0
Traffic Calming Improvements	250,000	100,000				
Repayment to Strategic Opps Fund	0	0	100,000	100,000	200,000	160,000
Overlay	450,000	100,000	450,000	450,000	450,000	450,000
Subtotal - Transfers for Roads	2,076,250	1,337,469	628,000	550,000	650,000	810,000
Net Income/(Loss)	(\$1,512,250)	(\$424,469)	\$291,090	\$271	\$280,271	\$123,271
Ending Cash	\$528,104	\$103,635	\$394,725	\$394,996	\$675,267	\$798,538

I:\Admin & Finance\Forecast Models\2015 forecast Other Funds\REETFeb
2/5/2015



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

Subject/Topic: Sidewalk Grant Agreement Authorization	For Council Meeting Agenda of: 2/17/2015 Department: <u>Public Works</u> Prepared by: <u>Kris Overleese, PE</u> To Be Presented By: <u>N/A</u>										
Proposed Council Action/Motion: Authorize the City Manager to Enter into Agreements and execute appropriate documentation for the following projects: • NE 181st Street Sidewalk: CDBG - King County (15-C1369); • NE 181st Street Sidewalk: TIB (15-C1370); • 62nd Avenue NE Sidewalk: HSIP - WSDOT (15-C1371). • NE 202nd Street Sidewalk: SRTS - WSDOT (15-C1372)	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; border-bottom: 1px solid black;"></th> <th style="text-align: left; border-bottom: 1px solid black;"><u>Initial & Date</u></th> </tr> </thead> <tbody> <tr> <td>Approved by Department Head:</td> <td>_____</td> </tr> <tr> <td>Approved by City Attorney:</td> <td>_____</td> </tr> <tr> <td>Approved by Finance Director:</td> <td>_____</td> </tr> <tr> <td>Approved by City Manager:</td> <td>_____</td> </tr> </tbody> </table> Exhibits/Attachments: Attachment A – Sidewalk Grant Award Matrix		<u>Initial & Date</u>	Approved by Department Head:	_____	Approved by City Attorney:	_____	Approved by Finance Director:	_____	Approved by City Manager:	_____
	<u>Initial & Date</u>										
Approved by Department Head:	_____										
Approved by City Attorney:	_____										
Approved by Finance Director:	_____										
Approved by City Manager:	_____										
Expenditure Required: \$1,256,000	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; border-bottom: 1px solid black;">Amount Budgeted</th> <th style="text-align: left; border-bottom: 1px solid black;">Appropriation Required</th> </tr> </thead> <tbody> <tr> <td>\$95,000 in Sidewalk Program</td> <td>\$960,000</td> </tr> <tr> <td>\$201,000 in school zone/crosswalk funding</td> <td></td> </tr> </tbody> </table>	Amount Budgeted	Appropriation Required	\$95,000 in Sidewalk Program	\$960,000	\$201,000 in school zone/crosswalk funding					
Amount Budgeted	Appropriation Required										
\$95,000 in Sidewalk Program	\$960,000										
\$201,000 in school zone/crosswalk funding											
<u>INFORMATION/BACKGROUND:</u> The City of Kenmore aggressively pursues sidewalk grant funds. In 2013, no grants were awarded, but 2014 was a successful year. In 2014, the City applied for six sidewalk grants: three grants were awarded, one is pending state legislative action, and a partial 2013 grant was awarded after federal funds were redistributed by the Puget Sound Regional Council. New grants awarded from the 2014 selection process include: • South side of NE 181st (68th to 73rd Avenues): Community Development Block Grant funds - CDBG (King County) • North side of NE 181st (68th to 73rd Avenues): Transportation Improvement Board funds (TIB) • 62nd Avenue NE (NE 181st to Ne 187th Streets): Highway Safety Improvement Program - HSIP (WSDOT) Pending Award from Washington Legislature: • NE 202nd Street (68th Ave to Kenmore Jr. High): Safe Routes to Schools Program - SRTS (WSDOT) Partial Grant Awarded: • South side of NE 181st (68th to 73rd Avenues) Design: Transportation Alternatives Program - TAP (WSDOT) Attachment A summarizes the grants identified above including the total project costs, grant award, City match requirements and whether the funds have been awarded.											
<u>Staff Recommendation:</u> On July 21, 2014 Council authorized the City Manager to execute appropriate agreements for the grant funding with the WA State Department of Transportation (WSDOT) for the TAP grant. The project is included for this big picture review of sidewalk grants. At the February 9, 2015 Council meeting, Council approved moving											

forward with undergrounding utilities within the project limits of the NE 181st Sidewalk Projects.

This Council Agenda item requests that the Council authorize the City Manager to execute appropriate agreements and documentation with the above referenced funding partners which obligates the City to the outlined match requirements. Documentation may also include project updates and tracking information with the Puget Sound Regional Council.

FISCAL CONSIDERATION:

Attachment A summarizes the recent grant awards, match required and total project costs. The grant award total for the five referenced projects is \$2,165,000 requiring a City match of \$556,000. Staff also recommends a \$300,000 contingency for the projects as there is no design completed on any of them. Staff will return to Council on February 23rd with an Ordinance updating the Capital Improvement Program to be consistent with the Council action February 9, 2015 and this evening's grant acceptance outcome.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

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

CITY OF KENMORE - 2014 Sidewalk Grant Applications

ATTACHMENT 21

Sidewalk Location	Phase	Funding Agency	Funding Source	Grant Type	Status of Grant Award	Funds Obligated	Total Project Cost	Grant \$	City \$	Comments
South side NE 181st ST	Design	PSRC	Federal	TAP	Yes	Yes	\$109,480	\$92,970	\$16,510	
*South side NE 181st ST	Construction	King County	Federal	CDBG	Yes	No	\$487,826	\$254,960	\$232,866	
North side NE 181st ST	All	TIB	State		Yes	No	\$277,524	\$189,793	\$87,731	
NE 202nd ST	All	WSDOT	To Be Det.	SRTS	Pending	No	\$1,017,570	\$814,056	\$203,514	
62nd Ave NE	All	WSDOT	Federal	HSIP	Yes	No	\$828,000	\$813,200	\$14,800	
NE 155th ST Sidewalk	All	WSDOT	N/A	SRTS	No					
Rhody Park/68th Ave NE Sidewalk	All	WSDOT	N/A	Ped/Bike	No					
							\$2,721,000	\$2,165,000	\$556,000	(Rounded)
								Contingency:	\$300,000	
								NE 181st ST UG Cost:	\$400,000	approved by council 2/9/15
									\$1,256,000	

*With Utility Undergrounding
 Distance (LF) \$ per LF Estimated Cost
 700 \$550 \$385,000

CDBG - Community Development Block Grant
 SRTS - Safe Routes to Schools
 HSIP - Highway Safety Improvement Program
 Ped/Bike - Pedestrian & Bicycle Safety Program



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

ATT. 2

Subject/Topic: Kenmore Village Town Green Discussion and Direction		For Council Meeting Agenda of: 3/16/15	
Proposed Council Action/Motion: Move forward with permitting and constructing the town green and community building as designed.		Department: City Manager Prepared by: Rob Karlinsey, City Manager	
		Initial & Date Approved by Department Head: _____ Approved by City Attorney: _____ Approved by Finance Director: _____ Approved by City Manager: _____	
		Exhibits/Attachments: Attachment 1: Site and building diagrams Attachment 2: Cost summary table	
Expenditure Required See Fiscal Consideration Below	Amount Budgeted:	Appropriation Required	
<u>INFORMATION/BACKGROUND:</u>			
After a community outreach and involvement process in 2012, the City identified a plan to move forward with the Kenmore Village project. At the core of this plan was the Position Statement for Kenmore Village, which reads: Kenmore Village is a walkable place with a public square where Kenmore-area residents and workers can meet their daily needs and see one another face-to-face. In addition, the vision and principles of the City's Downtown Plan, adopted in 2003, continue to guide our downtown actions. The new City Hall and Library building, combined with the future town green and accompanying community building, are (and will) provide the key components of the "Civic Center" described in the Downtown Plan. The town green and community building are at the "bull's eye" of our downtown and will provide that central, active gathering space and sense of place for our community that was envisioned in the Downtown Plan. Active programming and neighboring retail are planned for this gathering space. Aesthetic features and amenities are also planned for the site, including a water feature, art, several heated rocks, a large, operable bay door on the building that will open out on to the town green, an indoor, two-sided fireplace, and other features designed to delight the public and create a community living room that our residents can call their own. The quality and design of the town green and community building project can set the standard for other things that are going to happen in Kenmore, and it can also catalyze other new investment in the downtown. This project is a powerful opportunity to make a statement about Kenmore that will last for many years to come. Last year the City, with the help of Hewitt and Graham Baba architects, underwent a robust community involvement process to design the concept and layout for a town green and community building in Kenmore Village, along the north frontage of NE 181st Street including the corner at 68th Avenue NE. The consultants and staff presented the results of this public process, and at the January 21st Council meeting,			

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the City Council gave direction to complete the design and finalize project costs estimates. At the March 16th Council Meeting, staff and consultants from Hewitt and Graham Baba Architects will provide a design and cost update. As part of this update, they will present a “virtual” walk through of the Kenmore Village Town Green project. Attachment #1 contains final layout and design which reflects the input from the public workshops held last year and coordination with Main Street on improvements on the adjoining commercial property.

FISCAL CONSIDERATION:

Over the last several months, Hewitt, Graham Baba, and City staff have conducted value engineering to maximize value for the budgeted dollars. As a result, cost savings have been achieved without sacrificing the intent and goals of the project. The start-to-finish total cost to complete estimate (design, engineering, site investigation and development, construction, project management, startup costs, etc.) is \$4.2 million. The following funding sources are recommended:

Kenmore Village Fund (budgeted 2014-2016)	\$3,500,000
General Fund Improved Fund Balance*	\$600,000
Strategic Opportunities Fund**	\$100,000
Total	\$4,200,000

The City Council can authorize staff to proceed forward now with a follow up budget amendment in the coming weeks.

*Now that our 2014 financials are almost closed out, the General Fund’s beginning 2015 balance has improved by \$600,000 more than was budgeted and forecasted, from \$2.6 million estimated in December to \$3.4 million as of March 2015 (this accounts for a recent \$200,000 appropriation to the SR 522 West A project).

**Appropriating \$100,000 from the Strategic Opportunities Fund will bring its 2016 projected fund balance from \$1.5 million to \$1.4 million. Staff recommends utilizing future REET revenue to reimburse the Strategic Opportunities Fund by no later than 2020.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED: Council Goal #2 “Create a vibrant walkable downtown” is also Goal II in the adopted Economic Development Plan. A “walkable place with a public square” is identified in the positioning statement for Kenmore Village. Developing a central gathering space is also consistent with the adopted Downtown Plan and Park and Recreation Open Space (PROS) plan.

City of Kenmore, Washington
Summary of General Fund Revenues
2013-2014 to 2015-2016

	2013-2014 Amended Budget	2013 Actual	2014 Actual	2013-2014 Biennium Total	2015 Budget	2016 Budget	2015-2016 Adopted Budget	2015 Mid Biennium Adjustment	2015-2016 Amended Budget
REVENUES									
Beginning Fund Balance	\$5,525,153	\$4,325,153	\$3,108,789	\$4,325,153	\$2,682,689	\$2,737,194	\$2,682,689	\$1,538,786	\$4,221,475
Property Taxes	8,542,053	4,286,383	4,413,829	8,700,212	4,427,247	-4,521,519	8,948,766	0	8,948,766
Sales Tax	3,193,815	1,685,031	1,771,525	3,456,556	1,716,209	1,733,371	3,449,580	300,000	3,749,580
Crim. Justice 1/10 Sales Tax	766,516	466,609	502,537	969,146	475,476	475,476	950,952	0	950,952
Electric Utility Tax	1,066,713	499,448	489,957	989,405	513,640	513,640	1,027,280	0	1,027,280
Gas Utility Tax	581,245	236,202	236,564	472,766	258,014	258,014	516,028	0	516,028
Telephone/Cellphone Utility Tax	1,294,437	617,241	576,293	1,193,534	610,041	610,041	1,220,082	0	1,220,082
Gambling Tax-Pulltabs & Games	60,100	50,186	45,402	95,588	50,860	50,860	101,720	0	101,720
Other Taxes	1,200	1,330	1,107	2,437	1,000	10,000	11,000	0	11,000
Total Taxes	15,506,079	7,842,430	8,037,214	15,879,644	8,052,487	8,172,921	16,225,408	300,000	16,525,408
Cable Franchise fees	569,490	303,218	311,487	614,705	308,000	314,160	622,160	0	622,160
Water/Sewer Franchise fees	422,915	0	172,410	172,410	400,000	400,000	800,000	0	800,000
Business Licenses/Registration	3,000	7,250	3,829	11,079	12,000	12,000	24,000	0	24,000
Right Of Way Permits	24,000	6,535	4,544	11,079	6,000	6,000	12,000	0	12,000
Building Permits	443,641	373,880	343,948	717,828	297,487	306,517	604,004	130,000	734,004
Development Fees	61,751	21,681	28,977	50,658	24,293	25,173	49,466	0	49,466
Total Licenses & Permits	1,524,797	712,564	865,195	1,577,759	1,047,780	1,063,850	2,111,630	130,000	2,241,630
State and Federal Grants	0	12,680	22,613	35,293	9,500	9,500	19,000	0	19,000
Recycling Grants	92,000	40,472	45,671	86,143	40,450	40,450	80,900	0	80,900
Criminal Justice Distributions	108,346	56,207	60,399	116,606	57,700	57,700	115,400	0	115,400
DUI Assistance	8,000	3,819	3,812	7,631	3,820	3,820	7,640	0	7,640
Streamlined Sales Tax Mitigation	49,200	22,677	22,518	45,195	22,800	22,800	45,600	0	45,600
Liquor Excise Tax	97,102	14,081	39,780	53,861	32,000	32,000	64,000	0	64,000
Liquor Board Profits	285,218	188,948	188,103	377,051	187,415	187,415	374,830	0	374,830
Total Intergovernmental	639,866	338,884	382,896	721,780	353,685	353,685	707,370	0	707,370
Reimbursement of Direct/Indirect Costs	524,066	260,020	573,448	833,468	170,000	170,000	340,000	0	340,000
Land Use Fees	249,438	126,381	250,586	376,967	132,493	169,184	301,677	0	301,677
Review and Inspection Fees	685,855	359,187	524,040	883,227	397,333	367,952	765,285	65,000	830,285
Total Charges for Services	1,459,359	745,588	1,348,074	2,093,662	699,826	707,136	1,406,962	65,000	1,471,962
Total Investment Interest	58,400	34,880	36,766	71,646	25,350	25,350	50,700	0	50,700
Fines & Forfeitures	0	-2,426	-1,056	-3,482	0	0	0	0	0
Donations/Sponsorships	30,000	15,835	13,775	29,610	16,900	16,900	33,800	0	33,800
Miscellaneous/Rents	15,970	97,222	57,836	155,058	8,700	8,700	17,400	0	17,400
Total Miscellaneous	45,970	110,631	70,555	181,186	25,600	25,600	51,200	0	51,200
Repayment of Interfund Loan		1,200,000	0	1,200,000	0	0	0	0	0
Total General Fund Revenues	19,234,471	10,984,977	10,740,700	21,725,677	10,204,728	10,348,542	20,553,270	495,000	21,048,270
Total Revenues & Beginning Fund Balance	\$24,759,624	\$15,310,130	\$13,849,489	\$26,050,830	\$12,887,417	\$13,085,736	\$23,235,959	\$2,033,786	\$25,269,745

City of Kenmore, Washington
 Summary of General Fund Expenditures
 2013-2014 to 2015-2016

	2013-2014 Amended Budget	2013 Actual	2014 Actual	2013-2014 Biennium Total	2015 Adopted	2016 Adopted	2015-2016 Adopted Budget	2015 Mid Biennium Adjustment	2015-2016 Amended Budget
<u>EXPENDITURES</u>									
<u>Cost Center</u>									
City Council	\$213,950	\$105,395	\$118,311	\$223,706	\$150,979	\$151,320	\$302,299	\$0	\$302,299
City Manager	2,176,804	1,093,465	1,088,779	2,182,244	1,525,808	1,458,415	2,984,223	65,000	3,049,223
Finance and Administration	1,017,068	425,024	562,524	987,548	861,723	884,836	1,746,559	0	1,746,559
Legal	480,000	281,017	145,478	426,495	220,000	220,000	440,000	0	440,000
Non-Departmental	1,592,487	788,765	855,880	1,644,645	0	0	0	0	0
Transfers to Other Funds	4,056,101	816,000	138,000	954,000	420,000	613,885	1,033,885	988,000	2,021,885
Transfer to Strategic Opportunity Fund	0	2,500,000	0	2,500,000	0	0	0	1,180,786	1,180,786
Public Safety	7,600,348	3,758,635	3,981,226	7,739,861	4,051,177	4,024,938	8,076,115	0	8,076,115
Engineering & Environmental Services	1,361,385	654,546	846,810	1,501,356	763,129	764,821	1,527,950	0	1,527,950
Community Development	939,441	477,890	474,457	952,347	395,834	434,196	830,030	0	830,030
Development Services	1,361,715	629,252	702,977	1,332,229	820,146	823,321	1,643,467	0	1,643,467
Parks and Facility Maintenance	1,357,271	671,352	713,572	1,384,924	941,427	1,012,982	1,954,409	0	1,954,409
Total Expenditures	\$22,156,570	\$12,201,341	\$9,628,014	\$21,829,355	\$10,150,223	\$10,388,714	\$20,538,937	\$2,233,786	\$22,772,723
Ending Fund Balance	2,603,054	3,108,789	4,221,475	4,221,475	2,737,194	2,697,022	2,697,022	(200,000)	2,497,022
Total Expenditures and Ending Fund Balance	\$24,759,624	\$15,310,130	\$13,849,489	\$26,050,830	\$12,887,417	\$13,085,736	\$23,235,959	\$2,033,786	\$25,269,745

STREET FUND REVENUES

	2013-2014 Amended Budget	2013 Actual	2014 Actual	2013-2014 Biennium Total	2015 Adopted	2016 Adopted	2015-2016 Adopted Budget	2015 Mid Biennium Adjustment	2015-2016 Amended Budget
REVENUES									
Beginning Fund Balance	\$1,512,154	\$1,512,154	\$2,123,180	\$1,512,154	\$463,500	\$468,590	\$463,500	\$435,788	\$899,288
Fuel Tax	843,072	434,543	436,679	871,222	433,597	437,933	871,531	0	871,531
FEMA Assistance	0	100	0	100	0	0	0	0	0
Brightwater Mitigation	250,000	250,000	0	250,000	0	0	0	0	0
Investment Interest	20,000	11,941	9,361	21,302	0	0	0	0	0
ROW Permit fees	0	0	0	0	90,000	90,000	180,000	0	180,000
Plat Signs/Misc	0	462	3,260	3,722	0	0	0	0	0
Transfer from General Fund	1,476,101	736,000	138,000	874,000	420,000	413,000	833,000	0	833,000
Transfer from REET	400,000	400,000	0	400,000	0	0	0	0	0
Transfer from TBD	525,000	0	458,000	458,000	232,000	243,000	475,000	0	475,000
Total Revenues	3,514,173	1,833,046	1,045,300	2,878,346	1,175,597	1,183,933	2,359,531	0	2,359,531
Total Street Fund	\$5,026,327	\$3,345,200	\$3,168,480	\$4,390,500	\$1,639,097	\$1,652,524	\$2,823,031	\$435,788	\$3,258,819

STREET FUND EXPENDITURES

	2013-2014 Amended Budget	2013 Actual	2014 Actual	2013-2014 Biennium Total	2015 Adopted	2016 Adopted	2015-2016 Adopted Budget	2015 Mid Biennium Adjustment	2015-2016 Amended Budget
EXPENDITURES									
Salary and Benefits	375,821	180,023	192,012	372,035	285,387	292,396	577,783	0	577,783
Maintenance & Operations	1,802,305	734,390	868,958	1,603,348	817,697	847,350	1,665,047	0	1,665,047
Overlay	1,575,000	271,389	939,271	1,210,660	0	0	0	0	0
Pedestrian Safety Program	215,000	0	140,411	140,411	47,423	48,024	95,447	0	95,447
Capital (Wayfinding and Banners)	40,000	11,218	42,540	53,758	20,000	13,000	33,000	0	33,000
Transfer to Transportation Capital	86,000	0	86,000	86,000	0	0	0	400,000	400,000
Transfer to Surface Water Mgt.	25,000	25,000	0	25,000	0	0	0	0	0
Total Expenditures	4,119,126	1,222,020	2,269,192	3,491,212	1,170,507	1,200,770	2,371,277	400,000	2,771,277
Ending Fund Balance	907,201	2,123,180	899,288	899,288	468,590	451,754	451,754	35,788	487,542
Total Expenditures and Ending Fund Balance	\$5,026,327	\$3,345,200	\$3,168,480	\$4,390,500	\$1,639,097	\$1,652,524	\$2,823,031	\$435,788	\$3,258,819

PARK IMPACT FEE FUND REVENUES

	2013-2014			2013-2014			2015-2016	2015	2015-2016
	Adopted Budget	2013 Actual	2014 Actual	Biennium Total	2015 Adopted	2016 Adopted	Adopted Budget	Mid Biennium Adjustment	Amended Budget
Beginning Fund Balance	\$1,610,442	\$1,610,442	\$1,458,097	\$1,610,442	\$531,408	\$361,286	\$531,408	\$221,366	\$752,774
Total Beginning Fund Balance	1,610,442	1,610,442	1,458,097	1,610,442	531,408	361,286	531,408	221,366	752,774
Park Impact Fees	337,061	135,144	385,919	521,063	152,221	77,379	229,600	0	229,600
Investment Interest	9,506	10,432	6,837	17,269	2,657	1,806	4,463	0	4,463
Total Revenues	346,567	145,576	392,756	538,332	154,878	79,185	234,063	0	234,063
Total Park Impact Fee Fund	\$1,957,009	\$1,756,018	\$1,850,853	\$2,148,774	\$686,286	\$440,471	\$765,471	\$221,366	\$986,837

PARK IMPACT FEE FUND EXPENDITURES

	2013-2014			2013-2014			2015-2016	2015	2015-2016
	Adopted Budget	2013 Actual	2014 Actual	Biennium Total	2015 Adopted	2016 Adopted	Adopted Budget	Mid Biennium Adjustment	Amended Budget
Ending Fund Balance	\$117,009	\$1,458,097	\$752,774	\$752,774	\$361,286	\$275,471	\$275,471	\$7,950	\$283,421
Total Ending Fund Balance	117,009	1,458,097	752,774	752,774	361,286	275,471	275,471	7,950	283,421
Transfer to Park Capital Fund	1,840,000	297,921	1,098,079	1,396,000	325,000	165,000	490,000	213,416	703,416
Total Transfers	1,840,000	297,921	1,098,079	1,396,000	325,000	165,000	490,000	213,416	703,416
Total Expenditures	1,840,000	297,921	1,098,079	1,396,000	325,000	165,000	490,000	213,416	703,416
Total Park Impact Fee Fund	\$1,957,009	\$1,756,018	\$1,850,853	\$2,148,774	\$686,286	\$440,471	\$765,471	\$221,366	\$986,837

STRATEGIC OPPORTUNITIES FUND REVENUES

	2013-2014 Amended Budget	2013 Actual	2014 Actual	2013-2014 Biennium Total	2015 Adopted	2016 Adopted	2015-2016 Adopted Budget	2015 Mid Biennium Adjustment	2015-2016 Amended Budget
Beginning Fund Balance	\$0	\$0	\$1,601,519	\$0	\$2,942,864	\$2,217,607	\$2,942,864	(\$795,977)	\$2,146,887
Beginning Fund Balance	0	0	1,601,519	0	2,942,864	2,217,607	2,942,864	(795,977)	2,146,887
Investment Interest	25,062	5,232	11,566	16,798	2,943	2,218	5,161	0	5,161
Incubator Leases	0	16,462	21,950	38,412	18,000	14,000	32,000	0	32,000
Transfer from Kenmore Village	776,800	0	776,800	776,800	0	0	0	0	0
Transfer from General Fund	2,500,000	2,500,000	0	2,500,000	0	0	0	1,180,786	1,180,786
Revenues	3,301,862	2,521,694	810,316	3,332,010	20,943	16,218	37,161	1,180,786	1,217,947
Total Strategic Opportunities Fund	\$3,301,862	\$2,521,694	\$2,411,835	\$3,332,010	\$2,963,807	\$2,233,825	\$2,980,025	\$384,809	\$3,364,834

STRATEGIC OPPORTUNITIES FUND EXPENDITURES

	2013-2014 Amended Budget	2013 Actual	2014 Actual	2013-2014 Biennium Total	2015 Adopted	2016 Adopted	2015-2016 Adopted Budget	2015 Mid Biennium Adjustment	2015-2016 Amended Budget
Ending Fund Balance	\$2,110,962	\$1,601,519	\$2,146,887	\$2,146,887	\$2,217,607	\$2,068,825	\$2,068,825	(\$275,191)	\$1,793,634
Total Ending Fund Balance	2,110,962	1,601,519	2,146,887	2,146,887	2,217,607	2,068,825	2,068,825	(275,191)	1,793,634
Business Incubator Program	238,100	118,332	96,040	214,372	116,200	110,000	226,200	0	226,200
Land	776,800	801,843	0	801,843	0	0	0	0	0
Transfer to Park Capital Projects	146,000	0	146,000	146,000	30,000	55,000	85,000	50,000	135,000
Transfer to Kenmore Village Fund	0	0	0	0	0	0	0	100,000	100,000
Transfer to Transportation Capital Projects	0	0	0	0	0	0	0	764,000	764,000
Interstate Signs	30,000	0	22,908	22,908	0	0	0	0	0
Pedestrian Safety Improvements	0	0	0	0	350,000	0	350,000	-204,000	146,000
Public Input Process for Tax Measure	0	0	0	0	250,000	0	250,000	-50,000	200,000
Expenditures	1,190,900	920,175	264,948	1,185,123	746,200	165,000	911,200	660,000	1,571,200
Total Strategic Opportunities Fund	\$3,301,862	\$2,521,694	\$2,411,835	\$3,332,010	\$2,963,807	\$2,233,825	\$2,980,025	\$384,809	\$3,364,834

REAL ESTATE EXCISE TAX FUND REVENUES

	2013-2014 Adopted Budget	2013 Actual	2014 Actual	2013-2014 Biennium Total	2015 Adopted	2016 Adopted	2015-2016 Adopted Budget	2015 Mid Biennium Adjustment	2015-2016 Amended Budget
Beginning Fund Balance	\$1,973,500	\$1,965,805	\$2,014,635	\$1,965,805	\$1,947,280	\$670,030	\$1,947,280	\$466,934	\$2,414,214
Beginning Fund Balance	1,973,500	1,965,805	2,014,635	1,965,805	1,947,280	670,030	1,947,280	466,934	2,414,214
Real Estate Excise Taxes	1,138,886	881,886	1,125,789	2,007,675	900,000	909,000	1,809,000	0	1,809,000
Park Levy Proceeds	0	0	0	0	0	0	0	0	0
Intergovernmental	1,138,886	881,886	1,125,789	2,007,675	900,000	909,000	1,809,000	0	1,809,000
Investment Interest	8,431	12,312	13,522	25,834	14,000	4,000	18,000	0	18,000
Other Revenues	8,431	12,312	13,522	25,834	14,000	4,000	18,000	0	18,000
Total Revenues	1,147,317	894,198	1,139,311	2,033,509	914,000	913,000	1,827,000	0	1,827,000
Total Real Estate Excise Tax Fund	\$3,120,817	\$2,860,003	\$3,153,946	\$3,999,314	\$2,861,280	\$1,583,030	\$3,774,280	\$466,934	\$4,241,214

REAL ESTATE EXCISE TAX FUND EXPENDITURES

	2013-2014 Amended Budget	2013 Actual	2014 Actual	2013-2014 Biennium Total	2015 Adopted	2016 Adopted	2015-2016 Adopted Budget	2015 Mid Biennium Adjustment	2015-2016 Amended Budget
Ending Fund Balance	\$243,767	\$2,014,635	\$2,414,214	\$2,414,214	\$670,030	\$245,561	\$245,561	\$8,347	\$253,908
Ending Fund Balance- Sidewalks	0	0	0	0	0	0	0		0
Ending Fund Balance	243,767	2,014,635	2,414,214	2,414,214	670,030	245,561	245,561	8,347	253,908
Transfer to Park Capital Fund	442,000	111,829	71,171	183,000	350,000	0	350,000	0	350,000
Transfer Levy Funds to Park Capital Fund	120,000	0	120,000	120,000	0	0	0	87,699	87,699
P-15 Rhododendron Park Improvements	0	0	0	0	0	0	0	0	0
P-9 Northshore Summit	0	0	0	0	0	0	0	0	0
P-16 0056 Outfall and Shoreline Restoration	0	0	0	0	0	0	0	0	0
Park Capital and Transfers	562,000	111,829	191,171	303,000	350,000	0	350,000	87,699	437,699
Transfer to Arterial Street Fund: Frontage Imp	0	0	0	0	0	0	0	0	0
Transfer to Arterial Street Fund: SR522 Ph II	0	0	0	0	0	0	0	0	0
Transfer to Arterial Street Fund: T-27 Sidewalks	0	0	0	0	0	0	0	0	0
Transfer to Arterial Street Fund: T-7	0	0	0	0	0	0	0	0	0
Transfer to Arterial Street Fund: T-32 61st Place Slid	0	0	0	0	0	0	0	0	0
Northshore Utility District Sliplining	0	0	120,000	120,000	0	0	0	0	0
Transfer to Transportation Capital Fund (overlays)	400,000	63,439	336,561	400,000	450,000	100,000	550,000	0	550,000
Transfer to Surface Water Fund SW 8	55,000	0	0	0	0	0	0	0	0
Transfer to Transportation Capital Fund	1,860,050	670,100	92,000	762,100	1,391,250	1,237,469	2,628,719	370,888	2,999,607
Transportation Transfers	2,315,050	733,539	548,561	1,282,100	1,841,250	1,337,469	3,178,719	370,888	3,549,607
Total Expenditures	2,877,050	845,368	739,732	1,585,100	2,191,250	1,337,469	3,528,719	458,587	3,987,306
Total Real Estate Excise Tax Fund	\$3,120,817	\$2,860,003	\$3,153,946	\$3,999,314	\$2,861,280	\$1,583,030	\$3,774,280	\$466,934	\$4,241,214

KENMORE VILLAGE FUND REVENUES

	2013-2014 Amended Budget	2013 Actual	2014 Actual	2013-2014 Biennium Total	2015 Adopted	2016 Adopted	2015-2016 Adopted Budget	2015 Mid Biennium Adjustment	2015-2016 Amended Budget
Beginning Fund Balance	\$151,085	\$163,585	\$130,940	\$163,585	\$2,352,795	\$1,182,495	\$2,352,795	\$33,454	\$2,386,249
Total Beginning Fund Balance	151,085	163,585	130,940	163,585	2,352,795	1,182,495	2,352,795	33,454	2,386,249
Leasehold Excise Taxes	14,900	3,227	2,642	5,869	1,200	1,200	2,400	0	2,400
Taxes	14,900	3,227	2,642	5,869	1,200	1,200	2,400	0	2,400
Grant for Public Square	0	0	0	0	270,000	0	270,000	20,000	290,000
King County LEED Grant	0	0	0	0	0	0	0	0	0
Total Intergovernmental	0	0	0	0	270,000	0	270,000	20,000	290,000
Lease Income	117,100	64,350	31,500	95,850	30,000	37,000	67,000	0	67,000
Event Sponsorship	0	0	0	0	0	1,500	1,500	0	1,500
Sale of Property-Kenmore Village	4,350,000	1,244,214	3,220,888	4,465,102	903,000	0	903,000	0	903,000
Reimbursement from Kenmore Camera	90,000	90,820	0	90,820	0	0	0	0	0
Investment Interest	4,500	933	7,386	8,319	15,000	8,000	23,000	0	23,000
Total Miscellaneous	4,561,600	1,400,317	3,259,774	4,660,091	948,000	46,500	994,500	0	994,500
Transfer from Strategic Opp Fund	0	0	0	0	0	0	0	100,000	100,000
Transfer from General Fund	0	0	0	0	0	60,000	60,000	800,000	860,000
	0	0	0	0	0	60,000	60,000	900,000	960,000
Total Revenues	4,576,500	1,403,544	3,262,416	4,665,960	1,219,200	107,700	1,326,900	920,000	2,246,900
Total Kenmore Village Fund	\$4,727,585	\$1,567,129	\$3,393,356	\$4,829,545	\$3,571,995	\$1,290,195	\$3,679,695	\$953,454	\$4,633,149

KENMORE VILLAGE FUND EXPENDITURES

	2013-2014 Amended Budget	2013 Actual	2014 Actual	2013-2014 Biennium Total	2015 Adopted	2016 Adopted	2015-2016 Adopted Budget	2015 Mid Biennium Adjustment	2015-2016 Amended Budget
Ending Fund Balance	\$2,226,939	\$130,940	\$2,386,249	\$2,386,249	\$1,182,495	\$162,455	\$162,455	(\$160,475)	\$1,980
Ending Fund Balance	2,226,939	130,940	2,386,249	2,386,249	1,182,495	162,455	162,455	(160,475)	1,980
Property/Asset Management	43,200	3,263	0	3,263	9,000	10,000	19,000	0	19,000
6700 Building Maintenance	11,000	0	0	0	0	0	0	79,000	79,000
Town Green & Pavilion Bldg. Maint.	0	0	0	0	0	56,400	56,400	0	56,400
Events & Programming	0	0	0	0	0	41,840	41,840	0	41,840
Kenmore Village Maintenance	41,518	32,449	59,031	91,480	25,000	10,000	35,000	0	35,000
Services	95,718	35,712	59,031	94,743	34,000	118,240	152,240	79,000	231,240
Transfer to Park Capital Fund	150,000	0	0	0	0	0	0	134,929	134,929
DDA Settlement	0	0	0	0	0	0	0	0	0
Downtown Development Costs	278,128	187,795	171,276	359,071	0	0	0	0	0
Repay Interfund Loan to General Fund	1,200,000	1,200,182	0	1,200,182	0	0	0	0	0
Transfer to Strategic Opps Fund	776,800	0	776,800	776,800	0	0	0	0	0
Kenmore Village Public Square	0	0	0	0	2,355,500	1,009,500	3,365,000	900,000	4,265,000
ARCH Contribution	0	0	0	0	0	0	0	0	0
Capital Outlay	2,404,928	1,387,977	948,076	2,336,053	2,355,500	1,009,500	3,365,000	1,034,929	4,399,929
Total Expenditures	2,500,646	1,423,689	1,007,107	2,430,796	2,389,500	1,127,740	3,517,240	1,113,929	4,631,169
Total Kenmore Village Fund	\$4,727,585	\$1,554,629	\$3,393,356	\$4,817,045	\$3,571,995	\$1,290,195	\$3,679,695	\$953,454	\$4,633,149

PARK CAPITAL FUND REVENUES

	2013-2014 Amended Budget	2013 Actual	2014 Actual	2013-2014 Biennium Total	2015 Adopted	2016 Adopted	2015-2016 Adopted Budget	2015 Mid Biennium Adjustment	2015-2016 Amended Budget
Beginning Fund Balance	\$0	\$0	\$19,265	\$0	\$223,919	\$225,119	\$223,919	(\$223,352)	\$567
Beginning Fund Balance	0	0	19,265	0	223,919	225,119	223,919	(223,352)	567
Park Levy Proceeds	43,534	26,119	64,071	90,190	84,000	44,000	128,000	(36,000)	92,000
RCO Grant Reimbursement (Twedt/Squires)	0	0	0	0	0	0	0	100,000	100,000
Park Grants	30,000	0	0	0	0	0	0	0	0
Intergovernmental	73,534	26,119	64,071	90,190	84,000	44,000	128,000	64,000	192,000
Investment Interest	0	0	0	0	1,200	1,200	2,400	0	2,400
Other Revenues	0	0	0	0	1,200	1,200	2,400	0	2,400
Transfers of Trail Levy Funds from REET Fund	120,000	0	120,000	120,000	185,000	0	185,000	(97,301)	87,699
Transfers from Real Estate Excise Tax Fund	322,000	111,829	71,171	183,000	350,000	0	350,000	0	350,000
Transfers from Kenmore Village Fund	150,000	0	0	0	0	0	0	134,929	134,929
Transfers from Strategic Opps Fund	146,000	0	146,000	146,000	30,000	55,000	85,000	50,000	135,000
Transfers from Park Impact Fees	1,840,000	297,921	1,098,079	1,396,000	325,000	165,000	490,000	213,146	703,146
Transfers	2,578,000	409,750	1,435,250	1,845,000	890,000	220,000	1,110,000	300,774	1,410,774
Total Revenues	2,651,534	435,869	1,499,321	1,935,190	975,200	265,200	1,240,400	364,774	1,605,174
Total Park Capital Fund	\$2,651,534	\$435,869	\$1,518,586	\$1,935,190	\$1,199,119	\$490,319	\$1,464,319	\$141,422	\$1,605,741

PARK CAPITAL FUND EXPENDITURES

	2013-2014 Amended Budget	2013 Actual	2014 Actual	2013-2014 Biennium Total	2015 Adopted	2016 Adopted	2015-2016 Adopted Budget	2015 Mid Biennium Adjustment	2015-2016 Amended Budget
Ending Fund Balance	\$43,534	\$19,265	\$567	\$567	\$225,119	\$226,319	\$226,319	(\$311,811)	(\$85,492)
Ending Fund Balance	\$43,534	\$19,265	\$567	\$567	\$225,119	\$226,319	\$226,319	(\$311,811)	(\$85,492)
Park Project Management	0	0	0	0	99,000	64,000	163,000	0	163,000
P 1 Twin Springs Interim Use Plan	0	0	0	0	40,000	0	40,000	0	40,000
P 2 Tolt Pipeline Trail Ph I	120,000	11,306	30,924	42,230	210,000	0	210,000	24,294	234,294
P 6 Moorlands Park Improvements	60,000	0	0	0	10,000	20,000	30,000	121,000	151,000
P 9 Northshore Summit	705,000	304,776	427,403	732,179	0	0	0	0	0
P 11 Log Boom Park Ped Bridge	95,000	0	52,854	52,854	200,000	0	200,000	42,146	242,146
Log Boom Park Restoration	30,000	0	3,065	3,065	0	0	0	0	0
P 13 Skate Park	20,000	0	24,382	24,382	350,000	0	350,000	0	350,000
P 18 Rhododendron Park Boardwalk/Parking	482,000	76,821	19,203	96,024	0	0	0	0	0
P 21 Kenmore Village Public Square	150,000	0	134,929	134,929	0	0	0	0	0
P X Rhododendron Park and Log Boom Floats	146,000	0	80,279	80,279	0	0	0	0	0
P X Rhododendron Park Float	0	0	8,114	8,114	30,000	115,000	145,000	0	145,000
P 24 Sammamish R. Boat Launch Restroom	65,000	23,701	67,659	91,360	0	0	0	0	0
P 26 Squires Landing Park Expansion	735,000	0	669,207	669,207	35,000	65,000	100,000	65,793	165,793
P 27 Squire's Landing Concept	0	0	0	0	0	0	0	100,000	100,000
P 28 Log Boom Park Concept	0	0	0	0	0	0	0	100,000	100,000
Capital Outlay	2,608,000	416,604	1,518,019	1,934,623	974,000	264,000	1,238,000	453,233	1,691,233
Total Expenditures	2,608,000	416,604	1,518,019	1,934,623	974,000	264,000	1,238,000	453,233	1,691,233
Total Park Capital Fund	\$2,651,534	\$435,869	\$1,518,586	\$1,935,190	\$1,199,119	\$490,319	\$1,464,319	\$141,422	\$1,605,741

TRANSPORTATION CAPITAL FUND REVENUES

	2013-2014 Amended Budget	2013 Actual	2014 Actual	2013-2014 Biennium Total	2015 Adopted	2016 Adopted	2015-2016 Adopted Budget	2015 Mid Biennium Adjustment	2015-2016 Amended Budget
Beginning Fund Balance	\$427,542	\$427,542	\$764,292	\$427,542	\$892,645	\$842,145	\$892,645	(\$892,247)	\$398
Total Beginning Fund Balance	427,542	427,542	764,292	427,542	892,645	842,145	892,645	(892,247)	398
Transportation Impr Bd Grants - 68th	0	21,415	121,576	142,991	0	0	0	0	0
SR522 Ph I Stage II ROW Federal Allocation	2,500,000	221,486	1,182,494	1,403,980	458,920	0	458,920	0	458,920
SR522 Ph I Stage II Const Federal Allocation	0	0	0	0	0	0	0	587,100	587,100
181st Signal Direct Federal Allocation	650,000	328,662	0	328,662	0	0	0	0	0
Federal Transportation Funding 61st Signal	1,100,000	0	0	0	737,000	363,000	1,100,000	0	1,100,000
State TIB SR 522 61st-65th	4,100,000	180,202	558,562	738,764	2,969,680	1,462,678	4,432,358	500,000	4,932,358
Federal Preservation Grant	0	0	0	0	60,000	411,000	471,000	0	471,000
Federal TAPP Grant-NE 181st Sidewalk, south	0	0	0	0	89,960	576,955	666,915	(573,945)	92,970
CDBG NE 181st Sidewalk, south side	0	0	0	0	0	0	0	254,960	254,960
State TIB NE 181st Sidewalk, north side	0	0	0	0	0	0	0	189,793	189,793
Department of Ecology Grant for T6	475,125	0	47,241	47,241	427,875	0	427,875	0	427,875
West Samm Bridge Replacements Grants	0	0	0	0	996,000	1,773,000	2,769,000	0	2,769,000
WSDOT SRTS NE 202nd Sidewalk	0	0	0	0	0	0	0	814,056	814,056
WSDOT HSIP 62nd Ave NE Sidewalk	0	0	0	0	0	0	0	813,200	813,200
Federal Grant Safety Improvements	250,000	0	54,028	54,028	0	0	0	0	0
WSDOT 522 West A	0	0	0	0	0	0	0	50,000	50,000
TIB (Application) Roundabout	0	0	0	0	0	0	0	284,732	284,732
Intergovernmental	9,075,125	751,765	1,963,901	2,715,666	5,739,435	4,586,633	10,326,068	2,919,896	13,245,964
Reimbursements from Other Agencies	12,500	184,527	0	184,527	0	0	0	0	0
Brightwater Mitigation Fee Phase II	0	250,000	0	250,000	0	0	0	0	0
Bastyr Contribution to 145th St Signal	129,500	18,500	18,500	37,000	18,500	18,500	37,000	0	37,000
Other Contributions	129,500	268,500	18,500	287,000	18,500	18,500	37,000	0	37,000
Transfer from Impact Fee Fund	822,500	0	248,000	248,000	1,904,780	855,220	2,760,000	0	2,760,000
Transfer from General Fund	0	0	0	0	0	140,885	140,885	188,000	328,885
Transfer From Street Fund	86,000	0	86,000	86,000	0	0	0	400,000	400,000
Transfer From Strategic Opportunities Fund	0	0	0	0	0	0	0	764,000	764,000
Transfer From Transportation Benefit District	0	0	0	0	75,000	75,000	150,000	0	150,000
Transfer From Surface Water Mgt Fund	583,500	0	0	0	404,345	199,155	603,500	0	603,500
Transfer From Samm River Bridge Fund	80,000	0	80,000	80,000	0	0	0	0	0
Transfer from Real Estate Excise Tax Fund	1,860,050	733,539	148,561	882,100	1,841,250	1,337,469	3,178,719	370,888	3,549,607
Transfers	3,432,050	733,539	562,561	1,296,100	4,225,375	2,607,729	6,833,104	1,722,888	8,555,992
Investment Interest	7,700	4,767	0	4,767	6,000	6,000	12,000	0	12,000
Total Revenues	12,656,875	1,943,098	2,544,962	4,488,060	9,989,310	7,218,862	17,208,172	4,642,784	21,850,956
Total Transportation Capital Fund	\$13,084,417	\$2,370,640	\$3,309,254	\$4,915,602	\$10,881,955	\$8,061,007	\$18,100,817	\$3,750,537	\$21,851,354

TRANSPORTATION CAPITAL FUND EXPENDITURES

	2013-2014 Amended Budget	2013 Actual	2014 Actual	2013-2014 Biennium Total	2015 Adopted	2016 Adopted	2015-2016 Adopted Budget	2015 Mid Biennium Adjustment	2015-2016 Amended Budget
Ending Fund Balance	\$927,580	\$764,292	\$398	\$398	\$842,145	\$792,645	\$792,645	(\$783,668)	\$8,977
Ending Fund Balance	927,580	764,292	398	398	842,145	792,645	792,645	(783,668)	8,977
T 1 SR-522 Phase I	50,000	5,170	3,568	8,738	0	0	0	0	0
T 2 SR-522 Phase I Stage 2 Design	0	0	0	0	0	0	0	0	0
T 3 SR-522 Phase II	220,000	44,962	222,040	267,002	0	0	0	0	0
T 6 SR 522 West A 61st -65th	9,293,500	391,809	2,229,617	2,621,426	7,434,850	3,551,407	10,986,257	1,560,100	12,546,357
T 7 61st Ave NE&181st Traffic Signal	1,132,387	935,875	97,034	1,032,909	0	0	0	0	0
T-12 NE 145th St Traffic Signal	0	(113)	0	(113)	0	0	0	0	0
T 22 Simonds Rd-Ingemoor HS Right Turn	25,000	0	0	0	0	0	0	0	0
T 27 Sidewalk Program	274,950	36,377	176,671	213,048	349,960	676,955	1,026,915	(1,026,915)	0
Contingency and Undergrounding								700,000	700,000
Sidewalk Gaps	0	0	0	0	0	0	0	160,000	160,000
NE 181 St Northside	0	0	0	0	0	0	0	277,524	277,524
NE 181 St Southside	0	0	0	0	0	0	0	597,306	597,306
62nd Ave NE	0	0	0	0	0	0	0	828,000	828,000
NE 202nd St	0	0	0	0	0	0	0	1,017,570	1,017,570
T 31 City Safety Improvements	250,000	38,607	415,471	454,078	0	0	0	0	0
T 32 61st Slide Repair	0	0	0	0	0	0	0	0	0
T 35 Overlay (previously in Street Fund)	0	0	0	0	585,000	585,000	1,170,000	0	1,170,000
T 36 City Gateways	300,000	18,147	50,568	68,715	0	0	0	0	0
T 37 West Samm Bridge	461,000	60,514	188,887	249,401	1,270,000	2,280,000	3,550,000	0	3,550,000
Juanita Drive Design/Admin	0	0	0	0	0	0	0	0	0
181st Street Frontage Improvements	0	0	0	0	0	0	0	0	0
T 38 175th St Swamp Creek Bridge Study	0	0	0	0	75,000	0	75,000	0	75,000
T 39 Neighborhood Traffic Calming Improver	0	0	0	0	250,000	100,000	350,000	0	350,000
T 40 Roundabout 61st NE/193rd	0	0	0	0	0	0	0	420,620	420,620
Total Capital Outlay	12,006,837	1,531,348	3,383,856	4,915,204	9,964,810	7,193,362	17,158,172	4,534,205	21,692,377
Reimbursement to General Fund	150,000	75,000	(75,000)	0	75,000	75,000	150,000	0	150,000
Transfer to Public Art Fund	0	0	0	0	0	0	0	0	0
Transfers	150,000	75,000	(75,000)	0	75,000	75,000	150,000	0	150,000
Total Expenditures	12,156,837	1,606,348	3,308,856	4,915,204	10,039,810	7,268,362	17,308,172	4,534,205	21,842,377
Total Transportation Capital Fund	\$13,084,417	\$2,370,640	\$3,309,254	\$4,915,602	\$10,881,955	\$8,061,007	\$18,100,817	\$3,750,537	\$21,851,354

EQUIPMENT REPLACEMENT FUND REVENUES

	2013-2014 Amended Budget	2013 Actual	2014 Actual	2013-2014 Biennium Total	2015 Adopted	2016 Adopted	2015-2016 Adopted Budget	2015 Mid Biennium Adjustment	2015-2016 Amended Budget
Beginning Fund Balance	\$490,602	\$490,602	\$483,171	\$490,602	\$362,417	\$353,417	\$362,417	\$92,256	\$454,673
Beginning Fund Balance	490,602	490,602	483,171	490,602	362,417	353,417	362,417	92,256	454,673
Investment Interest	4,400	308	5,747	6,055	2,000	2,000	4,000	0	4,000
Departmental Contributions	150,742	49,650	101,093	150,743	101,000	101,000	202,000	0	202,000
Revenues	155,142	49,958	106,840	156,798	103,000	103,000	206,000	0	206,000
Total Equipment Replacement Fund	\$645,744	\$540,560	\$590,011	\$647,400	\$465,417	\$456,417	\$568,417	\$92,256	\$660,673

EQUIPMENT REPLACEMENT FUND EXPENDITURES

	2013-2014 Amended Budget	2013 Actual	2014 Actual	2013-2014 Biennium Total	2015 Adopted	2016 Adopted	2015-2016 Adopted Budget	2015 Mid Biennium Adjustment	2015-2016 Amended Budget
Ending Fund Balance	\$364,248	\$483,171	\$454,673	\$454,673	\$353,417	\$344,417	\$344,417	(42,119)	\$302,298
Ending Fund Balance	364,248	483,171	454,673	454,673	353,417	344,417	344,417	(42,119)	302,298
Equipment Replacement	281,496	57,389	135,338	192,727	112,000	112,000	224,000	134,375	358,375
Expenditures	281,496	57,389	135,338	192,727	112,000	112,000	224,000	134,375	358,375
Total Equip Replacement Fund	\$645,744	\$540,560	\$590,011	\$647,400	\$465,417	\$456,417	\$568,417	\$92,256	\$660,673

SURFACE WATER MANAGEMENT FUND REVENUES

	2013-2014 Amended Budget	2013 Actual	2014 Actual	2013-2014 Biennium Total	2015 Adopted	2016 Adopted	2015-2016 Adopted Budget	2015 Mid Biennium Adjustment	2015-2016 Amended Budget
Beginning Fund Balance	\$1,419,392	\$1,419,392	\$1,561,513	\$1,419,392	\$1,222,414	\$654,106	\$1,222,414	\$260,998	\$1,483,412
Beginning Fund Balance	1,419,392	1,419,392	1,561,513	1,419,392	1,222,414	654,106	1,222,414	260,998	1,483,412
Grants - Storm Assistance	0	250	0	250	0	0	0	0	0
King Conservation District	0	0	0	0	0	300,000	300,000	0	300,000
King County Conservation Futures	485,000	300,000	195,218	495,218	0	0	0	0	0
King County Flood District	0	0	0	0	0	0	0	0	0
Other Grants	75,000	74,679	0	74,679	0	0	0	0	0
Intergovernmental	560,000	374,929	195,218	570,147	0	300,000	300,000	0	300,000
Surface Water Charges	3,196,176	1,665,284	1,711,006	3,376,290	1,600,000	1,600,000	3,200,000	0	3,200,000
Sweeper Rental Services	48,000	18,039	16,668	34,707	15,000	15,000	30,000	0	30,000
Charges for Service	3,244,176	1,683,323	1,727,674	3,410,997	1,615,000	1,615,000	3,230,000	0	3,230,000
Miscellaneous Income	0	0	0	0	0	0	0	0	0
Investment Interest	20,000	10,029	12,864	22,893	5,000	5,000	10,000	0	10,000
Miscellaneous	20,000	10,029	12,864	22,893	5,000	5,000	10,000	0	10,000
Total Revenues	3,824,176	2,068,281	1,935,756	4,004,037	1,620,000	1,920,000	3,540,000	0	3,540,000
Total Surface Water Mgt. Fund	\$5,243,568	\$3,487,673	\$3,497,269	\$5,423,429	\$2,842,414	\$2,574,106	\$4,762,414	\$260,998	\$5,023,412

SURFACE WATER MANAGEMENT FUND EXPENDITURES

	2013-2014 Amended Budget	2013 Actual	2014 Actual	2013-2014 Biennium Total	2015 Adopted	2016 Adopted	2015-2016 Adopted Budget	2015 Mid Biennium Adjustment	2015-2016 Amended Budget
Ending Fund Balance	\$334,681	\$1,561,513	\$1,483,413	\$1,483,412	\$654,106	\$110,138	\$110,138	\$947,498	\$1,057,636
Ending Fund Balance	334,681	1,561,513	1,483,413	1,483,412	654,106	110,138	110,138	947,498	1,057,636
Salaries and Wages	287,515	193,733	89,572	283,305	154,972	161,171	316,143	0	316,143
Benefits	90,988	61,307	30,698	92,005	46,897	48,890	95,787	0	95,787
Personnel	378,504	255,040	120,270	375,310	201,869	210,061	411,930	0	411,930
Materials-Drainage	50,000	5,567	12,410	17,977	25,000	25,000	50,000	0	50,000
Bank Fees/Office Supplies	12,600	3,422	1,806	5,228	8,800	8,800	17,600	0	17,600
Fuel	26,000	9,475	10,612	20,087	10,000	10,000	20,000	0	20,000
Equipment Replacement	99,299	49,650	49,650	99,300	50,000	50,000	100,000	0	100,000
Supplies	187,899	68,114	74,478	142,592	93,800	93,800	187,600	0	187,600
Travel/Registrations/Business Meetings	5,890	2,595	440	3,035	3,150	3,150	6,300	0	6,300
Telecommunications	2,520	552	1,455	2,007	1,250	1,250	2,500	0	2,500
Postage/Advertising/Printing	2,000	470	301	771	1,000	1,000	2,000	0	2,000
Dues/Memberships/Subscriptions	200	152	156	308	100	100	200	0	200
Vehicle Maintenance	12,000	6,830	8,684	15,514	7,500	7,500	15,000	0	15,000
Intern	17,920	0	14,671	14,671	15,000	15,000	30,000	0	30,000
Consulting General/City Attorney	50,000	29,007	104,946	133,953	50,000	50,000	100,000	0	100,000
WRIA	13,252	6,573	6,671	13,244	6,750	6,750	13,500	0	13,500
Utilities and Dump Fees (Sweeper)	70,000	24,162	20,356	44,518	25,000	25,000	50,000	0	50,000
Insurance	18,925	10,923	12,876	23,799	12,000	12,000	24,000	0	24,000
Utilities/Water	4,000	2,025	0	2,025	2,000	2,000	4,000	0	4,000
LFP Maintenance	747,148	404,630	413,450	818,080	405,000	417,000	822,000	0	822,000
Vactor/Video Services	300,000	51,094	51,164	102,258	100,000	100,000	200,000	0	200,000
King County Billing Admin Fee	54,000	20,323	19,232	39,555	19,000	19,000	38,000	0	38,000
King County System Maint Contract	220,000	234,475	44,429	278,904	150,000	150,000	300,000	0	300,000
King County Private Facility Inspection	0	0	0	0	0	0	0	0	0
King County Public Facility Inspection	0	0	0	0	0	0	0	0	0
King County Water Quality Audits	24,000	0	1,138	1,138	12,000	12,000	24,000	0	24,000
NPDES Ph II Permit Fee	22,200	11,332	12,161	23,493	12,750	12,750	25,500	0	25,500
Public Education and Outreach	30,000	1,352	1,824	3,176	15,000	15,000	30,000	0	30,000
Illicit Discharge Detection Elim Monitoring	5,000	0	0	0	5,000	5,000	10,000	0	10,000
Aerial Imaging	10,000	6,015	0	6,015	10,000	0	10,000	0	10,000
Swamp Creek TMDL Monitoring	5,000	8,712	0	8,712	3,000	3,000	6,000	0	6,000
Other Monitoring	14,222	0	14,222	14,222	14,400	14,400	28,800	0	28,800
0057 Eval	0	0	0	0	25,000	0	25,000	0	25,000
Samm Triv 02 Eval	0	0	0	0	12,500	12,500	25,000	0	25,000
Stream Monitoring Telemetry	0	0	0	0	25,000	0	25,000	0	25,000
Trib 0056 /eval	0	0	0	0	100,000	0	100,000	0	100,000
Property Demolitions	80,000	67,349	6,710	74,059	0	0	0	0	0
Property Tax-Soil Conservation	0	0	1,511	1,511	0	0	0	0	0
Surfacewater Plan Update	140,000	28,606	85,078	113,684	0	0	0	0	0
Swamp Creek Sediment Pond Dredging	0	0	0	0	120,000	120,000	240,000	0	240,000
Ditch Maintenance	100,000	0	0	0	68,000	0	68,000	0	68,000
Services - Drainage	36,000	17,114	206	17,320	0	0	0	0	0
Services	1,984,277	934,291	821,681	1,755,972	1,220,400	1,004,400	2,224,800	0	2,224,800
Debt Service	90,946	45,473	45,472	90,946	45,473	45,473	90,946	0	90,946
Debt Service	90,946	45,473	45,472	90,946	45,473	45,473	90,946	0	90,946
Swamp Creek Park Restoration	0	12,382	0	12,382	0	0	0	0	0
SW-20 Small Works Projects	0	9,240	(9,240)	0	0	0	0	0	0
Property Acquisition	0	0	0	0	0	0	0	0	0
Furniture/Equipment/Vehicles	0	0	0	0	10,000	0	10,000	0	10,000
Computer Systems	44,000	40,405	22,619	63,024	15,500	15,500	31,000	0	31,000
Capital Outlay	44,000	62,027	13,379	75,406	25,500	15,500	41,000	0	41,000
Transfer Out - Surface Water Capital Fund	1,733,261	467,011	739,000	1,206,011	506,266	999,734	1,506,000	(686,500)	819,500
Transfer to Transportation Capital Fund	200,000	0	0	0	0	0	0	0	0
Admin Reimbursement to General Fund	290,000	94,204	199,576	293,780	95,000	95,000	190,000	0	190,000
Transfers-Out	2,223,261	561,215	938,576	1,499,791	601,266	1,094,734	1,696,000	(686,500)	1,009,500
Total Expenditures	4,908,887	1,926,160	2,013,856	3,940,017	2,188,308	2,463,968	4,652,276	(686,500)	3,965,776
Total Surface Water Mgt. Fund	\$5,243,568	\$3,487,673	\$3,497,269	\$5,423,429	\$2,842,414	\$2,574,106	\$4,762,414	\$260,998	\$5,023,412

EXHIBIT A

**CITY OF KENMORE, WASHINGTON
CAPITAL IMPROVEMENT PROGRAM
FOR THE YEARS 2015-2020
Proposed Updates November 9, 2015**

EXPENDITURES	2015 Proposed	2016 Proposed	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	2015-2020 Totals
PARKS							
Parks Project Manager	\$99,000	\$64,000	\$65,000	\$0	\$0	\$0	\$228,000
P 1 Twin Springs Interim Use Plan	40,000	0	0	0	0	0	40,000
P 2 Tolt Pipeline Trail Phase One	234,294	0	0	0	0	0	234,294
P 6 Moorlands Park Improvements	10,000	141,000	1,273,000	0	0	0	1,424,000
P 11 Log Boom Park Pedestrian New Bridge	242,146	0	0	0	0	0	242,146
P 13 City Hall Park Ph I: Skate Park Improvements	350,000	0	0	0	0	0	350,000
P18a Rhododendron Park Float	30,000	115,000	0	0	0	0	145,000
P 26 Squires Landing Dock/Float	100,793	65,000	0	0	0	0	165,793
P 27 Squires Landing Concept	100,000	0	0	0	0	0	100,000
P 28 Log Boom Park Concept	100,000	0	0	0	0	0	100,000
Total Parks	\$1,306,233	\$385,000	\$1,338,000	\$0	\$0	\$0	\$3,029,233
TRANSPORTATION							
T 6 SR 522 West A 61st to 65th	\$8,994,950	\$3,551,407	\$0	\$0	\$0	\$0	\$12,546,357
T 8 SR 522 West B 57th to 61st with BGT Wall	0	0	0	0	0	450,000	\$450,000
T 27 Sidewalk Program:							
South side NE 181st ST Design	109,480	0	0	0	0	0	\$109,480
South side NE 181st ST Construction	487,826	0	0	0	0	0	\$487,826
North side NE 181st ST	277,524	0	0	0	0	0	\$277,524
NE 202nd ST	1,017,570	0	0	0	0	0	\$1,017,570
62nd Ave NE	828,000	0	0	0	0	0	\$828,000
Contingency	300,000	0	0	0	0	0	\$300,000
Undergrounding	400,000	0	0	0	0	0	\$400,000
Sidewalk Gaps	160,000	0	0	0	0	0	\$160,000
T 35 Overlay	585,000	585,000	450,000	450,000	450,000	450,000	\$2,970,000
T 37 West Samm Bridge	1,270,000	2,280,000	1,140,000	7,630,000	7,630,000	50,000	\$20,000,000
T 38 175th St/ Swamp Creek Bridge Study	75,000	0	0	0	0	0	\$75,000
T 39 Neighborhood Traffic Calming Improvements	250,000	100,000					\$350,000
T 40 Roundabout 61st Ave NE/NE 193rd St	0	420,620		1,804,800			\$2,225,420
Total Transportation	\$14,755,350	\$6,937,027	\$1,590,000	\$9,884,800	\$8,080,000	\$500,000	\$41,747,177
SURFACE WATER							
SW 8 61st Ave NE Sidewalk Embankment Repair	\$383,470	\$727,530	\$0	\$0	\$0	\$0	\$1,111,000
SW 8 Trust Fund Loan Repayment	0	0	140,000	140,000	140,000	140,000	560,000
SW 19 NE 192nd ST Culvert Replacement	122,796	272,204	0	0	0	0	395,000
T 6 Surface Water Component of SR 522 West A	0	633,500	0	0	0	0	633,500
Total Surface Water	\$506,266	\$1,633,234	\$140,000	\$140,000	\$140,000	\$140,000	\$2,699,500
TOTAL EXPENDITURES	\$16,567,849	\$8,955,261	\$3,068,000	\$10,024,800	\$8,220,000	\$640,000	\$47,475,910

EXHIBIT A

**CITY OF KENMORE, WASHINGTON
CAPITAL IMPROVEMENT PROGRAM
FOR THE YEARS 2015-2020**

REVENUES	2015 Proposed	2016 Proposed	2017 Proposed	2018 Proposed	2018 Proposed	2018 Proposed	2013-2018 Totals
Real Estate Excise Tax (Transportation)	\$2,067,671	\$1,373,357	\$528,000	\$450,000	\$450,000	\$450,000	\$5,319,028
Real Estate Excise Tax (Parks)	350,000	0	380,000	0	0	0	730,000
Transportation Impact Fee Revenue	1,904,780	855,220	200,000	330,000	330,000	50,000	3,670,000
Park Impact Fee Revenue	482,939	286,000	268,000	0	0	0	1,036,939
Transportation Benefit District	75,000	75,000	0	0	0	0	150,000
General Fund	188,000	140,885	0	583,069	0	0	911,954
Street Fund	400,000	0	0	0	0	0	400,000
Surface Water Management Fund	890,611	532,389	140,000	140,000	140,000	140,000	1,983,000
Strategic Opportunities Fund	844,000	55,000	150,000	0	0	0	1,049,000
Federal Allocation SR 522 West A ROW/Const	1,046,020	0	0	0	0	0	1,046,020
DOE Grant SR 522 West A	427,875	0	0	0	0	0	427,875
TIB Grant SR 522 West A	3,469,680	1,462,678	0	0	0	0	4,932,358
TIB Application T40 Roundabout 61st Ave NE/193rd	0	284,732		1,221,731			1,506,463
WSDOT Funds SR 522 West A	50,000	0	0	0	0	0	50,000
Federal Transportation Funds SR 522/61st Signal	737,000	363,000	0	0	0	0	1,100,000
Federal Preservation Grant	60,000	410,000	0	0	0	0	470,000
TAP Grant - Sidewalks	92,970	0	0	0	0	0	92,970
CDBG Program - Sidewalks	254,960	0	0	0	0	0	254,960
TIB Grant - Sidewalks	189,793	0	0	0	0	0	189,793
WSDOT Safe Routes to School - Sidewalks	814,056	0	0	0	0	0	814,056
Federal Highway Safety Impr Program - Sidewalks	813,200	0	0	0	0	0	813,200
BRAC Grant West Samm Bridge Replacement	996,000	1,773,000	862,000	7,300,000	1,069,000	0	12,000,000
Other Park Grants	100,000	0	500,000		0	0	600,000
King County Levy	293,294	44,000	40,000		0	0	377,294
King County Flood District Grant	0	300,000	0	0	0	0	300,000
Public Works Trust Fund Loan	0	1,000,000	0	0	0	0	1,000,000
Other Agencies Reimbursements	20,000	0	0	0	0	0	20,000
Unfunded West Samm Bridge Replacement Resources	0	0	0	0	6,231,000	0	6,231,000
TOTAL REVENUES	\$16,567,849	\$8,955,261	\$3,068,000	\$10,024,800	\$8,220,000	\$640,000	\$47,475,910

updates to projects

**CITY OF KENMORE, WASHINGTON
PARK CAPITAL IMPROVEMENT PROGRAM
FOR THE YEARS 2015-2020
Proposed Updates November 9, 2015**

Project Description	2015 Proposed	2016 Proposed	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	2015-2020 Totals
Parks Project Manager*	\$99,000	\$64,000	\$65,000	\$0	\$0	\$0	\$228,000
P 1 Twin Springs Interim Use Plan	40,000	0	0	0	0	0	40,000
P 2 Tolt Pipeline Trail Phase One	234,294	0	0	0	0	0	234,294
P 6 Moorlands Park Improvements	10,000	141,000	1,273,000	0	0	0	1,424,000
P 11 Log Boom Park New Pedestrian Bridge	242,146	0	0	0	0	0	242,146
P 13 City Hall Park Ph I: Skate Park Improvements	350,000	0	0	0	0	0	350,000
P 18a Rhododendron Park Float	30,000	115,000	0	0	0	0	145,000
P 26 Squires Landing Dock/Float	100,793	65,000	0	0	0	0	165,793
P 27 Squires Landing Concept	100,000	0	0	0	0	0	100,000
P 28 Log Boom Park Concept	100,000	0	0	0	0	0	100,000
Total Project Costs	\$1,306,233	\$385,000	\$1,338,000	\$0	\$0	\$0	\$3,029,233
Funding As Proposed:							
Park Impact Fees	\$482,939	\$286,000	\$268,000	\$0	\$0	\$0	\$1,036,939
Real Estate Excise Tax	350,000	0	380,000	0	0	0	730,000
Strategic Opportunity Fund	80,000	55,000	150,000	0	0	0	285,000
Grants	100,000	0	500,000	0	0	0	600,000
King County Trail Levy	209,294	0	0	0	0	0	209,294
King County Park Levy	84,000	44,000	40,000	0	0	0	168,000
Total Project Funding	\$1,306,233	\$385,000	\$1,338,000	\$0	\$0	\$0	\$3,029,233

* A portion of Parks Project Mgr funding is already included in Tolt, and Log Boom Ped Bridge
The balance will be allocated to other budgeted projects.

green shading indicates an update

CITY OF KENMORE, WASHINGTON
TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM
FOR THE YEARS 2015-2020
Proposed Updates November 9, 2015

Project Description	2015 Proposed	2016 Proposed	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	2015-2020 Totals
T 6 SR 522 West A 61st to 65th	\$8,994,950	\$3,551,407	\$0	\$0	\$0	\$0	\$12,546,357
T 8 SR 522 West B 57th to 61st with BGT Wall	0	0	0	0	0	450,000	450,000
T 27 Sidewalk Program							
South side NE 181st ST Design	109,480	0	0	0	0	0	109,480
South side NE 181st ST Construction	487,826	0	0	0	0	0	487,826
North side NE 181st ST	277,524	0	0	0	0	0	277,524
NE 202nd ST	1,017,570	0	0	0	0	0	1,017,570
62nd Ave NE	828,000	0	0	0	0	0	828,000
Contingency	300,000	0	0	0	0	0	300,000
Undergrounding	400,000	0	0	0	0	0	400,000
Sidewalk Gaps	160,000	0	0	0	0	0	160,000
T 35 Overlay	585,000	585,000	450,000	450,000	450,000	450,000	2,970,000
T 37 West Samm Bridge	1,270,000	2,280,000	1,140,000	7,630,000	7,630,000	50,000	20,000,000
T 38 175th St/ Swamp Creek Bridge Study	75,000	0	0	0	0	0	75,000
T 39 Neighborhood Traffic Calming Improvements	250,000	100,000	0	0	0	0	350,000
T 40 Roundabout 61st Ave NE/NE 193rd St	0	420,620	0	1,804,800	0	0	2,225,420
Total Project Costs	\$14,755,350	\$6,937,027	\$1,590,000	\$9,884,800	\$8,080,000	\$500,000	\$41,747,177
Funding as Proposed:							
Real Estate Excise Tax	\$1,742,250	\$1,066,357	\$450,000	\$450,000	\$450,000	\$450,000	\$4,608,607
Real Estate Excise Tax - Set Aside Sidewalks	251,421	0	0	0	0	0	251,421
Real Estate Excise Tax - West Samm Bridge	74,000	307,000	78,000	0	0	0	459,000
Transportation Impact Fee Revenue	1,704,780	655,220	0	0	0	250,000	2,610,000
Transportation Impact Fee Revenue - West Samm Bridge	200,000	200,000	200,000	330,000	330,000	50,000	1,310,000
Transportation Benefit District	75,000	75,000	0	0	0	0	150,000
General Fund	188,000	140,885	0	583,069	0	0	911,954
Street Fund - Sidewalks	400,000	0	0	0	0	0	400,000
Surface Water Fund	404,345	199,155	0	0	0	0	603,500
Strategic Opportunities Fund	764,000	0	0	0	0	0	764,000
Federal Allocation SR 522 West A ROW/Const	1,046,020	0	0	0	0	0	1,046,020
DOE Grant SR 522 West A	427,875	0	0	0	0	0	427,875
TIB Grant SR 522 West A	3,469,680	1,462,678	0	0	0	0	4,932,358
WSDOT Funds SR 522 West A	50,000	0	0	0	0	0	50,000
Federal Transportation Funds SR 522/61st Signal	737,000	363,000	0	0	0	0	1,100,000
Federal Preservation Grant	60,000	410,000	0	0	0	0	470,000
TAP Grant - Sidewalks	92,970	0	0	0	0	0	92,970
CDBG Program - Sidewalks	254,960	0	0	0	0	0	254,960
TIB Grant - Sidewalks	189,793	0	0	0	0	0	189,793
WSDOT Safe Routes to School - Sidewalks	814,056	0	0	0	0	0	814,056
Federal Highway Safety Impr Program - Sidewalks	813,200	0	0	0	0	0	813,200
BRAC Grant West Samm Bridge Replacement	996,000	1,773,000	862,000	7,300,000	1,069,000	0	12,000,000
Unfunded West Samm Bridge Replacement	0	0	0	0	6,231,000	0	6,231,000
TIB Application T40 Roundabout 61st Ave NE/193rd	0	284,732	0	1,221,731	0	0	1,506,463
Total Project Funding	\$14,755,350	\$6,937,027	\$1,590,000	\$9,884,800	\$8,080,000	\$500,000	\$41,747,177

blue shading indicates an update

**CITY OF KENMORE, WASHINGTON
SURFACE WATER CAPITAL IMPROVEMENT PROGRAM
FOR THE YEARS 2015-2020**

Project Description	2015 Adopted	2016 Adopted	2017 Adopted	2018 Adopted	2019 Adopted	2020 Adopted	2015-2020 Totals
SW 8 61st Ave NE Sidewalk Embankment Repair	\$383,470	\$727,530	\$0	\$0	\$0	\$0	\$1,111,000
SW 8 Trust Fund Loan Repayment	0	0	140,000	140,000	140,000	140,000	560,000
SW 19 NE 192nd ST Culvert Replacement	122,796	272,204	0	0	0	0	395,000
T 6 Surface Water Component of SR 522 West A	0	633,500	0	0	0	0	633,500
Total Project Costs	\$506,266	\$1,633,234	\$140,000	\$140,000	\$140,000	\$140,000	\$2,699,500
Funding As Proposed:							
KC Flood Control District Grant (SW19) Secured	0	300,000	0	0	0	0	300,000
Reimbursement from Other Agencies	20,000	0	0	0	0	0	20,000
Public Works Trust Fund 10Year Loan (SW8)	0	1,000,000	0		0	0	1,000,000
Surface Water Utility Funds	486,266	333,234	140,000	140,000	140,000	140,000	1,379,500
Total Project Funding	\$506,266	\$1,633,234	\$140,000	\$140,000	\$140,000	\$140,000	\$2,699,500

Exhibit A

City of Kenmore
2015-2016 Salary Plan

Salaries are shown as Monthly

Classification	2015-2016 Salary Range		
	Low	Mid	High
Finance and Administration Director	8,333	9,920	11,507
Assistant City Manager	8,333	9,920	11,507
Public Works Director/City Engineer	7,906	9,412	10,917
Community Development Director	7,811	9,299	10,786
Development Services Director	7,281	8,668	10,055
Public Works Operations Manager	6,668	7,938	9,208
Senior Engineer	6,235	7,423	8,610
Traffic Engineer - Senior	6,235	7,423	8,610
Project Manager	6,235	7,423	8,610
Senior Planner	5,924	7,052	8,180
Surface Water Program Manager	5,924	7,052	8,180
Civil Engineer	5,693	6,778	7,862
Planner	5,506	6,555	7,604
City Clerk	5,429	6,463	7,497
Building Inspector/Plans Examiner	5,309	6,320	7,332
Community Relations Mgr/Policy Analyst	5,287	6,294	7,301
Associate Civil Engineer	5,152	6,133	7,114
Associate Planner	5,088	6,057	7,026
Accountant	4,838	5,760	6,681
Bldg. Inspector/Code Compliance Officer	4,838	5,760	6,681
Management Analyst	4,687	5,580	6,472
ROW Inspector	4,375	5,208	6,041
Surface Water Technician	4,319	5,142	5,965
Executive Assistant	4,278	5,093	5,908
Assistant Planner	4,261	5,073	5,884
Volunteer & Events Supervisor	4,070	4,846	5,621
Maintenance Worker	3,850	4,583	5,316
Building Permit Specialist	3,806	4,531	5,256
Permit and Administrative Specialist	3,806	4,531	5,256
Accounting Technician	3,806	4,531	5,256
Accounting Technician	3,768	4,486	5,204
Public Records Officer/Administrative Asst.	3,806	4,531	5,256
Administrative Assistant	3,670	4,369	5,068
Receptionist	2,948	3,510	4,071
Maintenance Custodian	2,867	3,414	3,960
Intern	13/hr	14/hr	15/hr
Part time/Seasonal MW	11/hr	13/hr	15/hr

11/6/2015 3:09 PM



City of Kenmore, Washington

PUBLIC HEARING on the 2015-2020 CIP Amendments

2015-2016 Mid Biennium Budget Amendments

City Council Meeting November 9, 2015

Why Do a Capital Projects and Mid Biennium Review and Adjustment



Mid Biennium Review required for a biennial budget; amend due to changing economic conditions; changes in work programs and priorities

- Per RCW 35A.34.130



Adjust for previously approved Council actions and/or direction during the year such as Feb 23 2015 CIP Update and March 16 2015 Approval of updates to the Town Green Project Budget

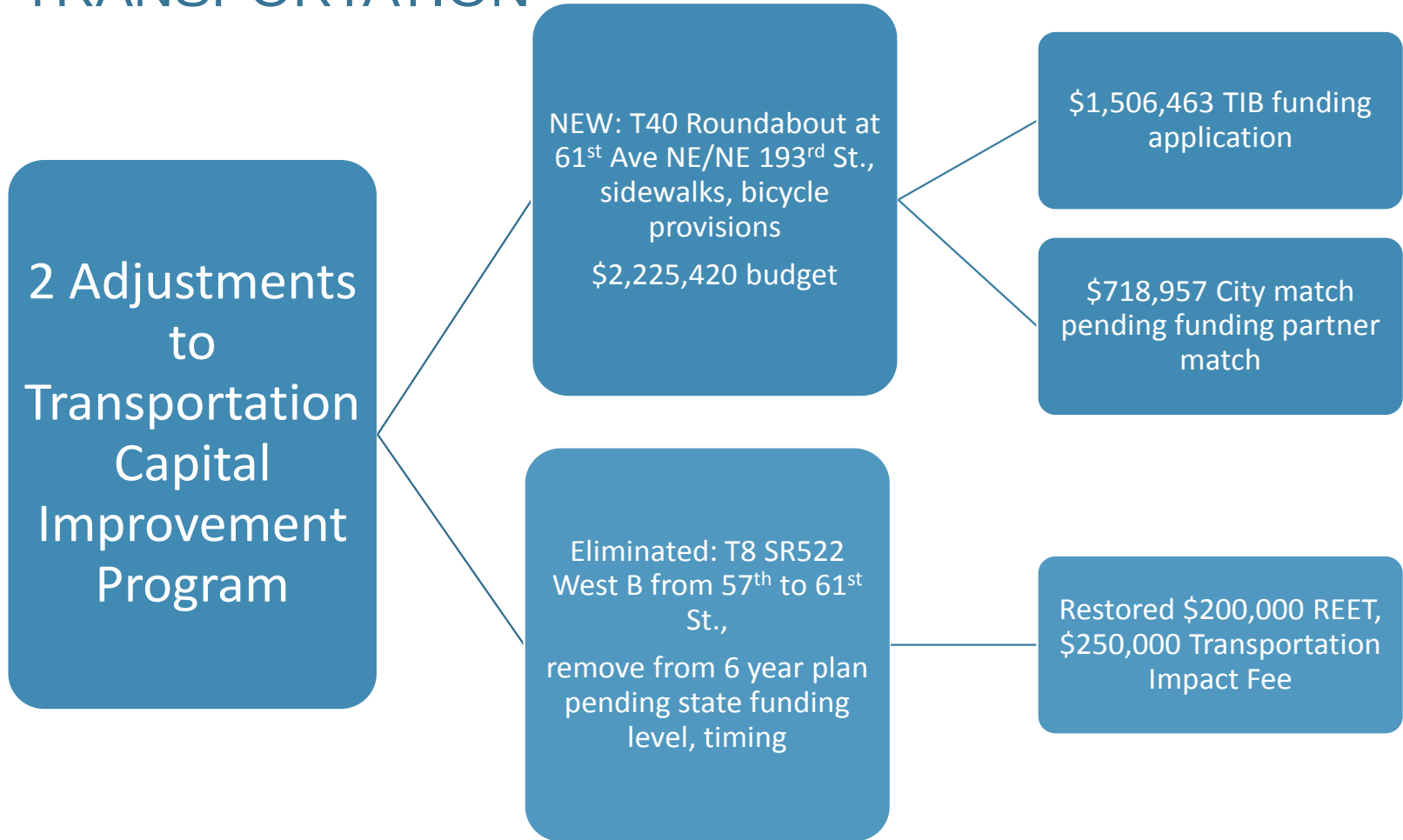


Ensure legally adopted expenditures for the various funds are not exceeded



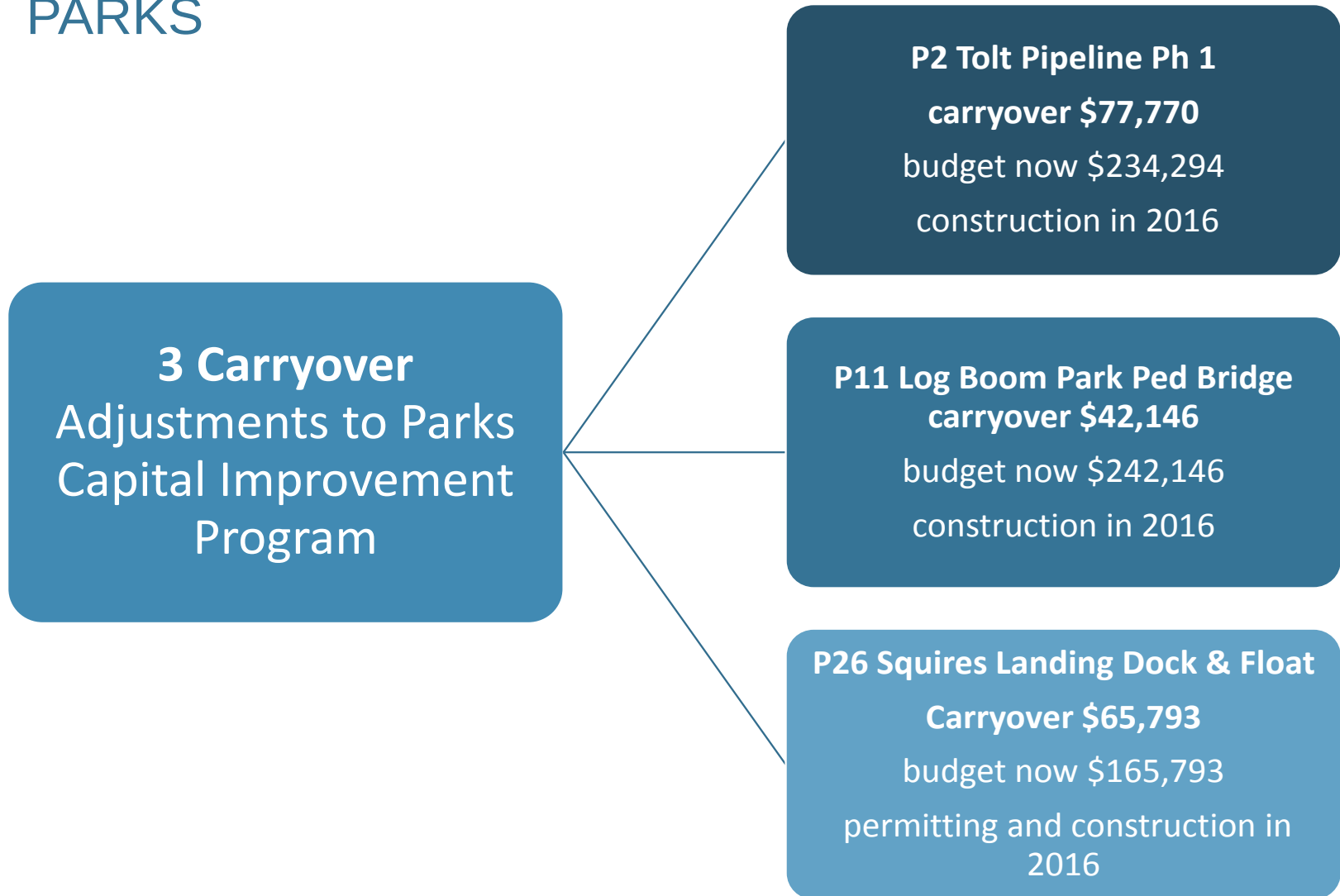
Update Capital Improvement Plan for carryovers, project budget updates, and funding requests and awards

TRANSPORTATION



TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM							
FOR THE YEARS 2015-2020							
Proposed Updates November 9, 2015							
Project Description	2015 Proposed	2016 Proposed	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	2015-2020 Totals
T 6 SR 522 West A 61st to 65th	\$8,994,950	\$3,551,407	\$0	\$0	\$0	\$0	\$12,546,357
T 8 SR 522 West B 57th to 61st with BGT Wall	0	0	0	0	0	450,000	450,000
T 27 Sidewalk Program							
South side NE 181st ST Design	109,480	0	0	0	0	0	109,480
South side NE 181st ST Construction	487,826	0	0	0	0	0	487,826
North side NE 181st ST	277,524	0	0	0	0	0	277,524
NE 202nd ST	1,017,570	0	0	0	0	0	1,017,570
62nd Ave NE	828,000	0	0	0	0	0	828,000
Contingency	300,000	0	0	0	0	0	300,000
Undergrounding	400,000	0	0	0	0	0	400,000
Sidewalk Gaps	160,000	0	0	0	0	0	160,000
T 35 Overlay	585,000	585,000	450,000	450,000	450,000	450,000	2,970,000
T 37 West Samm Bridge	1,270,000	2,280,000	1,140,000	7,630,000	7,630,000	50,000	20,000,000
T 38 175th St/ Swamp Creek Bridge Study	75,000	0	0	0	0	0	75,000
T 39 Neighborhood Traffic Calming Improvements	250,000	100,000	0	0	0	0	350,000
T 40 Roundabout 61st Ave NE/NE 193rd St	0	420,620	0	1,804,800	0	0	2,225,420
Total Project Costs	\$14,755,350	\$6,937,027	\$1,590,000	\$9,884,800	\$8,080,000	\$500,000	\$41,747,177
Funding as Proposed:							
Real Estate Excise Tax	\$1,742,250	\$1,066,357	\$450,000	\$450,000	\$450,000	\$450,000	\$4,608,607
Real Estate Excise Tax - Set Aside Sidewalks	251,421	0	0	0	0	0	251,421
Real Estate Excise Tax - West Samm Bridge	74,000	307,000	78,000	0	0	0	459,000
Transportation Impact Fee Revenue	1,704,780	655,220	0	0	0	250,000	2,610,000
Transportation Impact Fee Revenue - West Samm Bridge	200,000	200,000	200,000	330,000	330,000	50,000	1,310,000
Transportation Benefit District	75,000	75,000	0	0	0	0	150,000
General Fund	188,000	140,885	0	583,069	0	0	911,954
Street Fund - Sidewalks	400,000	0	0	0	0	0	400,000
Surface Water Fund	404,345	199,155	0	0	0	0	603,500
Strategic Opportunities Fund	764,000	0	0	0	0	0	764,000
Federal Allocation SR 522 West A ROW/Const	1,046,020	0	0	0	0	0	1,046,020
DOE Grant SR 522 West A	427,875	0	0	0	0	0	427,875
TIB Grant SR 522 West A	3,469,680	1,462,678	0	0	0	0	4,932,358
WSDOT Funds SR 522 West A	50,000	0	0	0	0	0	50,000
Federal Transportation Funds SR 522/61st Signal	737,000	363,000	0	0	0	0	1,100,000
Federal Preservation Grant	60,000	410,000	0	0	0	0	470,000
TAP Grant - Sidewalks	92,970	0	0	0	0	0	92,970
CDBG Program - Sidewalks	254,960	0	0	0	0	0	254,960
TIB Grant - Sidewalks	189,793	0	0	0	0	0	189,793
WSDOT Safe Routes to School - Sidewalks	814,056	0	0	0	0	0	814,056
Federal Highway Safety Impr Program - Sidewalks	813,200	0	0	0	0	0	813,200
BRAC Grant West Samm Bridge Replacement	996,000	1,773,000	862,000	7,300,000	1,069,000	0	12,000,000
Unfunded West Samm Bridge Replacement	0	0	0	0	6,231,000	0	6,231,000
TIB Application T40 Roundabout 61st Ave NE/193rd	0	284,732	0	1,221,731	0	0	1,506,463
Total Project Funding	\$14,755,350	\$6,937,027	\$1,590,000	\$9,884,800	\$8,080,000	\$500,000	\$41,747,177
blue shading indicates an update							

PARKS

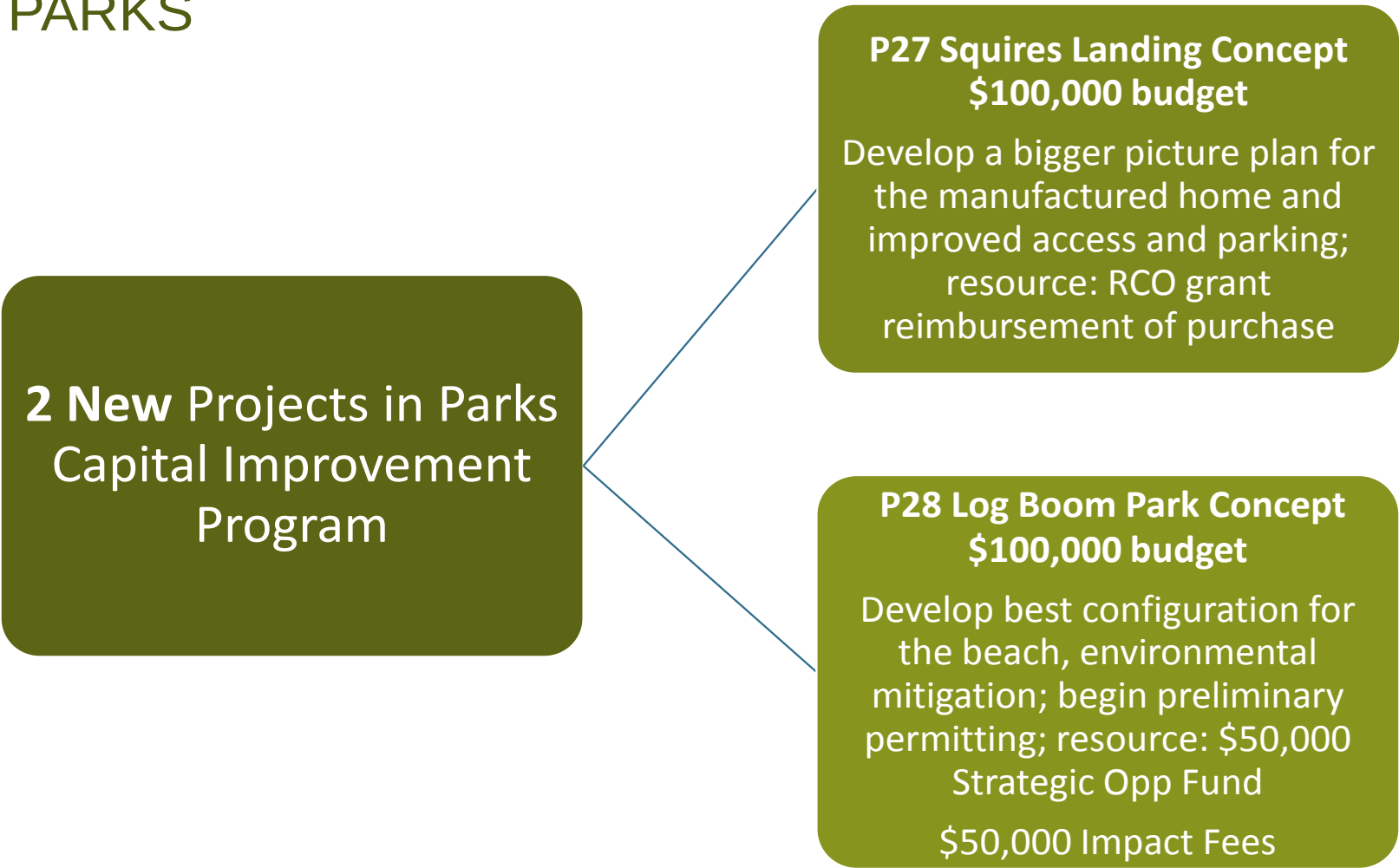


PARKS



PARKS

2 New Projects in Parks Capital Improvement Program



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graph LR; A[2 New Projects in Parks Capital Improvement Program] --- B[P27 Squires Landing Concept $100,000 budget]; A --- C[P28 Log Boom Park Concept $100,000 budget];
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P27 Squires Landing Concept \$100,000 budget

Develop a bigger picture plan for the manufactured home and improved access and parking; resource: RCO grant reimbursement of purchase

P28 Log Boom Park Concept \$100,000 budget

Develop best configuration for the beach, environmental mitigation; begin preliminary permitting; resource: \$50,000 Strategic Opp Fund
\$50,000 Impact Fees

PARK CAPITAL IMPROVEMENT PROGRAM FOR THE YEARS 2015-2020							
Proposed Updates November 9, 2015							
Project Description	2015 Proposed	2016 Proposed	2017 Proposed	2018 Proposed	2019 Proposed	2020 Proposed	2015-2020 Totals
Parks Project Manager*	\$99,000	\$64,000	\$65,000	\$0	\$0	\$0	\$228,000
P 1 Twin Springs Interim Use Plan	40,000	0	0	0	0	0	40,000
P 2 Tolt Pipeline Trail Phase One	234,294	0	0	0	0	0	234,294
P 6 Moorlands Park Improvements	10,000	141,000	1,273,000	0	0	0	1,424,000
P 11 Log Boom Park New Pedestrian Bridge	242,146	0	0	0	0	0	242,146
P 13 City Hall Park Ph I: Skate Park Improvements	350,000	0	0	0	0	0	350,000
P 18a Rhododendron Park Float	30,000	115,000	0	0	0	0	145,000
P 26 Squires Landing Dock/Float	100,793	65,000	0	0	0	0	165,793
P 27 Squires Landing Concept	100,000	0	0	0	0	0	100,000
P 28 Log Boom Park Concept	100,000	0	0	0	0	0	100,000
Total Project Costs	\$1,306,233	\$385,000	\$1,338,000	\$0	\$0	\$0	\$3,029,233
Funding As Proposed:							
Park Impact Fees	\$482,939	\$286,000	\$268,000	\$0	\$0	\$0	\$1,036,939
Real Estate Excise Tax	350,000	0	380,000	0	0	0	730,000
Strategic Opportunity Fund	80,000	55,000	150,000	0	0	0	285,000
Grants	100,000	0	500,000	0	0	0	600,000
King County Trail Levy	209,294	0	0	0	0	0	209,294
King County Park Levy	84,000	44,000	40,000	0	0	0	168,000
Total Project Funding	\$1,306,233	\$385,000	\$1,338,000	\$0	\$0	\$0	\$3,029,233
* A portion of Parks Project Mgr funding is already included in Tolt, and Log Boom Ped Bridge							
The balance will be allocated to other budgeted projects.							
green shading indicates an update							

November 6, 2015

City of Kenmore, Washington

8

SURFACE WATER CAPITAL IMPROVEMENT PROGRAM							
FOR THE YEARS 2015-2020							
Project Description	2015 Adopted	2016 Adopted	2017 Adopted	2018 Adopted	2019 Adopted	2020 Adopted	2015-2020 Totals
SW 8 61st Ave NE Sidewalk Embankment Repair	\$383,470	\$727,530	\$0	\$0	\$0	\$0	\$1,111,000
SW 8 Trust Fund Loan Repayment	0	0	140,000	140,000	140,000	140,000	560,000
SW 19 NE 192nd ST Culvert Replacement	122,796	272,204	0	0	0	0	395,000
T 6 Surface Water Component of SR 522 West A	0	633,500	0	0	0	0	633,500
Total Project Costs	\$506,266	\$1,633,234	\$140,000	\$140,000	\$140,000	\$140,000	\$2,699,500
Funding As Proposed:							
KC Flood Control District Grant (SW19) Secured	0	300,000	0	0	0	0	300,000
Reimbursement from Other Agencies	20,000	0	0	0	0	0	20,000
Public Works Trust Fund 10Year Loan (SW8)	0	1,000,000	0		0	0	1,000,000
Surface Water Utility Funds	486,266	333,234	140,000	140,000	140,000	140,000	1,379,500
Total Project Funding	\$506,266	\$1,633,234	\$140,000	\$140,000	\$140,000	\$140,000	\$2,699,500

Mid Biennial Review: General Fund Adjustments:

Reviewed the revenues and expenditures for the General Fund:	Most revenues stable, some exceeding budget expectations Departments spending close to budget
Recommended revenue Adjustments	\$300,000 increase in sales tax revenue \$130,000 increase in building permit revenue \$65,000 increase in review and inspection fee revenue
Recommended expenditure adjustments	\$53,000 for professional services related to Sound Transit 3 planning \$12,000 for City's share of mural project \$800,000 for Town Green/Pavilion project \$188,000 for SR522 West A \$1,180,876 to Strategic Opportunity Fund
Net impact to General Fund	General Fund Budgeted Ending Fund Balance = \$2,497,022 \$200,000 less than originally budgeted; 24% of annual revenues

Mid Biennial Review - Other Fund Net Adjustments:

Street Fund	Park Capital Fund	Strategic Opportunities Fund	Real Estate Excise Tax Fund	Kenmore Village Fund
• Expenditures: \$400,000 (Interfund)	• Expenditures: \$213,416 (Interfund)	• Revenues: \$1,180,876 (Interfund) • Expenditures: \$660,000 (Interfund)	• Expenditures: \$458,587 (Interfund)	• Revenues: \$20,000 Grant; \$900,000 (Interfund) • Expenditures: \$79,000 Building Maintenance, \$900,000 Town Green/Pavilion, \$134,929 (Interfund)

Mid Biennial Review - Other Fund Net Adjustments (cont'd):

Park Capital Fund	Transportation Capital Fund	Equipment Replacement Fund	Surface Water Management Fund
• Revenues: \$100,000 Grant, \$36,000 Correction \$300,774 (Interfund) • Expenditures: \$453,233 Park Projects	• Revenues: \$2,919,896 Grants, \$1,722,888 (Interfund) • Expenditures: \$4,534,206 Transportation Projects	• Expenditures: \$134,375 Permitting Software Implementation	• Expenditures: (\$686,500) Error Correction that decreases expenditures

Total City wide Budget Amendments

CIP: Total Adjustments to Capital Fund Expenditures

- Transportation \$1,775,420
- Parks \$332,233
- Surface Water \$0

City Wide: Total Revenue Adjustments

- Revenues: \$6,903,344
- Includes Interfund of \$4,104,448

City Wide: Total Expenditure Adjustments

- Expenditures: \$9,514,761
- Includes Interfund of 3,602,948

**Other
Business:
Update to
2015-2016
Salary Plan**

- **Creation of Public Records Officer/Administrative Assistant**
- **Change title of Building Permit Specialist to Permit and Administrative Specialist**
- **Adjust Salary Ranges accordingly**

**The next
actions will
be:**

- **November 23:**
- **Ordinance to Amend the 2015-2020 Capital Improvement Program and**
- **Ordinance to Amend the 2015-2016 Biennial Budget**

This concludes the presentation portion of the Public Hearing on Amendments to the CIP and the Biennial Budget.

Comments or Questions?

Subject/Topic: Draft Road Standard Presentation	For Council Meeting Agenda of: November 9, 2015								
	Department: Public Works								
	Prepared by: Zack Richardson, PE								
Proposed Council Action/Motion: No formal action requested; provide feedback to staff prior to final adoption	To Be Presented By: Zack Richardson, PE								
	<table><tr><td>Approved by Department Head:</td><td><u>Initial & Date</u></td></tr><tr><td>Approved by City Attorney:</td><td>KMO 10/27/15</td></tr><tr><td>Approved by Finance Director:</td><td>N/A</td></tr><tr><td>Approved by City Manager:</td><td>Jay 10/29/15</td></tr></table>	Approved by Department Head:	<u>Initial & Date</u>	Approved by City Attorney:	KMO 10/27/15	Approved by Finance Director:	N/A	Approved by City Manager:	Jay 10/29/15
Approved by Department Head:	<u>Initial & Date</u>								
Approved by City Attorney:	KMO 10/27/15								
Approved by Finance Director:	N/A								
Approved by City Manager:	Jay 10/29/15								
	Exhibits/Attachments: Exhibit A: Draft Revision to KMC 12.50 Exhibit B: Draft <i>City of Kenmore 2016 Road Standards</i> Exhibit C: 2016 Road Standard Major Changes Summary Memo								

Expenditure Required	Amount Budgeted	Appropriation Required
NA	NA	NA

Staff has been working to update the City's Road Standards document which provides direction and guidance on how construction and development will occur within the City. The Road Standards are adopted through Kenmore Municipal Code (KMC) 12.50. The update to the Road Standards is accompanied by a proposed revision to KMC 12.50. Both documents are attached in draft format for Council review (see Exhibits A & B). The draft documents are in process of State Environmental Policy Act (SEPA) and Department of Commerce review. Comments and feedback received from the review process, along with Council feedback on the draft documents, will be incorporated into the final documents prior to final adoption, which is anticipated in early 2016.

Policy Discussion #1 @ 7/20/2015 Council Meeting

- Policy 1: Frontage Improvements – Section 1.06 was updated to reflect Council guidance; frontage improvements will now be required for all plat projects and for new single family homes. Most 2-lot short plats and all new single family homes were previously exempt from providing frontage improvements; however, the Standard still leave modifications, additions, or rebuilds of existing single family homes exempt from frontage improvements.
- Policy 2: Frontage Definition on Flag Lots - Section 1.06 was updated to reflect Council guidance; flag lots must now provide frontage improvements for the full width of the widest portion of the lot. Previously, flag lot frontages were limited to the narrow stem width (or panhandle) which actually contacted the right-of-way. Where right-of-way widths restrict the construction of the required

improvements, a fee-in lieu may be paid in compliance with Section 1.07 (new section).

- Policy 3: Sidewalks – Section 6.04 and Table 6.1 were updated to reflect Council guidance; sidewalk will now be required on all sides of residential roadways which will have lots accessing that side of the roadway. Partially developed roadways may have sidewalk on only one side in an interim condition, but a fully developed residential roadway with homes on both sides will always have sidewalks on each side.
- Policy 4: Amenity Zones – Section 6.04 and Table 6.1 were updated to reflect Council guidance; amenity zones will be required on all residential roadways where a sidewalk is provided.
- Policy 5: Utility Undergrounding – Per Council direction, undergrounding of existing overhead utilities within the right-of-way will not be required outside of the downtown area. Council did not provide a consensus on the limits of where utility undergrounding should be required, but Section 2.06 and Figure 2.1 were created to provide direction for downtown improvements and include utility undergrounding with limits interpreted by staff as meeting the Council's intent. All *new* utilities extension are already required to be undergrounded per KMC 13.50, and Section 2.05 now requires undergrounding for projects which utilize a zero-setback and/or which do not leave room for utility poles except for within the pedestrian pathway.

Policy Discussion #2 @ 9/14/2015 Council Meeting

- Policy 6: Residential Road Widths & On-street Parking – Section 6.04 & Table 6.1 updated to reflect Council guidance; residential road widths set at 20' for roadways providing access to 50 lots or less, and 28' for roadways providing access to more than 50 lots. A 20' width allows for parking on one-side of the roadway, leaving 12' clear for passing vehicles to share. A 28' width allows for parking on one side of the roadway, leaving 20' (two 10' lanes), for passing vehicles.
- Policy 7: Application of Half-street Standard – No changes made to previous standard (Section 6.04.H); half-width standard permitted when adjacent to undeveloped parcels and still requires a 5' setback between the travel way and property lines.
- Policy 8: Application of Downtown Frontage Improvements Standards – Although Council did not provide a consensus on the limits of the certain downtown improvements, Section 2.06 and Figure 2.1 created to reflect staff interpretation of Council's intent; some level of additional improvements is required for all of the downtown area, but the requirements are generally more restrictive nearer to the heart of downtown (intersection of 68th & 181st). This section also recognizes the need for additional improvements along NE 175th St, but does not provide specific details at this time; details would be developed by staff at a later date, most likely to match look and products types used as part of the future Lakepointe project.

Staff seeks Council feedback and input pertaining to the proposed standards by the end of the year, December 31. Please provide any road standards feedback or questions to Zack Richardson at zrichardson@kenmorewa.gov. Staff will then review all feedback and incorporate revisions as appropriate for final review and adoption.

Next Steps

1. Department of Commerce review – 60 Days, Submitted Oct. 2015
2. SEPA Review – Submitted Oct. 2105
3. Present draft Standards to Development Community; November 2015
4. Incorporate comments into final version of Standards & KMC 12.50 – Dec. 2015/ Jan 2016
5. Final Adoption, anticipated early 2016.

FISCAL CONSIDERATION:

All work is being completed by City staff within the existing City budget and requires no further fiscal consideration.

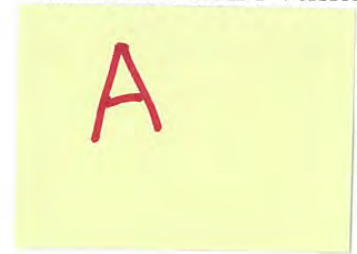
COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

Staff believes that the proposed revisions to the Standards will address several Council goals, including:

1. To focus on and emphasize multimodal transportation safety in the City of Kenmore with a specific focus on pedestrian, bicycle, and other means of travel.
2. To continue to implement the Economic Development Plan with an emphasis on the following key points:
 3. - Promote the image of Kenmore
 4. - Create a vibrant, walkable downtown
9. To accelerate implementation of the Sidewalk Plan and pursue various funding options.
10. To identify, develop, and actively promote a walkable area in downtown.

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STREET STANDARDS



Sections:

- 12.50.010 Adoption.
- 12.50.020 Terms.
- 12.50.030 Applicability.
- 12.50.040 Developments.
- 12.50.050 References.
- 12.50.060 Variances.
- 12.50.070 Appeals from decisions on variances.
- 12.50.150 Interpretation.
- 12.50.160 Penalties.
- 12.50.170 Severability.
- 12.50.180 Effective date.

12.50.010

Adoption.

A. City of Kenmore 2016 Road Standards (the Standards), incorporated herein as Attachment A*, along with all companion documents referenced in Section 1.02 of the Standards, are hereby approved and adopted as the City of Kenmore standards for street design and construction.

B. Consistent with the council's direction and intent in adopting these 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 and construction technology and methods.

*Code reviser's note: Attachment A is on file in the office of the City Clerk.

12.50.020

Terms.

A. "Standards" means the City of Kenmore 2016 Road Standards.

B. "Engineer" means the City of Kenmore Public Works Director, having authorities specified in RCW 36.75.050 and Chapter 36.80 RCW, or his/her authorized representatives. [Ord. 03-0180 §§ 1, 2; Ord. 02-0141 § 1; Ord. 98-0024 §§ 1, 2 (KCC 14.42.020).]

C. "City Manager" means the City of Kenmore City Manager or his/her designee(s)

D. Additional terms are defined in Section 1.01 of the Standards.

12.50.030

Applicability.

A. The Standards shall apply to all newly constructed street and right-of-way facilities, both public and private, within the City of Kenmore.

B. The Standards apply to modifications of roadway features or existing facilities, roadway widening, pedestrian facility improvements or alterations, bicycle facility improvements or alterations, road improvements for land developments, and capital improvement projects.

C. The Standards shall apply to every new placement and every planned, non-emergency replacement or repair of existing utility poles and other utility structures within the City right-of-way. Every effort shall be made to meet the Standards during emergency replacement of existing utility poles and other structures.

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D. Design detail, construction workmanship, and materials shall be in accordance with the Standards and the latest edition of the companion documents reference in Section 1.02 of the Standards. Design and construction shall meet the applicable standards, policies, and codes, including the Standards, Kenmore Municipal Code (KMC), City comprehensive or master plans, as well as project specific City approved geotechnical reports, traffic impact studies, and/or drainage reports, as determined by the City Manager.

12.50.040**Developments.**

Any land development which is required by operation of any City ordinance or adopted standard to improve streets within, abutting, or serving the development shall do so in accordance with these standards. [Ord. 03-0180 §§ 1, 2; Ord. 02-0141 § 1; Ord. 98-0024 §§ 1, 2 (KCC 14.42.040).]

12.50.050**References.**

The standards implement and are intended to be consistent with the references listed in Section 1.02 of the Standards

12.50.060**Variances.**

- A. A variance is required for any design or construction deviation from the Standards and shall be a Type 1 decision per KMC 19.25.
- B. A variance from these Standards may be granted upon evidence that the variance is in the public interest and that the requirements for safety, function, fire protection, transit needs, appearance and maintainability are fully met. The need for a variance is not assumed by the City to be evidence of an impractical or undesirable design, and variances that meet these requirements are encouraged to keep the City at the forefront of innovative design and construction.
- C. Variance requests for subdivisions shall be proposed at preliminary plat stage and prior to any public hearing. All known variances requests must be reviewed by the City prior to approval of the engineering plans for construction. Variances from these Standards which do not meet the International Fire Code will require concurrence by the City's Fire Marshal.
- D. Applications for Road Variances:
 1. Applications for proposed variances shall be written, including graphics and drawings as needed to support the request, and shall include a specific description of the proposed alternative along with supporting documentation. Documentation may include, but is not limited to, a record of successful use by other agencies, or evidence of meeting criteria for quality/safety such as AASHTO and WSDOT standards.
 2. The applicant shall indicate those sections of the Standards or KMC which are proposed for deviation.
 3. Variance requests shall be on forms prescribed by the City and shall be accompanied by the variance review fee as specified in the adopted City of Kenmore fee schedule.
- E. Variances to these standards may also be granted by the City Council through a Development Agreement per KMC 18.110.
- F. Capital improvement projects performed by the City of Kenmore or their representatives need not file for a formal variance request provided that all deviations from these

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Standards are documented during design.

12.50.070

Appeals from decisions on variances.

The department of Public Works by public rule shall establish procedures governing the administrative appeal of the Engineer's decision on a request for variance made in accordance with KMC 12.50.060. The department's decision on such appeals shall be final. [Ord. 03-0180 §§ 1, 2; Ord. 02-0141 § 1; Ord. 98-0024 §§ 1, 2 (KCC 14.42.062).]

12.50.150

Interpretation.

The City Manager is authorized to interpret the Standards, provide guidelines for their implementation, promulgate rules, and to resolve conflicts or inconsistencies that may arise in their interpretation or application. [Ord. 00-0096 § 8.]

12.50.160

Penalties.

Failure to comply with the Standards may result in denial of plan or development permit approval, revocation of prior approvals, legal action for forfeiture of financial guarantee, code enforcement, and/or other penalties as provided by law. [Ord. 03-0180 §§ 1, 2; Ord. 02-0141 § 1; Ord. 98-0024 §§ 1, 2 (KCC 14.42.070).]

12.50.170

Severability.

If any part of these standards as established by ordinance shall be found invalid, all other parts shall remain in effect. [Ord. 03-0180 §§ 1, 2; Ord. 02-0141 § 1; Ord. 98-0024 §§ 1, 2 (KCC 14.42.080).]

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B



[CITY OF KENMORE 2016 ROAD STANDARDS]

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Appendix A – Typical Arterial Road Sections

Appendix B – Select Detail Drawings

Introduction

The City of Kenmore strives to create a safe and efficient network of multi-modal transportation throughout the City which serves the needs of its citizens. The City seeks to balance the needs of pedestrians, bicyclists, transit users, freight vehicles, emergency services, and drivers of personal vehicles to create a vibrant and mobile community. The City is conscious of long term maintenance needs and must pair future development with a sustainable maintenance program for public improvements. The City seeks to develop in a manner which provides comfort and aesthetic value to our community. The standards provided in the following document, along with the companion documents listed within these standards, are intended to ensure that future improvements are planned, designed, and constructed in a manner which best meets these City goals and best serves the needs of our citizens.

In addition, these City of Kenmore Road Standards, hereafter known as the Standards, are intended to support the City of Kenmore's goals for providing adequate facilities for development in an efficient manner, complying with storm water management regulations, and preserving environmental and cultural resources while balancing these goals with the general safety and mobility needs of the traveling public.

The City's permitting and licensing activities require the adoption of specific identifiable standards to guide private individuals and entities in the administrative process of procuring the necessary City approval. The City recognizes the need to retain the flexibility to carry out its general duty to provide facilities, streets, roads, and highways for the diverse and changing needs of the traveling public. These Standards are not intended to represent the legal standard by which the City's duty to the traveling public is to be measured, but a standard of design which is flexible to context-sensitive solutions where reasonable and expected care for the safety of the traveling public can be provided.

These Standards cannot provide for all situations. They are intended to assist, but not to substitute for, competent work by design professionals. It is expected that land surveyors, engineers, architects, and contractors will bring to each project the best of skills from their respective area of expertise. These Standards are not intended to limit unreasonably any innovative or creative design efforts or the design of lower impact development alternatives that could result in an equivalent or improved level of safety, , mobility, quality, and maintainability. Environmental constraints may require more intense or rigorous design parameters than would be otherwise required. However, any proposed departure from the Standards will be judged on the likelihood that such variance will produce a compensating or comparable result, in every way safe and adequate for the public.

Section 1: Standards

1.01 Definitions, Acronyms, and Abbreviations

The definitions of term within the Standards shall generally be the same as those listed in the Kenmore Municipal Code except as noted below. Definitions of terms within companion documents shall be as defined within the specific documents being referenced.

- A. **AASHTO** - [American Association of State Highway and Transportation Officials](#)
- B. **ADA** - [Americans with Disabilities Act](#)
- C. **ADA Standards** - For improvements within the right-of-way, the *Proposed Guidelines for Pedestrian Facilities in the Right-of-Way (2011 PROWAG)* published July 26, 2011 by the United States Access Board shall be the standards applied to all new construction or alterations.
- D. **Amenity Zone** - strip of landscaped area between the back of curb and sidewalk which provides a buffer between pedestrians and vehicles and allows room for roadside features to be installed without obstructing pedestrian pathways. In downtown or urban settings, it can be the paved area between the back of curb and the ADA compliant pedestrian route.
- E. **Applicant** - Shall be any person who files an application for a permit from the City of Kenmore and who is either the owner of the land on which that proposed activity would be located, a contract purchaser, or the authorized agent of such a person and shall include any such person who performs work which requires, or required, a permit from the City of Kenmore regardless of whether the permit was actually filed.
- F. **City Manager** - Shall mean the City of Kenmore City Manager or his/her designee(s)
- G. **Contractor** - For all non-City work, shall be interchangeable with 'applicant' within these Standards. For City work, the contractor shall be the person or entity contracted directly with the City for construction of improvements, or their designee.
- H. **Developer** - Shall be interchangeable with 'applicant' within these Standards.
- I. **Development** - Means any activity upon the land consisting of construction or alteration of structures, earth movement, dredging, dumping, grading, filling, mining, removal of any sand, gravel, or minerals, driving of piles, drilling operations, bulkheading, clearing of vegetation, or other land disturbance. Development includes the storage or use of equipment or materials inconsistent with the existing use. Development also includes approvals issued by the City that bind land to specific patterns of use, including, but not limited to, subdivisions, short subdivisions, zone changes, conditional use permits, and binding site plans. Development does not include the following activities: 1) Interior building improvements; 2) exterior structure maintenance activities (including painting and roofing); 3) Routine landscape maintenance of established, ornamental landscaping, such as lawn mowing, pruning and weeding; or 4) maintenance of the following existing facilities that does not expand the affected area: septic tanks (routine cleaning), wells, individual utility service connections on private property, and individual cemetery plots in established and approved cemeteries.
- J. **DOE** - [Washington State Department of Ecology](#)
- K. **FHWA** - [United States Department of Transportation Federal Highway Administration](#)
- L. **Groundwater** - Any flow which moves laterally beneath the visible surface of an area and which may or may not eventually spring to the surface to create a new source of surface water.
- M. **Inspector** - Unless otherwise noted, shall be the City of Kenmore staff or designee(s) assigned to observe construction and authorized to as noted in Section 4 to approve and/or reject work under these Standards.

- N. **KCSWDM** – [King County Surface Water Design Manual](#) as adopted by KMC 13.35
- O. **KCRS** – [King County Road Design and Construction Standards](#)
- P. **KMC** – [Kenmore Municipal Code](#)
- Q. **MUTCD** - [Manual on Uniform Traffic Control Devices](#)
- R. **NACTO** - [National Association of City Transportation Officials](#)
- S. **RCW** – [Revised Code of Washington](#)
- T. **Sharrow** – A painted marking within a vehicle travel way which indicates that cyclists may use the full lane; typically depicted by a bicycle and two chevrons or arrows pointing in the direction of travel.
- U. **Sidewalk** – Shall mean a formal concrete pedestrian path which is elevated above, or separated from the vehicle travel way, except where otherwise noted.
- V. **Standards** – Shall mean the requirements listed in this document or within the companion documents listed below, or any portion thereof.
- W. **Surface water** – Shall mean water flowing on the surface of any area as a direct result of rainfall on or adjacent to the area; for the sake of these standards, ground water shall not be considered as surface water.
- X. **Undeveloped property or undeveloped parcel** - Shall be any parcel which has not been subdivided to the maximum potential per the minimum lots size permitted in KMC or which is zoned to permit a commercial or multi-family structure which has not been constructed.
- Y. **WAC** – [Washington Administrative Code](#)
- Z. **Walkway** – Shall mean any surface, path, or route which is regularly used by pedestrians; walkways may include sidewalks, paved and un-paved trails, worn foot trails, boardwalks, and shoulders. Existing walkways may include facilities in which the vehicles and pedestrians utilize the same travel way.
- AA. **WDFW** – [Washington State Department of Fish & Wildlife](#)
- BB. **WSDOT** – [Washington State Department of Transportation](#)

1.02 Companion Documents

These standards reference additional industry documents for specific details, materials, and construction guidance and may be utilized when standards of other design criteria are not specifically addressed in this document. The following documents shall be incorporated by reference; future updates to the referenced documents shall be incorporated into these standards upon the effective date of said documents without need for further action. Where updates to referenced information causes the references to become obsolete, or no longer reference the intended information, the City Manager shall be authorize to interpret the intent of the reference. The City Manger shall provide specific interpretation guidance in writing and may determine that additional revisions to the Standards are needed.

- A. Transportation Design Standards
 - 1. *King County Road Design and Construction Standards* (herein referred to as KCRS), King County Department of Transportation, current edition
 - 2. *A Policy on Geometric Design of Highways and Streets* (herein reference as AASHTO), AASHTO, current edition
 - 3. *WSDOT Design Manual*, WSDOT, current edition
 - 4. *Proposed Guidelines for Pedestrian Facilities in the Right-of-Way* (herein reference as ADA standards or PROWAG), United States Access Board, July 26, 2011

5. *Urban Street Design Guide*, National Association of City Transportation Officials (NACTO), current edition
- B. Surface Water Design Standards
 1. *King County Surface Water Design Manual* (here in reference as KCSWDM), King County Department of Natural Resources, current edition; as adopted per KMC 13.35.
 2. *Stormwater Management Manual for Western Washington*, Department of Ecology, current edition
 3. Highway Runoff Manual, M31-16.01, WSDOT, current edition
 4. *Low Impact Development Technical Guidance Manual for Puget Sound*, Puget Sound Partnership, current edition
- C. Traffic Control Design Standards:
 1. *Manual on Uniform Traffic Control Devices* (herein reference as MUTCD), Federal Highway Administration, current edition
- D. Construction Specifications:
 1. *King County Road Design and Construction Standards* (herein referred to as KCRS), King County Department of Transportation, current version
 2. *WSDOT Standard Plans*, WSDOT, current edition
 3. *WSDOT Standard Specifications for Road, Bridge, and Municipal Construction* (herein referred to as 'WSDOT Specs' or 'WSDOT specifications'), WSDOT, current edition
 4. *King County Regulations for Accommodations of Utilities on County Road Rights-of-way*; King County Road Services, current edition

1.03 Variances

Variances from these standards may be granted per the procedures outlined in KMC 12.50.

1.04 Applicability

These standards shall be applicable to all development, new construction, and alterations as outlined in KMC 12.50 and Section 1.06.

1.05 Authority and Duty of Inspectors

The City Manager may designate inspectors to inspect all materials used and all work performed. Such inspection may extend to any or all parts of the work and to the preparation and/or manufacture of the materials to be used. All roadway and drainage infrastructures must be inspected. Paving operation shall not commence until density tests confirm that the compaction is in accordance with the specifications.

- A. The inspector will not be authorized to revise, alter, or relax the provisions of these Standards unless otherwise authorized by the City Manager.
- B. The inspector has the authority to reject defective material and suspend work that is being done improperly.
- C. The inspector may advise the applicant or contractor of any faulty work or materials; however, failure of the inspector to advise the applicant or contractor does not constitute acceptance or approval.

- D. The inspector has the authority to require revisions to approved engineering plans when necessary due to conflicting field conditions.
- E. Unless otherwise addressed in a contract directly between the contractor and the City of Kenmore, the City accepts no responsibility for costs, delays, or loss of profits incurred by the developer, contractor, or any of their representatives, as a result improper work, improper materials, conflicting field conditions, or any direction provided by the City inspector which is consistent with these Standards. It shall be the responsibility of the contractor to verify all field conditions and all information provided, including information provided by the City, prior to beginning construction.

1.06 Responsibility to Provide Roadway and Walkway Improvements

- A. Any development, which will impact the way in which vehicles, transit, pedestrians, or bicyclists move on, through, or between public roadways shall improve those roads in accordance with these Standards. Off-site roadway improvements shall be based on an assessment of the impacts of the proposed land development by the City Manager.
- B. Any development abutting and impacting existing roads, including but not limited to new single family homes, subdivisions, and commercial or multi-family projects, shall improve the frontage of those roads in accordance with these Standards.
 - 1. Only the following types of development projects are exempt from providing frontage improvements:
 - i. Alterations or additions to an existing single family home.
 - ii. Single family projects which reconstruct a previously existing single family home that was demolished within 12 months of the date of filing for the new building permit.
 - iii. Alteration projects on existing commercial structures which do not expand or change the use on site.
 - 2. On flag lots or panhandle lots, which utilize a narrow access stem to develop behind another parcel adjacent to the roadway, the project frontage shall be the segment of roadway equal to the widest portion of the parcel. The full project frontage shall be improved unless otherwise approved by the City Manager. Where the required improvements cannot be installed due to limited or restricted right-of-way along adjacent properties, the applicant shall pay fee in lieu of providing the frontage improvement consistent with Section 1.07.
 - 3. In the case of corner lots, frontage improvements are required on both street frontages.
 - 4. In the case that a project has two non-adjointing frontages, frontage improvements are required on any frontage which will provide access to a new lot or structure or for which a change in traffic patterns, including pedestrian and bicycle traffic, can be reasonably expected.
- C. Any development that contains internal roads, or requires the construction of new roadways to provide access to the proposed lots, structures, or services areas shall construct or improve those roadways in accordance with these Standards.
- D. Subdivisions, short subdivisions, binding site plans or any other land development project which is subject to recording shall not be recorded until there is a recorded continuous public access to the development site, or an access that is covered by a financial guarantee.

- E. All new and reconstructed streets shall provide applicable pedestrian and bicycle improvements that meet the Standards, unless otherwise approved by the City Manager.
- F. Any location where a public roadway is provided on a parcel which abuts a public frontage on one side and undeveloped parcel on the other may be required to provide additional right-of-way dedication to the property line to allow for future road extensions or connections.
- G. Any location where a public roadway is provided on a parcel which abuts an undeveloped parcel, but where vehicle connections cannot be provided or are not required, shall provide and construct a minimum 5 foot walkway within a minimum 10 foot right-of-way through the narrowest portion of property remaining between the edge of the proposed roadway and the adjacent parcel. The public right-of-way shall be clearly distinguished and separated from adjacent private property with fencing, edge treatment, or planting as determined by the City.
- H. Additional walkways may be required where alternative pedestrian paths can provide pedestrian connections between roadways which are:
 - 1. Shorter distance or more favorable terrain than sidewalk along an existing or proposed roadway, or
 - 2. Where pedestrian facilities do not exist along the existing roadway, or
 - 3. Where existing pedestrian routes exist but a formal walkway is not provided, including identified safe routes to school.

1.07 Fee in Lieu Option

Applicants of developments which require frontage improvements per Section 1.06 may request to pay a voluntary fee in lieu of providing frontage improvements, or any portions of those improvements, to be granted at the discretion of the City Manager. By requesting the voluntary fee option, the applicant agrees that the City Sidewalk Program is an acceptable use of the fee paid. The cost of the fee shall be based on the length of the project frontage and the cost estimates used by the City in the most recent update to the City Sidewalk Program unless otherwise approved by the City Manager. If an alternative cost is approved it must account for the cost of all expected infrastructure required to construct the roadway to these Standards, including storm drainage, grading, and utility relocations, etc. The City reserves the right to deny any request where the physical improvements would be of greater public value than the voluntary fee, as determined by the City Manager.

1.08 Cultural Resources

All impacts to any significant cultural resources shall be avoided to the maximum extent feasible.

For projects sites which are, or contain, an archaeological or cultural resource as defined in [RCW 27.53](#), shall follow the rules and procedures prescribed by the state and shall obtain a permit as required per [RCW 27.53.060](#). All work on the site shall be suspended until evidence of the state permit is provided to the City or until alternative direction is provided in writing to the City from the proper state agency.

1.09 Engineering Plans, Final Corrected Plans, and Final Plat Plans

- A. Engineering Plans: Engineering plans for private development proposals shall be prepared and submitted to the City. The engineering plans shall be prepared by a professional engineer licensed in the state of Washington and must be signed and stamped by the responsible professional engineer prior to final acceptance by the City, unless otherwise approved by the City Manager. The engineering plans shall generally comply with Chapter 2 of KCSWDM, including minimum plan size,

minimum scale, vertical and horizontal datum, and general content. The City may require supplemental plan elements in addition to those listed in KCSWDM.

- B. Waiver of Plan Requirements: Subject to review, the City Manager may waive plan requirements, wholly or in part, based on the following criteria:
 - 1. No more than 2,000 square feet will be cleared and graded; and
 - 2. The work will not intercept a stream, wetland, or sensitive area buffer, or otherwise impact sensitive areas and natural surface drainage as set forth in Kenmore Municipal Code Title 18; and
 - 3. Plans do not include a retention/detention facility; and
 - 4. Kenmore standard drawings, submitted with required permits, are sufficient to describe the improvement to be constructed.
- C. Record Plans/Final Corrected Plans:
 - 1. Final corrected plans, or as-built drawings, for archiving shall be required prior to final construction approval for all projects which include improvements within the public right-of-way or improvements that will be maintained or routinely inspected by the City.
 - 2. Final corrected plans shall include as-built information for all improvements within the public right-of-way or improvements that will be maintained by the City and shall be of similar detail as the original design plans.
 - 3. Final corrected plans shall measure and document all elevations, slopes, and dimensions associated with new curb ramps or ADA facilities. Any portion of the ramps or facilities which does not meet ADA requirements shall be removed and replaced with a compliant feature unless justified in Maximum Extent Feasible (MEF) documentation provided by the applicant. The MEF documentation must be stamped and approved by a license engineer and must be approved by the City's ADA Coordinator and City Engineer.
 - 4. Final corrected plans shall be reviewed and approved by the City prior final submittal. Review sets may be submitted electronically or in bond (paper) format.
 - 5. Final submittal of the final corrected plans shall include electronic copies of all plans sheets and the approved TIR as well as select plan sheets in mylar (4 mil. polyester drafting film) format unless otherwise approved by the city Manager.
- D. Maintenance Plans: Engineering plans shall be reviewed to ensure that all road elements proposed for public maintenance will be maintained by the City. Maintenance plans may be required for specialized features.
 - 1. For purposes of public maintenance, a maximum reach of 16 feet by a backhoe type bucket shall be assumed.
 - 2. For the purposes of public maintenance, a maximum boom reach of 18 feet, measured horizontally from the nearest edge of the access road, for a hydraulic vector truck shall be assumed.

1.10 Errors and Omissions

At the discretion of the City Manager, any errors or omissions in the approved plans or information used as a basis for such approvals may constitute grounds for withdrawal of the approvals and/or stoppage of any or all permitted work. It shall be the responsibility of the applicant, developer, or contractor to show cause for why

such work should continue, and make such changes in plans that may be required by the City Manager before the plans are re-approved.

It is the responsibility of the applicant to verify property and right-of-way lines prior to and during construction. Under no circumstances is the City responsible for verification of property lines. Approval of installed improvements does not guarantee that the improvements are installed on the property permitted and does not relieve the applicant of the civil duty or responsibility to correct such errors after becoming aware of the inconstancy.

1.11 Penalties and Financial Guarantees

Failure to comply with these Standards will be cause for denial of permit approval, revocation of prior approvals, withholding and reductions of financial guarantees, withholding final inspection approval, withholding occupancy certificates (temporary and permanent), legal action for forfeiture of financial guarantee, code enforcement, and/or other penalties as provided by law.

- A. **PERFORMANCE/RESTORATION FINANCIAL GUARANTEES:** Any construction work on City right-of-way (both maintained and unmaintained) which is not performed by the City of Kenmore shall be guaranteed by a restoration financial guarantee unless otherwise approved by the City Manager or waived per KMC Title 21.15.060. The City Manager shall determine the amount and form of the financial guarantee. The minimum restoration and/or performance guarantee shall be \$2,000.00.
- B. **MAINTENANCE/DEFECT GUARANTEES:** The successful performance of the right-of-way improvements or related drainage facilities shall be guaranteed for a period of at least two years from the date of the Construction Approval, unless otherwise determined by the City Manager or as directed in Kenmore Municipal Code. The City Manager shall determine the amount and form of the maintenance financial guarantee. The minimum maintenance guarantee shall be \$2,000.00.

1.12 Changes to this Manual

The City Manager may incorporate changes to these Standards as they become necessary and may determine the severity of any future proposed revisions. Minor changes to these standards, or revisions to references of updated companion documents, may be incorporated without formal approval.

Section 2: General Requirements

This chapter provides general requirements related to transportation improvements

2.01 Low Impact Development

Low Impact Development (LID) features are encouraged and should be used whenever feasible in street and frontage improvements and as directed in Kenmore Municipal Code (KMC). Where these standards present barriers to the use of LID techniques or best management practices (BMPs) a variance to these Standards shall be considered, provided that the variance does not violate other sections of KMC and is adequately designed for safety, functionality, and maintenance concerns.

2.02 Maintenance

The City will not accept any improvements for maintenance until the improvements have been approved by the City inspector and all performance agreements associated with the improvements have been released by the City. Until the City has accepted the improvements for maintenance, the project applicant shall be responsible for the condition, function, safety, security, and general maintenance of all roadways or improvements.

- A. Only improvements within the right-of-way, or expressly assigned to the City in a recorded document on file with the King County Recorder's Office, will be accepted for City maintenance.
- B. Easements or documents recorded which dedicate maintenance responsibility to the City without written evidence of City approval or acceptance shall be null and shall not be interpreted to assign maintenance responsibility to the City of Kenmore.
- C. Easements not expressly dedicated to the City are to be interpreted as private easements which do not assign a maintenance responsibility to the city of Kenmore.
- D. Easements which grant the City of Kenmore the right of entry for the purposes of inspection shall be interpreted to assign the right of inspection, but not necessarily the responsibility to inspect the improvements within said easement. The City is not responsible for any costs which are associated with the improvements within these types of easements, including cost associated with inadequate maintenance.

2.03 Connectivity

- A. In order to provide connectivity, proposed street layouts shall continue streets to adjacent properties when the adjacent property is an undeveloped parcel or has reasonable chance of re-development in future. This requirement may include additional right-of-way dedication beyond constructed street limits in order to provide for future roadway connections.
- B. To the maximum extent feasible, connections shall be located at the anticipated or logical location which maximizes the development potential of the adjacent parcel.
- C. Pedestrian walkways shall be required to connect roadways where construction of full roadway improvements is not feasible to provide connectivity for vehicles; pedestrian walkways shall be provided to create the shortest route between development and existing walkways, independent of roadway improvements.

2.04 Traffic Impact Analyses

A traffic impact analysis, when required per KMC 17.20.070, shall be completed in accordance with the administrative policies and guidelines determined by City Manager. Currently, the guidelines can be found on City of Kenmore Form #314 *Traffic Impact Analyses Guidelines*.

2.05 Frontage Improvements

Frontage improvements are required per Section 1.06 and may be required in other situations where service level, safety, or operational efficiency of the roads serving a site will be affected.

- A. Frontage improvements shall require bringing half of the frontage road to the full standards for the roadway classification per Section 6 of these Standards. Existing frontage improvements, where existing, shall be upgraded to current safety and design standards.
- B. Standard frontage improvements consist of road widening, right-of-way dedication, new curb & gutter, new sidewalk, new amenity zone and/or landscaping, drainage improvements as needed, street lighting per Section 8.11, relocation of conflicting utilities as needed, and 2-inch half-width grind and overlay along the entire project frontage.
 - 1. Additional improvements, including transit bus shelters, bus pullouts, utility undergrounding, street lighting, signage, and channelization, may be required to ensure safe movement of traffic, including pedestrians, bicycles, transit, and non-motorized vehicles.
 - 2. Additional improvements may be required along SR-522 or in the downtown areas as directed in Section 2.06.
- C. Any project which utilizes a zero-foot or modified setback, as permitted by KMC, and places a building too near to the right-of-way line to maintain overhead service without impacting the required walkway or required clear zone shall be required to underground utilities along the entire project frontage.
 - 1. Additionally, utility undergrounding may be required along SR-522 or in the downtown areas as directed in Section 2.06.
- D. Acknowledging that the City is a built environment and that requirements have changed over time, design and installation of new or replaced frontage improvements may be adjusted during design or installation, with approval from the City Manager, to meet the existing conditions. Approval may require a formal deviation through the variance process, as determined by the City Manager.

2.06 Downtown Frontage Improvements

Developments along, or which take access from, roadways identified in Figure 2.1 shall provide additional improvements as outlined below.

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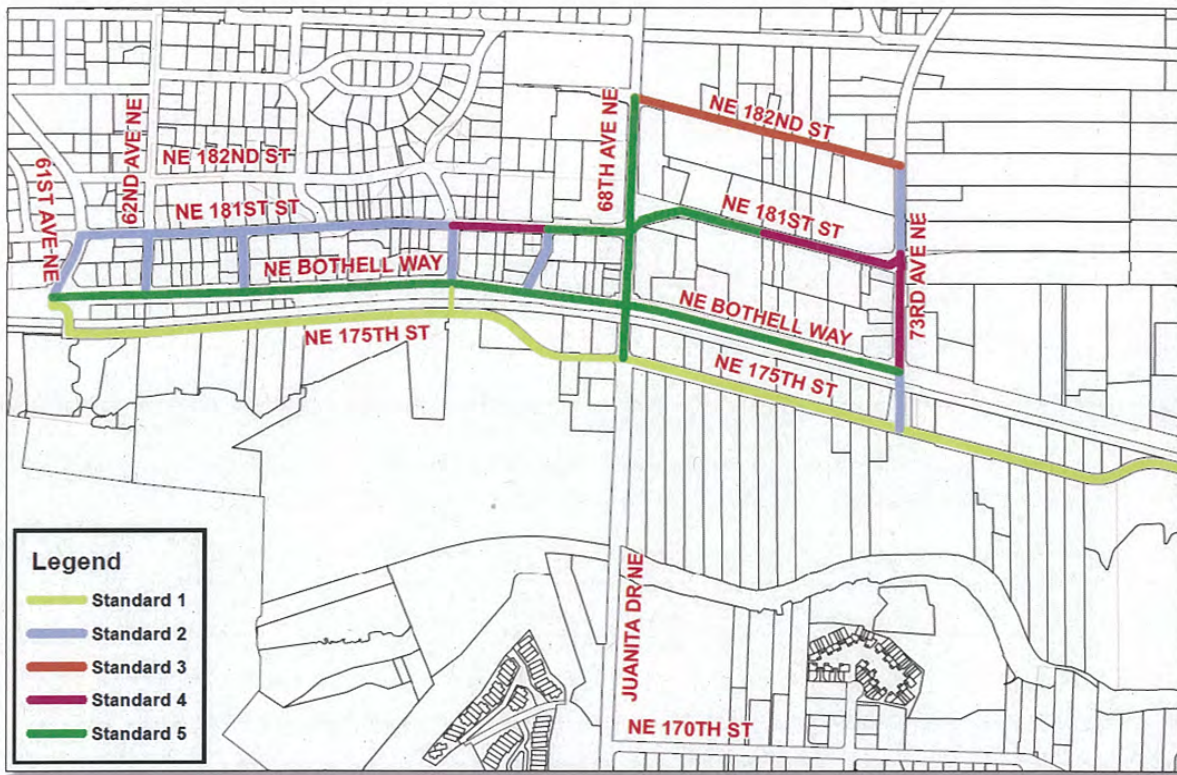


Figure 2.1: Downtown Improvements Map

	Compliance with KMC 18.52.100	Improvement Details to be Determined	Downtown Sidewalk	Downtown Street Trees w/ Irrigation	Electrical Receptacles at Tree Wells	Downtown Street Lighting	Streetlight Banner Brackets	Downtown Pedestrian Lighting	Pedestrian Flower Basket Arms w/ Irrigation	Undergrounding of Existing Utilities in ROW Required	Provide Conduit for Future Undergrounding
	2.06.A	2.06.B	2.06.C	2.06.D	2.06.E	2.06.F	2.06.G	2.06.H	2.06.I	2.06.J	2.06.K
Standard 1	X	X								X	
Standard 2	X		X	X		X		X		X	
Standard 3	X		X	X		X		X			X
Standard 4	X		X	X	X	X	X	X		X	
Standard 5	X		X	X	X	X	X	X	X	X	

Figure 2.2: Downtown Improvements Table

- A. All improvements along roadways identified on Figure 2.1, shall be consistent with direction provided in KMC 18.52.100.
- B. Projects along roadways identified in Figure 2.1 as Standard 1 shall require specialized improvements with exact details for special pavements types, architectural features, and lighting styles to be determined during project design and shall require submitting samples, cut sheets, or shop drawings to the City for approval prior to installation. Projects within this area may be required to match improvement details of other nearby project as developments establish throughout this area.
- C. **Downtown Sidewalk:** Projects along roadways identified in Figure 2.1 as Standard 2, Standard 3, Standard 4, and/or Standard 5 shall provided a minimum 8' wide sidewalk with 2'x2' scoring pattern as follows:
 - 1. Lightly brushed in a transverse direction (perpendicular to roadway) with a soft brush and then a 2 foot by 2 foot grid pattern shall be saw cut into the top of the concrete surface.
 - 2. Sawcuts shall be between 1/4-inch and 3/8-inch deep
 - 3. Sawcut lines shall run perpendicular and parallel to the curb line and shall intersect at 90° angles.
 - 4. Around curves and curb returns, the lines shall be adjusted to be radial so they continue to run perpendicular and parallel to the back of curb
- D. **Downtown Street Trees:** Projects along roadways identified in Figure 2.1 as Standard 2, Standard 3, Standard 4, and/or Standard 5 shall provide street trees, with irrigation, placed at the back of curb at 40 foot centers.
 - 1. 40 foot spacing may be varied from slightly to account for proper site distance, utility placement, or other potential site conflicts, as approved by the City.
 - 2. Landscape areas provided for street tree shall not exceed 4 feet in width and shall always maintain a minimum of 4 feet sidewalk clearance.
 - 3. Irrigation lines shall be provided to each tree well; applicant shall coordinate meter placement & configuration with the water district and City Public Works Department.
 - 4. Tree grates may be optionally provided for these areas upon approval by the City Manager.
- E. **Electrical Receptacles:** Projects along roadways identified in Figure 2.1 as Standard 4 and/or Standard 5 shall include above-ground electrical receptacles, supplied with power, within the pervious area for street trees required per Section 2.06.D above.
 - 1. Future power costs for the electrical receptacle shall be transferred to the City upon City approval.
- F. **Downtown Street Lighting:** Projects along roadways identified in Figure 2.1 as Standard 2, Standard 3, Standard 4, and/or Standard 5 shall provide specialized street lighting as follows (or an approval equal):
 - 1. Head Type(Model Number): Lithonia Aeris Decorative Roadway Led Luminaire (AS1 LED 1 63B30/40K SR 3 240 SPA DF DDBXD)
 - 2. Arm Type (Model Number): Lithonia Aeris Decorative Curved Arm (DCASDDBXDU)
 - 3. Arm length: 2 feet
 - 4. Mounting Height: 35 feet (40 feet along SR-522)
 - 5. Color: Powder coated Bronze Pearlescent (TO25-BR01)
- G. **Streetlight Banner Brackets:** Projects along roadways identified in Figure 2.1 as Standard 4 and/or Standard 5 shall include set of banner brackets on all street lighting required per Section 2.06.F

1. Bracket types and details shall be approved by the City Manager prior to installation and shall be colored to match the light pole.
 2. Brackets shall be installed on side of the pole nearest to the roadway, perpendicular to the direction of travel.
- H. **Downtown Pedestrian Lighting:** Projects along roadways identified in Figure 2.1 as Standard 2, Standard 3, Standard 4, and/or Standard 5 shall provide specialized pedestrian lighting as follows (or an approved equal):
1. Head Type(Model Number): Selux Quadro H2 Led Decorative Pedestrian Luminaire (QH2L-R5-1-4LT500-30-BZ-208)
 2. Mount Height: 14 feet
 3. Color: Powder coated Bronze Pearlescent (TO25-BR01)
- I. **Pedestrian Flower Basket Arms:** Projects along roadways identified in Figure 2.1 as Standard 5 shall provide a set of two mounts, arms, and irrigation for hanging flower baskets on each pedestrian light poles required per Section 2.06.H.
1. The mounts shall be aligned parallel to the roadway on opposite sides of the pole.
 2. Irrigation must be provided to each mount arm.
 3. Mount types and details shall be approved by the City Manager prior to installation and shall be colored to match the light pole.
- J. **Utility Undergrounding:** Projects along roadways identified in Figure 2.1 as Standard 1, Standard 2, Standard 4, and/or Standard 5 shall be required to relocate any existing overhead utility lines along the project frontage into underground conduits in compliance with the utility provider's specifications and these Standards.
1. Note: All new utility extensions are required to be undergrounded per KMC 13.50.010.
- K. **Underground Conduit Only:** Projects along roadways identified in Figure 2.1 as Standard 3 must provide conduit for future undergrounding, but do not have to remove the existing utility lines or pull wire through the conduit at this time, provided that the building location does not require undergrounding per Section 2.05.C. The project engineer shall review and coordinate the required number and size of conduits needed meet the needs of the existing utility providers.

2.07 Dedication of Right-of-Way

- A. The City may require right-of-way dedication to incorporate necessary transportation and frontage improvements.
- B. Right-of-way dedication width shall be consistent with Section 6 except where additional right-of-way widths have been proposed for projects on the City's Transportation Improvement Program, the Capital Improvement Program, or the Transportation Element of the Comprehensive Plan.
- C. Right-of-way dedication, when required, shall occur at the time of recording for subdivisions, or prior to issuing the certificate of occupancy on other project types.

2.08 Pavement Cut Moratorium

- A. No pavements cuts will be permitted on any arterial or any street which has been constructed, re-constructed, overlaid, or resurfaced within the past 5-year, except as noted below. All reasonable effort shall be made to utilize trenchless technology for utility installations before an exception is granted.

Unless otherwise approved by the City Manager, pavement cut may only be approved if one of the following is true:

1. The cut is part of an approved project which includes frontage improvements requiring a full-width 2-inch grind and overlay and the cuts are within the limits of the proposed overlay.
2. The cut is allowed through a current franchise agreement as described in the agreement language; where the franchise agreement is silent on restoration requirements, such a cut would require a 2-inch full-width grind and overlay within 20 feet of either side of the trench cut.
3. The cut is for an emergency situation, provided that a 2-inch full-width grind and overlay is provided within 20 feet of either side of the trench cut after the emergency work is completed.
4. A variance from these standards is approved and a 2-inch full-width grind and overlay is provided within 20 feet of either side of the trench cut.

Section 3: Street Classification

3.01 Public Roads

City streets are classified functionally in the *Transportation Element* of the City's Comprehensive Plan. Function is the controlling element for classification and shall govern right-of-way, street width, and street geometrics. Functional classification establishes the hierarchy of streets and highways necessary for a complete transportation system that serves all types of travel needs. Each street has a specified function that produces a comprehensive network for travel and access throughout an area when combined with the rest of the system. The *Transportation Element* of the City's Comprehensive Plan is available on the City's website and a copy is available for viewing at City Hall (18120 68th Ave NE) upon request.

Public roadways shall be constructed to the applicable standards of Section 6 for the corresponding roadway classification.

Public roadways and all constructed improvements or modifications shall remain under the responsibility of the applicant until such time that the City accepts the roadway in writing in accordance with Section 2.02.

3.02 Private Roads

- A. Private streets may be appropriate for some streets which have a limited number of lots.
- B. Private streets on residential projects may be approved only when they are:
 - 1. Classified as an local access street, alley, private access tract, or joint-use driveway and built to the Standards, as set forth in Section 5 and section 6, as appropriate, and
 - 2. Permanently established by right-of-way, tract, or easement providing legal access to each affected lot, dwelling unit, or business of sufficient width to accommodate required improvements. Language on the recorded documents establishing the access permissions shall include provision for future use by adjacent property owners when applicable, and
 - 3. Accessible at all times for emergency and public service vehicle use, and
 - 4. Outside the limit of any planned future public roadways in the present or future street plan per the Kenmore Comprehensive Plan, Transportation Improvement Plan, or Capital Improvement Program, and
 - 5. Not going to result in land locking of parcels, and
 - 6. Designed to serve a maximum potential number of dwelling units that can possibly be served by the road when physical barriers, zoning or other legal constraints are considered; and
 - 7. Maintained by a capable and legally responsible owner or homeowners' association, or other legal entity made up of the benefited property owners, which is clearly assigned on the recorded document granting access permissions; and
 - 8. Clearly described on the face of the plat, short plat, binding site plan, or other document recorded on the title of all affected properties, and
 - 9. Clearly signed at the street location as a private street.
- C. The City will not accept private streets for maintenance as public streets until such streets are brought into conformance with current Kenmore Municipal Code and these Standards and must be approved by the City Manager.
- D. The City will not accept private streets for public roadways if the infrastructure is aged, worn, damage, or failing. Such improvements shall be repaired and reconstructed per these Standards prior to City

acceptance.

- E. The City will not accept private streets within short plats when the roads providing access to the plat are private and already have the potential to serve more than the number of lots specified in Section 5.03 or Section 6.
- E. If a short plat has been proposed on a property to which the only access is over private streets that fail to meet the standards specified in this section, the short plat may be denied, or be required to improve the private street to these Standards based on a determination of its impact by the City Manager.
- F. All commercial access roads and internal roads on commercial or multi-family sites shall be privately maintained unless otherwise approved by the City Manager.

3.03 Alternative Road Designs

The City of Kenmore seeks to promote and encourage the design of roads using the best available sciences and practices. These Standards are intended as general guidelines meant to be applied to a wide range of project types. Where specific projects can be better served by alternative road design elements such as shared spaces, living streets (Woonerf concept), cycle tracks, green alleys, parklets, and curb extensions, the applicant and City staff shall coordinate the alternative design elements and promote the use of such design in a manner that adequately address the safety concern of the City. Some basic guidelines for alternative design types have been provided in Section 6, but do not provide all of the details needed for full construction and implementation of such designs; the project engineer must provide a unique design for such roadway types. Generally, alternative roadway designs shall be privately maintained unless otherwise approved by the City Manager.

Section 4: Construction Control and Inspection

4.01 Basis for Control of the Work

- A. Work performed in the construction or improvement of public or private roads shall be done in accordance with these Standards and approved plans. No work may be started until such plans are approved and a pre-construction meeting is held with the City. Any revision to the approved plans shall be approved by the City before being implemented.
- B. The City Manager is authorized to enforce the Standards as well as other referenced or pertinent specifications or guidelines. He/she will appoint staff as necessary to inspect the work.
- C. Provisions of Section 1-05 of the WSDOT/APWA Standard Specifications shall apply, with the term "Engineer" therein construed to be the City Manager as defined in Section 1.01.

4.02 Inspection

- A. Generally, control and inspection will be done by the City on all privately developed infrastructure, road, and drainage facility construction proposed or in progress by a private developer. The City also performs the maintenance/defect inspections. The City Manager must approve any variances from the Standards during construction.
- B. The applicant is responsible for quality control of construction and the assurance of meeting the standards. City inspectors monitor these activities with enforcement authority when requirements are not met. All work conducted on electrical and communications systems shall be inspected by the Washington State Department of Labor and Industries, unless and until these services are offered by the City.
- C. All materials provided by the applicant shall be subject to inspection and approval by the City Inspector at any time during the progress of work until final acceptance. The applicant's construction schedule shall include sufficient time for materials testing and any required verification by the City Inspector.
- D. The City Inspector has the authority to reject defective material and suspend work that does not meet standards. The City Inspector may advise the applicant or contractor of any faulty work or materials; however, failure of the City Inspector to advise the applicant or contractor does not constitute acceptance or approval. At the City Inspector's order, the applicant/contractor shall immediately remedy, remove, replace, or dispose of unauthorized or defective work or materials and bear all the costs of doing so.
- E. All roadway and drainage infrastructures must be inspected, and approved prior to any final closure of any approved permits for the improvements.
- F. Prior to any critical task being started, the applicant must coordinate with the City inspector. At a minimum, the following critical tasks require advance notification:
 - 1. Preconstruction Conference: Three working days prior notice. Conference must precede the beginning of construction and include the applicant, general contractor, and other applicable participants. Plan approvals, permits, liability insurance coverage, and financial agreements / guarantees must be in hand prior to the conference.
 - 2. Clearing and Temporary Erosion/Sedimentation Control: One working day notice prior to initial site work involving drainage and installation of temporary erosion/sediment control.
 - 3. Curb and Sidewalk Placement: One working day notice to verify proper forming and preparation prior to placing concrete.

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4. Structural Inspection for Concrete Walls/Vaults: Per *Special Inspection Sheet* and guidance of City staff
5. Substantial Completion Inspection: 3 working days prior to overall check of road or drainage
6. Final Inspection: 3 working days prior to overall check of entire project
7. Final Maintenance Inspection: 3 working days prior requested inspection date, anytime after expiration of the maintenance and defect period. It is the applicant's responsibility to request final maintenance inspection; the applicant's responsibilities under the terms of the maintenance and defect agreement shall not end until the improvements are formally accepted in writing by the City of Kenmore.

4.03 Substantial Construction Approval

The following section shall be applicable to subdivision projects, site development permits (engineering and grading permits), and commercial building permits.

- A. It shall be the practice of the City of Kenmore to require a minimum level of constructed improvements prior to recording plat documents or issuing a certificate of occupancy and all projects shall obtain substantial completion approval prior to recording final documents.
- B. Substantial completion shall require verification that the following items have been addressed; approvals from agencies other than the City of Kenmore must be provided in writing to the City inspector:
 1. Access provided to all lots within a plat, or to all buildings seeking occupancy.
 - i. For standard asphalt pavements, access is interpreted as a minimum of a first lift of asphalt or asphalt treated base (ATB).
 - ii. For concretes and pervious pavements on internal driveways and private roadways, a compacted gravel surface is acceptable for access; paved surfaces must still be provided within the right-of-way.
 2. Adequate parking provided for the proposed uses of buildings to be occupied.
 3. Required ADA facilities (curb ramps, etc), meeting the latest ADA standards, installed within public right-of-way and for the buildings to be occupied
 4. Frontage improvements installed and substantially complete;
 - i. Sidewalks must be open, unobstructed, safe, and available to public.
 - ii. Striping shall be provided as directed by the City inspector.
 5. Compaction reports for all paved surfaces must be provided to City inspector
 6. Drainage system installed and functional
 7. Water and sewer installed and substantially complete (as determined by the water & sewer district)
 8. Mail delivery system/mailbox installed and approved by the Post Master
 9. Construction equipment, stockpiles, and other materials removed from within the right-of-way and stored on private property with appropriate erosion and sediment control measures in place.
 10. Major safety concerns eliminated (fall hazards, trip hazard, Etc)
 11. All exposed soils temporarily stabilized and all remaining stockpiles covered in compliance with erosion and sediment control standards.

12. All required regulatory signage installed.
13. All required landscaping must be installed or bonded for.
14. All required mitigation plantings must be installed or bonded for.
 - i. On site, mitigation areas or critical areas must be delineated by temporary fencing.
15. All required recreation equipment must be installed or bonded for.
16. Additional performance agreement and financial guarantee filed with the City to ensure timely completion of the project.

4.04 Final Construction Approval

The following section shall be applicable to subdivision projects, site development permits (engineering and grading permits), and commercial building permits.

- A. Prior to closing any permit for site improvements or release of performance bonds associated with a project, the project shall obtain final construction approval.
- B. Final construction approval shall require verification that the following items have been addressed:
 1. All items listed in Section 4.03 except the additional performance agreement (Section 4.03.B.16 above).
 2. All exposed soils or slopes shall be permanently stabilized.
 3. All final punch list items must be addressed as directed by the City inspector.
 4. As-built or final record drawings shall be submitted to and approved by the City.
 5. Verification of the construct detention volume from licensed engineer or surveyor.
 6. All required roadway monuments shall be installed and a licensed surveyor shall provide written statement that the monuments have been correctly installed.
 7. Critical areas shall be permanently delineated and required signage shall be installed.
 8. Required documentation and fees for maintenance and defect period must be submitted to the City.

4.05 Penalties for Failure to Notify and Obtain Approval

Notification by the applicant or the applicant's contractor, at the necessary time frames noted above, is essential for the City to verify, through inspection, that the work meets the standards. Failure to notify and obtain approval will result in the City requiring sampling and testing with certification by a City approved laboratory. Costs of such testing and certification shall be borne by the applicant. If the test results conclude that the unauthorized work doesn't meet the Standards, the applicant will be required to remove the unauthorized material and replace it with materials that meet the Standards at his/her own expense. At the time that such action is directed by the City Manager, further work on the development may be limited or prohibited until all directed tests have been completed, approved, and all corrections identified by the City have been made to the satisfaction of the City Manager. If necessary, the City may take further action as set forth in KMC 1.20.

4.06 Control of Materials

- A. Source of Supply and Quality of Materials: The contractor shall notify the City of proposed sources of supply for all materials to be furnished. The City shall approve the source of supply of each of the

materials before the delivery is started. Representative preliminary samples or test data of the character and quality prescribed may be required to be submitted by the contractor or producer for examination.

Only materials conforming to the requirements of the WSDOT/APWA Standard Specifications shall be used in the work, unless otherwise approved by the City Manager. Any material proposed to be used may be inspected or tested at any time during their preparation and use. If after testing it is found that sources of supply that have been approved do not furnish a uniform product, or if the product from any approved source proved unacceptable at any time, the contractor shall furnish approved materials from other approved sources. Any approved material that becomes unfit shall not be used.

- B. **Samples and Tests:** The applicant is required to retain the services of a certified testing laboratory to conduct necessary field and/or lab tests of materials or methods. All testing shall be in accordance with WSDOT and/or AASHTO standards. Materials shall not be used until approved.

The City shall be furnished certified copies of the complete test reports directly from the testing laboratory.

4.07 Construction Control in Developments

The provisions of Section 2-03 of the WSDOT/APWA Standard Specifications apply in all respects to development construction unless otherwise approved by the City Manager.

4.08 Sub-grade

In preparing the roadbed for surfacing before any paving, the requirements outlined in Sections 2-06.3(1) and 2-06.3(2) of the WSDOT/APWA Specifications shall be met. After the subgrade preparation has been completed, it shall be thoroughly checked by the applicant/contractor using a level, string line, crown board, or other means to determine that the subgrade conforms to the approved roadway section and the Standards prior to placing any surfacing material.

4.09 Traffic Control During Construction

- A. **Interim Traffic Control:** The applicant/contractor shall be responsible for interim traffic control during construction on or along traveled City streets. When road or drainage work is to be performed on City streets that are open to traffic, the applicant/contractor will be required to submit a traffic control plan for approval prior to beginning the work. Traffic control shall follow the guidelines of Section 1-07.23 of the WSDOT/APWA Standard Specifications. All barricades, signs and flagging shall conform to the requirements of the MUTCD Manual. Signs must be legible and visible, with consideration for the horizontal and vertical curvature of the roadway and existing vegetation, and should be removed or covered at the end of each workday if not applicable after construction hours.
- B. **Temporary Road Closures and Detours:** The City may consider requests for full road closures where they are determined by the City Manager to be in the best interest of the public, and:
 1. A proposal for a road closure and a detour plan must be prepared and submitted to the City at least 20 working days in advance; said plan must be approved by the City Manager prior to closing any City street.
 2. The types and locations of the signs shall be shown on a detour plan.
 3. The applicant/contractor shall post "This Road Will Be Closed" signs, along with the anticipated dates and times of closure, a minimum of 10 days prior to the closing.

4. The applicant/contractor must notify, in writing, local fire, school, law enforcement authorities, Metro transit, adjacent parcels owners, and any other affected persons as directed by the City at least 10 days prior to roadway closer.
- C. Haul Routes: If the construction of a proposed development is determined by the City Manager to require special routing of large trucks or heavy construction equipment to prevent impacts to surrounding roads, residences or businesses, the applicant/contractor shall be required to develop and use an approved haul route.
1. When required, the haul route plan must be prepared and submitted to the City Manager and approved prior to beginning or continuing construction. The haul route plan shall address routing, hours of operation, signage and flagging, and daily maintenance.
 2. If the developer/contractor's traffic fails to use the designated haul route, the City Manager may prohibit or limit further work on the development until such time as the requirements of the haul route are complied with.
- C. Haul Road Agreement: When identified as a need by the SEPA review process or by the City, a haul road agreement shall be obtained by the applicant, franchised utility, developer, or property owner establishing restoration procedures to be performed upon completion of the haul operation.
- D. Pedestrian Circulation Plan: Where a development or construction activity will obstruct an existing pedestrian walkway, including formal sidewalk, maintained trail, worn (unmaintained) foot trails, shoulder, or other forms of pathway regularly used by pedestrians, a pedestrian circulation plan shall be required prior to beginning any construction activity. The pedestrian circulation plan must address alternative access routes to safely direct pedestrians travel in, around, or through a work area.
- a. Where existing pedestrian facilities exist outside the limits of the work zone, they may be utilized as the alternative pedestrian path provided that pedestrian connections with the existing pedestrian path can be made at safe and legal locations and appropriate signage is provided, in compliance with MUTCD, to direct pedestrian movements to the alternative routes.
 - b. Where existing pedestrian facilities cannot move pedestrians around a work zone, a temporary alternative pedestrian pathway must be provided and must be compliant with current ADA standards, including, but not limited to, temporary ramps where required and continuous cane-detectable barriers around the revised pedestrian route.
 - c. All barricades, signs and flagging shall conform to the requirements of the MUTCD Manual. Signs must be legible and visible and should be removed at the end of each workday if not applicable after construction hours.
- E. Bicycle Circulation Plan: Where a development or construction activity will obstruct, close, or create a hazardous condition of loose pavement or material on an existing marked bicycle lane or traffic lane marked with a sharrows symbol, a bicycle circulation plan shall be required prior to beginning any construction activity. The bicycle circulation plan must address signage to notify cyclists of the closure and/or hazardous condition, alternative access routes and detours for cyclists and signage notifying drivers on alternative access routes of the increased presence of cyclists during construction. All barricades, signs and flagging shall conform to the requirements of the MUTCD manual. Signs must be legible and visible, considering horizontal and vertical curves and overhanging vegetation, and should be removed or covered at the end of each workday if not applicable after construction hours.

4.10 Call Before You Dig

Contractors are responsible for timely notification of utilities in advance of any construction in right-of-way or utility easements as required under RCW 19.122. The utility One-Call Center phone number (1-800-424-5555) or 8-1-1 should be prominently displayed on the work site.

4.11 Utility Certification

All permits for new placement and replacement of existing utilities and utility structures shall be accompanied by written certification from the utility's professional engineer or from an agent authorized by the utility to certify that the installations conform to the appropriate standards, and that the proposed work is in conformity with sound engineering principles relating to street safety.

Section 5: Private Streets, Driveway, and Parking Design

All accesses to individual buildings or lots shall be located, designed, and constructed to balance multimodal transportation needs and maximize public safety on the street system. This chapter provides location and design criteria for access at the right-of-way line, access approaches in the right-of-way, private roads, and driveways or circulation roads internal to a private property.

5.01 General

- A. Each lot shall have direct access to a public right-of-way. If a project site is not immediately adjacent to the right-of-way access must be achieved by a recorded easement, or by a recorded access tract.
- B. The circulation system of developments shall intersect with existing and anticipated streets abutting the site at safe and convenient locations;
- C. Every lot upon which one or more building(s) is proposed to be erected or a traffic generating use is proposed to be established shall establish direct access from the street right-of-way as needed to provide public services such as fire protection, emergency service, mail delivery or trash collection.
- D. The designers of proposed developments must consider the access and driveway profile to ensure that required grade transitions can be complied with while considering building setbacks, terrain, and grades.
- E. All traffic control devices, including signs and pavement markings, shall meet the MUTCD standards.
- F. The use of alternative or pervious pavement materials is permitted, and generally encouraged, on private driveways, private roadways, and off-street parking areas.
- G. Access tracts and/or roadways required to provide access to two or more lots shall be developed to the width and standard required for its entire length. The practice commonly known as, or that yields the effect of, "telescoping" improvements (i.e., a street required to serve a short plat being reduced in width as the number of remaining lots decreases) is expressly prohibited.
- H. Any portion of a paved surface or any parking areas, driveways, and/or private roads located on private property, whether paved or not, shall be setback a minimum of 5' from all property lines.
- I. The City may require additional connections for bicycles and pedestrians as directed by the City Manager as noted in Section 2.03.

5.02 State Highways

Access points to the state highway system are regulated through the Revised Code of Washington (RCW). The only state highway within the City of Kenmore is SR-522/Bothel Way NE and is classified as a "Managed Access Highway".

Managed Access highways are those state highways where access rights have not been acquired by the state but access connections are regulated through the access management program. For more information, please visit the WSDOT Access Management website:

<http://www.wsdot.wa.gov/Regions/NorthCentral/planning/AccessMgmt.htm>

- A. Any development that requires the construction or improvement of a driveway or construction of a street that intersects a state or federal highway shall require a state right-of-way use permit from the City of Kenmore and shall be designed in accordance with this manual.
 - 1. This project must comply with all applicable State standards, as noted above, in addition to designing for City standards.

2. Where State or federal standards conflict with this manual and/or KMC, the more restrictive requirement shall prevail.

5.03 Private Streets

- A. Local access streets, which are to be privately owned and maintained, shall be built to the same local access standard as a public roadway as outlined in Section 6.
- B. Private streets shall be clearly distinguished and dedicated in an easement, tract, or right-of-way in a document recorded on title or on the face of the plat map to be recorded. Dedication language shall include a clear designation of maintenance responsibility for the improvements within the easement, tract, or right-of-way.
- C. Alleys, when appropriate, shall be designed to meet all of the following standards:
 1. Serve a maximum of 30 dwelling units
 2. Have a maximum length of 400 feet
 3. Connect two other streets (private or public); alleys cannot be dead-ends or cul-de-sacs and shall not intersect other alleys.
 4. In a dedicated tract or right-of-way with a minimum width sufficient to construct the alley and related grading. The minimum tract width shall not be less than 20 feet and shall be paved full width.
 5. The paved surface shall be sloped to the centerline of the alley and provide an inverted crown to control surface runoff as far from the buildings structures as feasible. Catch basins shall be provided in each alley to collect storm water prior to crossing any current or proposed walkways.
 6. Modifications to existing alleys serving commercial or industrial properties, in accordance with the above, will be determined on a case-by-case basis subject to approval by the City Manager.
- D. Private access tracts, when appropriate, shall be designed to meet all of the following standards:
 1. A private access tract shall serve a maximum of four (4) dwelling units.
 2. Minimum pavement width shall be 20 feet.
 3. Minimum tract width shall be 26 feet when adjacent to an existing property line; if not positioned along an existing property line the tract width may be reduced to 22 feet .
 4. Obstructions, such as walls, fences, poles, above ground utilities feature, shall be placed a minimum of 1 foot beyond the limits of the paved surface to maintain a minimum clearance of 20 feet.
 5. When located along an existing property line, the paved access shall be positioned within the tract to accommodate a 5-foot setback along the property line.
 6. Geometric design and profile shall meet the standards of a minor access road.
 7. If the length, measured from centerline of intersecting street to furthest extent of the tract exceeds 150 feet in length, a turnaround must be provided and approved by the Fire Marshal. A hammerhead turn-around is permitted for private roadways provided that the Fire Marshal approves the turnaround dimensions and layout.
 8. Paved surface shall be installed with an inverted crown (flow-line in the center) or sloped in one direction with a thickened edge or extruded curb to control surface runoff. Catch basins shall be provided in each private access tract to collect storm water prior to crossing any current or proposed walkways.

9. Additional easements may be required for utilities and drainage.
- E. Joint use driveways, when appropriate, shall be designed to meet all of the following standards:
1. A joint use driveway shall serve a maximum of two (2) dwelling units.
 2. Minimum pavement width shall be 14 feet.
 3. Minimum tract width shall be 20 feet when adjacent to an existing property line; if not positioned along an existing property line the tract width may be reduced to 15 feet.
 4. Obstructions, such as walls, fences, poles, above ground utilities feature, shall be placed a minimum of 1 foot beyond the limits of the paved surface to maintain a minimum clearance of 14 feet.
 5. When located along an existing property line, the paved access shall be positioned within the tract to accommodate a 5-foot setback along the property line.
 6. The length, measured from centerline of intersecting street to furthest extent of paved tract, shall not exceed 150 feet in length.
 7. Paved surface shall be installed with an inverted crown (flow-line in the center) or sloped in one direction with a thickened edge or extruded curb to control surface runoff. Catch basins shall be provided in each private access tract to collect storm water prior to crossing any current or proposed walkways.
 8. Driveway profiles and elevations shall comply with the intersection grade requirement per Section 7-06.
 9. Additional easements may be required for utilities and drainage.

5.04 Driveways

This section provides driveway standards for connections to public and private roads. It is not the intent of these Standards to govern design or location of driveways on private property except where they connect to the street right-of-way and where minimum setbacks are required along property lines. However, fire access requirements governed by the Fire Code (KMC 15.10) and KMC Title 18, establish criteria for driveway widths. No new driveway connection shall be constructed which does not conform to this chapter and minimum sight distance criteria established in Section 6.06 and Section 6.07.

A. Residential Driveways:

1. New driveways installed on roadways with an amenity zone shall generally comply with Figure 5-001 in Appendix B. The sidewalk shall be designed to match the roadway slope along the gutter flow line and all elevation changes required for the driveway to meet road grade, shall be accomplished in within the limits of the amenity zone.
2. New driveways installed on roadways where no urban-type frontage improvements exist, and are not required, shall generally be designed and constructed to comply with KCRS Figure 3-003.
3. New driveways installed on roadways with existing urban frontage improvements without an amenity zone shall generally be designed and constructed to comply with KCRS Figure 3-005 and shall maintain a minimum 5 feet pedestrian path which continues at straight-line grade matching the sidewalk on either side unless otherwise approved by the City Manager.
4. Shall have a minimum width of 10 feet and a maximum width of 20 feet within, or at, the right-of-way, access easement, access tract, or other area of shared access.
5. Shall be continuously paved or surfaced with gravel between the public right-of-way and the parking area require by KMC 18.40.030, unless otherwise approved by the City of Kenmore.

- i. This requirement shall not restrict the use of alternative pavement types (such as porous pavements or pavers) and methods (such as wheel strips) to meet flow control BMP or Low Impact Development requirements.
- ii. Driveways with a slope exceeding 5% in grade shall be paved; gravel surfacing will not be permitted on steep driveways.

B. Commercial & Multi-Family Driveways:

1. New driveways installed on roadways with an amenity zone shall generally comply with Figure 5-001 in Appendix B. The sidewalk shall be designed to match the roadway grade and all elevation changes for the driveway to meet road grade, shall be accomplished within the limits of the amenity zone.
 - i. Driveways in sections that require an 8 foot or 10 foot wide sidewalk, shall utilize this detail for construction except that the 'amenity zone' shall be considered the 4 foot wide strip of sidewalk immediately adjacent to the back of curb; the pedestrian route shall be maintained in the back 4 to 6 feet of the sidewalk.
2. New driveways installed on roadways without an amenity zone shall generally be designed and constructed to comply with KCRS Figure 3-005 and shall maintain a minimum 5 feet pedestrian path which continues at straight-line grade matching the sidewalk on either side unless otherwise approved by the City Manager.
3. Shall have a minimum paved width of 24 feet a maximum paved width of 36 feet.
4. Shall be continuously paved between the public right-of-way and the parking area required by KMC 18.40.030, unless otherwise approved by the City of Kenmore.
 - i. This requirement shall not restrict the use of alternative pavement types (such as porous pavements or pavers) and methods (such as wheel strips) to meet a flow control BMP or Low Impact Development requirement.
5. For commercial or industrial driveways with heavy traffic volumes or significant numbers of trucks, the City may require construction of the access as a road intersection and/or may require additional reinforcement within the driveway section. This requirement will be based on traffic engineering analysis submitted by the applicant that considers, among other factors, intersection spacing, sight distance, and traffic volumes.

C. New Driveway Requirements:

1. New driveway connections will require a street right-of-way use permit or engineering permit, as appropriate, issued by the City prior to beginning construction within the right-of-way.
2. New driveways must be a minimum length of 20 feet, measured along the driveway centerline between the nearest tract/easement/right-of-way line of a shared access or roadway and the nearest edge of the parking area/carport/garage required per KMC 18.40.030.
3. New driveways shall intersect the approach street at an angle between 85° and 95° and shall maintain this requirement for the all portions of the driveway which lie within a public right of way, unless otherwise approved by the City Manager. Exceptions may be granted for driveways within the limits of a cul-de-sac bulb.
4. All driveways must be paved within the limits of the public right of way
5. Driveway profiles and elevations shall comply with the intersection grade requirement per Section 7-06.
6. Driveways directly giving access onto arterials may be denied if alternate access is available.

7. All abandoned driveway areas on the same frontage shall be removed, and the curbing and sidewalk or shoulder and ditch section shall be properly restored.
8. Maintenance of driveway approaches, including any regulatory signage or striping, shall be the responsibility of the owner whose property they serve.
9. The City and franchised utilities are not obligated to replace alternative surfacing material within the public right-of-way with a like material and may, at the City Manager's discretion, replace existing driveways with standard asphalt or concrete within the right-of-way.
10. Grade transitions, excluding the tie to the roadway, shall be constructed as smooth vertical curves. The maximum change in driveway grade within the right-of-way shall be 8 percent within any 10 feet of distance on a crest and 12 percent within any 10 feet of distance in a sag vertical curve. Whenever there is a potential for future roadway widening, the driveway shall be graded to match the future widened road section without encroachment into the sidewalk.
11. For driveways crossing an open ditch section, culverts shall be adequately sized to carry anticipated storm water flows and at a minimum the culvert shall be equal to or larger than any existing pipes within 500 feet upstream or downstream; in no case shall the minimum pipe size be less than 12-inch in diameter. Pipe should be long enough to account for the driveway side slopes and shall be installed with a 3:1 beveled end on either side and a trash rack on the upstream side. The property owner making the installation shall be responsible for determining proper pipe size. The City may require the owner to verify the adequacy of pipe size.
 - i. Additional requirements will apply when the driveway crosses a classified stream per KMC 18.55 including, but not limited to, requirements for a *Hydraulic Permit Approval (HPA)* from WDFW.
12. Storm drainage from driveway surfaces must be accounted for in the roadway drainage design.
13. Surface water from new driveway surfaces shall not be permitted to flow across any public walkway.

D. Location of New Driveways.

1. Driveway location is subject to City approval.
2. No portion of driveway width shall be allowed within 5 feet of side property lines.
 - i. Exceptions may be granted without a formal variance request for access panhandles and for lots taking access from a cul-de-sac bulb; in such cases the driveway shall be located, and possibly reduced in width, to provide the largest setback feasible.
3. No two driveways along a public right-of-way shall be closer together than 18 feet where it intersects with the street right-of-way line.
 - i. Exceptions may be granted without a formal variance request for access panhandles and for lots taking access from a cul-de-sac bulb; in such cases the driveway shall be located, and possibly reduced in width, to provide the largest separation feasible.
4. On frontages 75 feet or less, no more than one driveway per lot shall be constructed. On frontages over 75 feet, the City may permit two or more driveways per lot, subject to City Manager approval.
5. Project sites which have multiple frontages, such as corner lots, must take access from the street with a lower classification unless no other feasible alternative exists; for this standard, removal of existing improvements or obstruction such as walls, fences, or existing utilities shall not be sufficient to determine an access infeasible.
6. Driveways shall not be allowed within an existing or planned intersection radius return and shall

be positioned as far from an intersection as feasible.

7. Notwithstanding any other provisions, driveways will not be allowed where they are prohibited by separate City Council action or where they are determined by the City to create a hazard or impede the safe operation of traffic on the roadway.
- E. For land development projects and/or changes in use, existing driveway connections which do not conform to this chapter shall be reconstructed to the requirements for new driveways.

5.05 Parking Lots

- A. Parking lots, including the amount of required off-street parking stalls, stall dimensions, and drive isle dimensions and layout, shall be designed and constructed in compliance with KMC 18.40.
 1. On-street parking stalls located within or requiring turning movements within, the public right-of-way shall not be counted toward the required number of off-street stalls except as permitted by KMC 18.29.070. Where on-street parking or parking within the right-of-way is to be counted toward the parking requirement, the parking stalls shall:
 - i. Comply with the dimension requirements of KMC 18.40, and
 - ii. Be located in outside of existing or future vehicle travel lanes, and
 - iii. May require additional pavement width in excess of the minimum widths listed in these Standards.
- B. The number of ADA compliant parking stalls provided on each site shall comply with KMC 18.40.060 and current ADA standards.
- C. Where off-street parking stalls and drive isles are separated from the public right-of-way, roadways providing access to the off-street parking area shall meet the standard of a Minor Commercial Access street including the requirement for a pedestrian walkway.

Section 6: Street Design

This chapter sets the minimum standards for geometric street design of public roadways, commercial roadways, and private roadways where notes.

6.01 Reconstruction

- A. Reconstructed, altered, widened, or improved roadways shall be brought into compliance with these standards.
- B. For the purposes of this section, utility installations alone shall not be considered reconstruction but must still meet the standards and requirements of Section 11.
- C. Transitions or tapers necessary to connect with existing roadways of a different width shall meet AASHTO and MUTCD standards.

6.02 Applicable Standards

- A. Projects adjacent to an existing roadway shall improve the existing roadway to the current standard for its existing classification per Section 6.03, 6.04, or 6.05, except where project impacts result in a reclassification of the roadway.
- B. Projects adjacent to existing roadways in which the project impacts, or changes to the number of units served, result in the change in the roadway classification as noted below shall be required to improve the entire roadway to the current standard for the new classification. Limits of the roadway upgrade shall be determined by the City.
- C. Subdivision and residential projects shall construct internal roadways per Section 6.04 or Section 5.03.
- D. Commercial, industrial, and residential apartment projects shall construct internal roadways per Section 6.05. The classification of new internal roadways for these types of project shall be determined by the City.
- E. Town home developments shall construct internal roads providing access to parking areas as a minor multifamily access road per Table 6.2 and Section 6.05, except that the required 5 foot sidewalk can be relocated as needed to provide pedestrian access to the main entrance of each unit.
- F. Alternative road designs may be proposed on any road type when approved by the City manager. Alternative roadway sections shall follow the guidance of Section 6.12.

6.03 Typical Sections for Existing Arterials and Collector

Existing roadways which are classified as neighborhood connections (neighborhood collector) or higher, and are identified in the City's comprehensive plan, shall be improved to the configuration and width as shown in the appropriate Figure in Appendix 'A'. A copy of the City's layered network map is also included in Appendix 'A'. See Section 9 for pavement design requirements.

6.04 Typical Sections for Residential Access Roads

- A. Internal roadways for residential and plat projects shall be constructed to the general widths provide in Table 6.1., unless otherwise approved by the City Manager
- B. Vertical curbing is required on the both sides of all roadway types unless a half-width improvement is permitted, in which case a vertical curb and gutter shall be provided on the near side only.

- C. Vertical curbing shall be constructed per Sections 8.02, 8.03, and 8.04.
- D. On local access streets, sidewalk is required on any side of the road which will be adjacent to newly created lots, structures, or driveways; in no case shall a road be constructed without sidewalk on at least one side.
 - 1. Driveways for maintenance access roads, required solely for utility or storm water maintenance, shall not trigger the sidewalk requirement.
 - 2. New roadways where new lots, structures, or driveways are only proposed on only a portion of one-side of the street, the sidewalk requirement shall be applied to the entire length of proposed roadway out to the nearest intersecting roadway of equal or higher classification.
 - 3. Projects which are adjacent to existing roadways meeting these roadway classifications and which do not result in change in the roadway classification, shall provide sidewalk on the near side of the roadway
 - 4. Additional walkways may be required for roadways which are identified as priority pedestrian routes or Safe Routes to School.
- E. All collector roadways shall provide sidewalk on both sides as noted in Table 6.1
- F. Sidewalk shall be constructed per Sections 8.01, 8.03, and 8.04.
- G. Amenity zones, per Section 8.10, are required between the curb and sidewalk in any location where new sidewalk is proposed or required on residential access roads.
- H. Half-street Improvements: Where a proposed roadway is adjacent to an undeveloped parcel, the road shall be sized to accommodate future development on the adjacent parcel(s). Only in the case that the anticipated use of the adjacent site increases the residential roadway classification which would have otherwise been required for the immediate or initial project, the developer shall be permitted to improve the roadway to a half-street standard. The half-street standard shall:
 - 1. Require a minimum pavement width of 20'
 - 2. Maintain a minimum 5' setback between the edge of pavement and adjacent property line.
 - 3. Permit the roadway to be temporarily developed without a crown so that all stormwater can be collect, conveyed, and mitigated on the near side of the street.
- I. In the case that a project develops next to a roadway previously constructed to the half-street standard, the project shall be required dedicate any additional right-of-way to meet the full roadway standard, saw cut the pavement at the future right-of-way centerline, establish a typical crown at right-of-way center, and shall construct all required elements on the near side of the right-of-way centerline.
- J. Collectors intersecting with boulevards, arterials, or neighborhood connection roads shall be 32 feet wide for the first 150 feet. Total improvement and right-of-way widths shall be adjusted accordingly.
- K. In no case, shall a vehicle travel way be built within 5 feet of a property line for residential or plat projects.
- L. Roadway striping shall be clearly shown on the project construction drawings and shall be reviewed by the City prior to construction of the roadway improvements. Striping shall be designed to maximize traffic calming opportunities while maintaining on-street parking to the maximum extent feasible.
- M. Parking restrictions shall be consistent with Table 6.1 except where otherwise directed by the City. Where parking restrictions are required, the applicant shall furnish and install "no parking" signs in compliance with MUTCD.
- N. See Section 9 for pavement design and material requirements.

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Table 6.1: Residential Access Roads

Road Type	Collector	Local Access	Private Access
General Description	Providing access to a large number of lots and/or multiple developments; adjacent property owners may not be the primary users.	Generally providing access to a fixed number of lots; adjacent property owners are typically the primary users.	Generally providing access to a fixed number of lots; adjacent property owners are typically the primary users.
Public or Private	Public	Public	Private
Number of Lots/ Dwelling Units	Over 50	50 Maximum	4 Maximum
Design Speed¹	35 mph	25 mph	15 mph
Maximum Grade	15%	15%	15%
Minimum Pavement Width (Curb to Curb)	28 feet ²	20 feet	18 feet
Total Improvement Width (Back of walk to back of walk)	47 feet ²	39 feet	18 feet
Total Right-of-Way Width	48 feet ²	40 feet	24 feet (may be reduced to 20' when not adjacent to property line)
Sidewalk Requirement	Both Sides	Each side with proposed lots/structures (one side minimum)	None
Minimum Sidewalk Width	5 feet	5 feet	N/A
Amenity Zone Requirement	Both Sides	Any side with a sidewalk	None
Minimum Amenity Zone Width	4 feet	4 feet	N/A
Min. Half-street Pavement Width³	20 feet	20 feet	N/A (Full section required)
Min. Half-street ROW Width³	35 feet	35 feet	N/A (Full section required)
Curb Type	Vertical	Vertical	As needed for drainage
Striping⁴	Fog lines (only)	None	None
Parking Restrictions⁵	One side	One side	Both Sides
Typical Lane Width⁴	10 feet	10 feet	N/A

1 The design speeds listed are a basis for determining geometric elements and does not imply posted or legally permissible speed.

2 Additional roadway width is required near intersections with boulevards, arterials, or neighborhood connection roads per Section 6.04.J.

3 Minimum half-street improvements, or minimum required improvements, are only permitted per Section 6.04-H.

4 Striping shall be as directed by the City in compliance with Section 6.04.L.

5 Parking restrictions are general recommendation subject to City review; signage is required in compliance with Section 6.04.M

6.05 Typical Sections for Commercial Access Roads

- A. Internal roadways for commercial, industrial, and multi-family projects shall be constructed to the general widths provide in Table 6.2., unless otherwise approved by the City Manager.
- B. Vertical curbing is required on the both sides of all roadway types.
- C. Vertical curbing shall be constructed per Sections 8.02, 8.03, and 8.04.
- D. On roadways classified as commercial/major multi-family access streets, sidewalk is required on any side of the road which will be adjacent to newly created lots, structures, or driveways; in no case shall a road be constructed without sidewalk on at least one side.
 - 1. Driveways for maintenance access roads, required solely for utility or storm water maintenance alone, shall not trigger the sidewalk requirement.
 - 2. Where new lots, structures, or driveways are only proposed on a portion of one-side of the street, the sidewalk requirement shall be applied to the entire length of proposed roadway out to the nearest intersecting roadway of equal or higher classification.
- E. Sidewalk shall be constructed per Section 8.01, 8.03, and 8.04.
- F. All pedestrian crossings on internal commercial access roads shall be designed and constructed as speed tables which provide an elevated crossing for pedestrians.
 - a. Speed tables shall be treated with colored concrete, pavers or other visual cues to the presence of the table and crosswalk.
 - b. If for any reason, a speed table is permitted to be asphalt, it shall be marked per MUTCD standard, Option B, for markings in both directions on both sides of the table.
- G. Industrial/Limited Commercial Access roads shall be constructed with at least one sidewalk, regardless of driveway locations.
- H. Amenity zones, per Section 8.10, are required between the curb and sidewalk on Industrial/Limited Commercial Access roads.
- I. Industrial/Limited Commercial Access roads intersecting with boulevards, arterials, or neighborhood connection roads shall be 32 feet wide for the first 150 feet. Total improvement and right-of-way widths shall be adjusted accordingly.
- J. Commercial/Major Multi-family Access roads intersecting with arterials may be required to provide 32 feet of pavement width for the first 150 feet as determined by the City. Total improvement and right-of-way widths shall be adjusted accordingly.
- K. Vehicle travel ways shall not be built within 5 feet of a property line unless otherwise approved by the City Manager.
- L. Roadway striping shall be clearly shown on the project construction drawings and shall be reviewed by the City prior to construction of the roadway improvements. Striping shall be designed to maximize traffic calming opportunities while maintaining on-street parking to the maximum extent feasible.
- M. Parking restrictions shall be consistent with Table 6.2 except where otherwise directed by the City. Where parking restrictions are required, the applicant shall furnish and install "no parking" signs in compliance with MUTCD.
- N. See Section 9 for pavement design and material requirements.

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Table 6.2: Commercial Access Roads

Road Type	Industrial / Limited Commercial Access	Commercial / Major Multi-Family Access	Minor Multi-Family Access
General Description	Providing access to businesses which generally do not require interaction with the general public; roadway design driven primarily by delivery or commercial/ industrial vehicle types	Providing access for all modes or transportation directly to businesses or larger multi-family housing which include multiple buildings, usually on multiple side of the proposed roadway.	Generally providing access to a fixed number of lots; adjacent property owners are typically the primary users.
Public or Private	Public or Private	Public or Private	Private
General Thresholds⁴	Limited driveways and pedestrian access needs.	Public businesses along roadway or larger multi-family project/site with pedestrian access to building typically needed on more than one side	Single multi-family project/site; pedestrian access to building typically limited to one side
Design Speed¹	30 mph	25 mph	15 mph
Maximum Grade	15%	15%	15%
Minimum Pavement Width (Curb to Curb)	30 feet ²	24 feet ²	20 feet
Total Improvement Width (Back of walk to back of walk)	41 feet ²	35 feet ²	26 feet
Total Right-of-Way Width	46 feet ² (may be reduced to 42' when not adjacent to property line)	36 feet ²	31 feet (may be reduced to 26' when not adjacent to property line)
Sidewalk Requirement	One-side (generally on opposite side of primary driveways)	Each side with proposed lots/structures (one side minimum)	One side (same side as building/structure)
Minimum Sidewalk Width	6 feet	5 feet	5 feet
Amenity Zone Requirement	One side (same side as sidewalk)	None	None
Minimum Amenity Zone Width	4 feet	N/A	N/A
Curb Type	Vertical	Vertical	Vertical or Rolled
Striping³	Per City direction (additional traffic control measures may be required)	Per City direction (additional traffic control measures may be required)	Per applicant design
Parking Restrictions⁴	None	One side	Both Sides
Typical Lane Width⁴	10 feet	10 feet	N/A

1 The design speeds listed are a basis for determining geometric elements and does not imply posted or legally permissible speed.

2 Additional roadway width may be required near intersections with boulevards, arterials, or neighborhood connection roads per Sections 6.05.I & 6.05.J.

3 Striping shall be as directed by the City in compliance with Section 6.05.L.

4 Parking restrictions are general recommendation subject to City review; signage is required in compliance with Section 6.05.M

6.06 Stopping Site Distance

- A. Stopping Sight Distance (SSD) is the sum of two distances: the distance traveled during perception and reaction time and the distance required to stop the vehicle. The perception and reaction time used in design is 2.5 seconds. The stopping sight distance is calculated using a constant deceleration rate of 11.2 feet/second².
- B. When calculating stopping sight distance, use $h_1 = 3.50$ feet and $h_2 = 0.50$ foot. Available stopping sight distance is calculated for a passenger car using an eye height of 3.50 feet and an object height of 0.50 foot. Although AASHTO allows a 2-foot object height, a 0.50-foot object height is used because objects with a height between 0.5-foot and 2 feet may be perceived as hazards that would likely result in an erratic maneuver.
- C. The grade of the roadway has an effect on the vehicle's stopping sight distance. The stopping distance is increased on downgrades and decreased on upgrades. When evaluating sight distance with a changing grade, use the grade for which the longest sight distance is needed. Road grades other than those shown in Table 6.3 must be interpolated.
- D. Sag vertical curves on residential or commercial streets that do not meet the minimum SSD may be approved by the City Manager if no practical design exists and if acceptable illumination is provided throughout the curve and is maintained by a franchised utility. Illumination shall be per Section 8.11.

Table 6.3: Stopping Site Distances

Minimum Site Distance Required (ft)							
DESIGN SPEED (MPH)	No Slope	3% Down	6% Down	9% Down	3% Up	6% Up	9% Up
55	495	520	553	594	470	450	433
50	425	446	474	507	405	388	375
45	360	378	400	427	344	331	320
40	305	315	333	354	289	278	269
35	250	257	271	287	237	229	222
30	200	205	215	227	200	184	179
25	150	158	165	173	147	143	140

6.07 Entering Site Distance (ESD)

- A. Specific ESD values for required design speeds are listed in Table 6.4
- B. Entering vehicle eye height is 3.5 feet, measured 10 feet back from edge of traveled way and ten feet back from face of curb on urban roadways. Approaching vehicle height is 4.25 feet.
- C. Requirements in this section and Table 6.4 apply to an intersection or driveway approach to a typical road under average conditions. In difficult topography the City Manager may authorize a reduction in the ESD based on factors mitigating the hazard. Such factors may include an anticipated posted or average running speed less than the design speed or the provision of acceleration lanes and/or a median space allowing an intermediate stop by an approaching vehicle making a left turn.
- D. Where a significant number of trucks will be using the approach road, the City Manager may increase

the entering sight distance requirements by up to 30 percent for single-unit trucks and 70 percent for semi-trailer combinations.

Table 6.4: Entering Site Distances

Design Speed (mph)	30	35	40	45	50	55	60
Entering Sight Distance (Ft.) ^{1 2 3}	335	390	445	500	555	610	665

¹ Entering sight distance shown is for a stopped passenger vehicle to turn left onto a two-lane arterial with no median and grades 3 percent or less. For other conditions the time gap should be adjusted and required sight distance recalculated. (See 2001 AASHTO – Intersection Control section).

² For multilane roadways: For left turns onto two-way arterials with more than two lanes, add 0.5 seconds for passenger cars or 0.7 seconds for trucks for each additional lane from the left, in excess of one, to be crossed by the turning vehicle.

³ For minor and approach grades: If the approach grade is an upgrade that exceeds 3 percent; add 0.2 seconds for each percent grade for left turns.

6.08 Horizontal Curve Criteria

- A. The minimum centerline radius on non-arterial streets shall be as shown in Tables 6.5
- B. Super-elevation is not required in the design of horizontal curves on residential access streets.
- C. Should the re-design of an existing arterial or construction of a new arterial be needed, the horizontal curvature shall be design by the project engineer in accordance with current AASHTO Standards.

Table 6.5: Minimum Radius Design Values

Design Speed (mph)	25	30	35
Minimum Radius (Ft.)	180	300	460

6.09 Vertical Alignment

- A. Maximum roadway grades on all streets shall not exceed 15% maximum.
- B. Maximum roadway grade may be exceeded for short distances of 300 feet or less, upon showing that no practical alternative exists. Grades greater than 15 percent that exceed the 300-foot distance must be approved by the City Manager through the road variance process. Additionally, the maximum grade shall not exceed 15 percent unless verification is obtained from the Fire Marshal that additional fire protection requirements will be met and the applicant's engineer must demonstrate what method will be used to ensure drainage will be controlled. Grades exceeding 12 percent shall be paved with hot mix asphalt (HMA) or portland cement concrete (PCC) as determined by the City Engineer.
- C. Grade transitions shall be constructed as smooth vertical curves, without angle points, except in intersections where the difference in grade is one percent or less and upon approval of the City Manager.

6.10 Street Ends

Any street, public or private, which extends more than 150 feet from the centerline of the accessing street to farthest extent of surfaced traveled way requires an approved turnaround.

- A. Hammerheads: A hammerhead turn around may be used to satisfy the turnaround requirements for private streets only.
 - 1. Final hammerhead dimensions and layout shall require Fire Marshal approval.
 - 2. The minimum inside radius shall be 20 feet.
 - 3. Each leg of the hammerhead shall be a minimum length of 24 feet, measured from the intersection of the centerlines for each leg.
- B. Permanent Cul-de-sac Bulbs: A cul-de-sac bulb is the required turn-around type for any public roadway and shall be constructed as follows:
 - 1. Minimum right-of-way diameter across bulb section: 100 feet in a permanent cul-de-sac; right-of-way may be reduced, provided utilities and necessary drainage are accommodated on permanent easements within the development.
 - 2. Minimum diameter of surfacing or pavement across bulb: 80 feet of paving.
 - 3. The City may require an emergency vehicle access and/or an off-street walkway to connect a cul-de-sac at its terminus with other streets, parks, schools, bus stops, or other pedestrian traffic generators.
 - 4. The City may require signage to be installed within the bulb to restrict parking and maintain emergency access.
 - 5. The maximum cross slope in a bulb shall not exceed 6 percent in any direction.
- C. Temporary Cul-de-sac Bulbs: If a street temporarily terminates at a property boundary, serves or will serve more than four (4) lots, and is longer than 150 feet, a temporary bulb shall be constructed near the development boundary.
 - 1. A temporary public easement shall be provided for the bulb area lying outside the typical right-of-way.
 - i. Temporary cul-de-sac easements shall be extinguished once the proposed street extension is constructed and approved by the City.
 - ii. The applicant /developer will be responsible for preparing the necessary documentation to extinguish the easement.
 - 2. The paved bulb shall be 80 feet in diameter with sidewalks terminated at the point where the bulb radius begins.
 - 3. Removal of the temporary constructed cul-de-sac, restoration of landscaping, and construction of the extension of the sidewalk shall be the responsibility of the applicant/developer who extends the road.
 - 4.
- D. Cul-de-sac Islands: A cul-de-sac island will not be permitted unless it is included as a flow control BMP, LID feature, or other surface storm water facility which will be maintained as a storm water facility by the City or a homeowners association. If an island is proposed, the full limits of the paved cul-de-sac bulb shall be sloped toward the island and all runoff shall enter to island area without the need for additional storm drain inlets within the paved limits.

6.11 Traffic Calming Devices

Wherever necessary for the safe operations of multi-modal transportation, or to address existing or anticipated speed concerns as determined by the City Manager, the City may request that the applicant include traffic calming measures on newly constructed or altered roadways.

- A. **Speed Humps:** May be required where there are concerns of speeding.
1. Speed humps shall generally be designed, constructed, and marked/painted per Figure 6-001 in Appendix B
 2. Considerations for drainage shall be applied where proposed speed humps obstruct the existing or natural flow of surface water.
 3. Speed humps which cross an existing or proposed walkway shall be modified to maintain a pedestrian pathway which is ADA compliant.
 4. Speed humps which cross an existing or proposed bicycle lane shall be modified to provide appropriate consideration for bicyclists.
 5. Speed *bumps*, identified as those devices with widths along the direction of travel of between 1 and 3 feet, are not permitted unless written justification for their use due to site restrictions is provided to the City and is approved by the City Manager.
- B. **Chicanes:** May be required where there are concerns of speeding and/or as part of an alternative roadway design. They may also be requested at or near pedestrian crossings to improve pedestrian safety.
1. Chicanes shall be uniquely designed for each site to address emergency access concerns and shall be approved by the Fire Marshal prior to construction of the improvements.
 2. Considerations for drainage shall be applied where proposed chicanes obstruct the existing or natural flow of surface water.
 3. Chicanes which cross an existing or proposed walkway shall be modified to maintain a pedestrian pathway which is ADA compliant.
 4. Chicanes which cross an existing or proposed bicycle lane shall be modified to provide appropriate consideration for bicyclists.
- C. **Traffic Circles:** Or mini-roundabouts may be required where traffic impacts are determined to negatively affect an intersection or where existing sub-standard intersections will be subject to an increase in traffic. The impacts evaluated for implementation of traffic circles may exceed the typical *Level of Service* evaluation and shall include safe movements for all users of the intersection including pedestrians, bicyclist, personal vehicles, anticipated transit vehicles, anticipated freight vehicles, and emergency services vehicles.
1. Traffic circle shall be uniquely designed for each site but shall generally follow the guidelines of the *WSDOT Design Manual* Chapter 1320.
- D. **Speed Tables:** Or raised crosswalks may be required in priority pedestrian areas or where an elevated level of pedestrian safety is desired. In some unique cases, the City may request that an entire intersection be raised; the raised intersection shall generally be designed with the same guidelines.
1. Speed tables are required on all pedestrian crossings on all internal commercial access roads.
 2. Speed tables shall generally be designed and constructed per Figure 6-002 in Appendix B
 3. Speed tables must be constructed of a material which is of different color and texture than the drive isle it crosses; if concrete is used on the top (flat) portion of the table, it must be stamped and/or textured with a pattern more distinguishable than standard brushing.
- E. **Additional Pedestrian Accommodations:** At mid-block crossings and at intersections which have been identified as priority pedestrian routes, the City may require additional pedestrian accommodations including, but not limited to, rectangular rapid-flashing beacons (RRFB), pedestrian refuge islands, and curb extension or pinch points.

1. When an RRFB is required, the system shall be solar power and shall flash in both directions of vehicle travel. The final system shall be approved by the City prior to installation.
2. When pedestrian refuge islands or curb extensions are required, areas which are not part of the pedestrian travel way shall be surfaced with stamped concrete using a stamp pattern approved by the City, unless an alternative solution, such as an agreed upon landscaping plan, is otherwise approved by the City Manager.

6.12 Alternative Road Design Guidelines

Where specific projects can be better served by alternative road design elements such as shared spaces, living streets/Woonerf, cycle tracks, green alleys, and parklets the applicant and City staff shall coordinate the alternative design elements to promote the use of such designs in a manner that adequately addresses the safety concerns of the City. Some basic guidelines for some alternative design types have been provided below but these guidelines do not provide all of the detail needed for full construction and implementation of such designs; the project engineer must provide a unique design for such roadway types. Generally, alternative roadway designs shall be privately maintained unless otherwise approved by the City Manager.

- A. **Living Streets:** The Living Street, shared-space roadway, or “woonerf” involves creating a street which is shared among pedestrians, bicyclists, and motor vehicles; pedestrians have priority over cars. The street is designed without a clear division between pedestrian and auto space (i.e., no continuous curb), so motorists are forced to slow down and travel with caution. The street is lined with street furniture (e.g., planters, street trees, benches), parking areas, and areas for social interaction to help reduce vehicles speeds but also to promote greater use of the shared space. The end result is a street which is a livable and attractive environment for a variety of activities.
 1. For streets which permit only one direction of travel, a minimum vehicle clearance of 10 feet shall be maintained, unless otherwise approved by the City Manager.
 2. For streets which allow two directions of travel, a minimum vehicle clearance of 16 feet shall be maintained, unless otherwise approved by the City Manager.
 3. The roadway must not include a continuous above grade curb.
 - i. Short curb sections may be used in association with the required physical features noted below.
 - ii. A sunken curb or other method of distinguishing the surfaces available to vehicle travel may be required to meet current ADA guidelines.
 4. The roadway must be paved with an alternative pavement type which differs in color and texture from the adjacent roadway and sidewalks; concrete, if proposed must be colored and stamped with a pattern more distinguishable than standard brushing. Pervious pavers are an acceptable alternative pavement type for such a use.
 5. Physical features such as street furniture, parking stalls, play areas, art, bike racks, and other constructed element shall be provided on alternating sides of the roadway so that the minimum vehicle clearance is not exceeded for more than 50 continuous feet, unless otherwise approved by the City Manager.
 - i. The required physical features shall create a shift in the vehicle clear area between 1/3 and 1/2 of the total vehicle clearance width, unless otherwise approved by the City Manager. (I.E. If a vehicle lane is 16' wide, the travel lane centerline must shift by 5.3' minimum and 8' maximum).

- ii. The required physical features, including parking stalls, shall be rotated in use so that the same physical feature is not provided in consecutive locations along the roadway, unless otherwise approved by the City Manager.
 - iii. Trees must be provided at minimum of 1/4 of the required roadside features.
6. The roadway must maintain a minimum "comfort zone" of 4 feet on each side. The comfort zone is the area beyond the limits of a straight line drawn along the outer limits of the vehicle path (farthest vehicle travel point on each side).
 7. The roadway must include a sign at each entrance to a public roadway which states that the roadway is a shared space or living street; the sign shall be approved by the City prior to installation.
 8. The roadway must include lighting features which are designed to provide a minimum of 1.5 foot-candles to all portions of the roadway and physical features with an average-to-minimum uniformity ratio of 3:1; the comfort zone need not be assessed for lighting.
 9. Where parking stalls are provided within a living street, they may be counted toward the required minimum parking per KMC 18.40, provided that turning movements into the public right-of-way are not required to enter/exist the stall.

Section 7: Intersection Design

The design criteria in this chapter apply to street intersections. Intersections, as applied in this chapter, shall not include individual residential driveways or joint-use driveways, but shall include all other roadway types, both public and private.

As much as possible, intersection design shall conform to the guidelines set forth in AASHTO Policy on Geometric Design. For state highways, refer to WSDOT design manual(s).

7.01 Alignment

The angle of an intersection of two streets or a driveway with a street shall be between 85° and 95° and must maintain this angle a minimum of 10 beyond the right of way or easement line, unless otherwise approved by the City Manager. Exceptions may be granted for driveways within the limits of a cul-de-sac bulb.

7.02 Spacing

Spacing between adjacent intersecting streets, whether crossing or T-connecting, shall be as shown in Table 7.1.

Table 7.1

When highest classification involved is:	Minimum centerline offset shall be:
Boulevard or Arterial	500 feet
Neighborhood Connection	300 feet
Urban Avenue	150 feet
Any lesser street classification	100 feet

7.03 Design Vehicles

- A. Intersections shall be designed to accommodate the design vehicle appropriate for the highest classified street forming the intersection.
- B. The intersection design shall accommodate the use of the roadway as a designated truck route, bus route, or school bus route, where appropriate.
- C. The minimum design vehicle is the SU-30, although use of larger design vehicles may be required depending on roadway classification, transit routes, and adjacent land use.
- D. All elements of the intersection shall be designed so the design vehicle will not encroach onto sidewalks, walkways, landscaped areas, or the opposing travel lane.
 1. Improvements associated with traffic calming devices or alternative roadway designs may be designed with mountable curbs provided that the area is not part of a pedestrian pathway and is a paved surface.
 2. Improvements associated with traffic calming devices or alternative roadway designs may be designed such that they result in temporary movements into the opposing traffic lane, provided that appropriate transitions and signage are provided.

7.04 Curb Radii

- A. Curb radii design must balance vehicle turning movements with pedestrian safety. Typically, it is appropriate to use the smallest turn radii possible that still accommodates the design vehicle.
- B. Curb radii are not required for individual driveways (commercial or residential), alleys, joint-use driveways, and private access streets.
- C. For design, round curb radii to the nearest five foot increment.
- D. Typical curb radii based on street classification are shown in Table 7.2. However, these values may be impacted by site conditions, including width of receiving lanes, on-street parking, and angle of intersecting roadways.
- E. A proposal for a curb radius design must be accompanied by supporting documentation for review and approval by the City.

Table 7.2

Street Classification (for highest street classification at intersection)	Radius (feet)
Boulevard or Neighborhood Connection to Boulevard or Neighborhood Connection	35
Boulevard or Neighborhood Connection to Local Street	25
Local Street to Local Street	20
Transit/Truck Route	30

7.05 Drainage

- A. An intersection shall be laid out and graded so that surface water drains and the intersection is safe and accessible for pedestrians and bicyclists.
- B. Drainage structures shall not be placed in an ADA ramp, landing, or crosswalk area.
- C. Drainage structures should be located outside the corner radii to the maximum extent feasible.
- D. Drainage structures should be placed at upstream side of existing or proposed curb return ramps to reduce runoff or ponding in the ADA pathway.
- E. All private roads shall collect onsite surface runoff prior to flowing across any public walkways and convey the runoff to the public drainage system without impacting the pedestrian travel way.

7.06 Intersection Grades

- A. On sloping approaches at an intersection, landings shall be provided with grade not to exceed one foot difference in elevation for a distance of 30 feet approaching an arterial or 20 feet approaching all other streets, measured from the edge of traveled way.

7.07 Pedestrian Treatments

- A. Accommodations for pedestrians shall be designed into all intersections. Pedestrian accommodations include sidewalks, crosswalks, pedestrian refuge islands, and pedestrian signals and signal buttons. All pedestrian accommodations must be designed to meet current ADA standards.

10/27/2015 DRAFT Version

- B. Vaults, covers, castings, or drainage grates shall not be placed within the crosswalk, or within curb ramps or landing areas.
 - 1. Where it is infeasible to relocate utility structures or lids outside of the pedestrian pathway, they must be treated with a slip-resistant material in compliance with current ADA regulations and guidance.
- C. Crosswalks shall be provided on all new stop-controlled intersections where the highest roadway classification exceeds a local access street. Crosswalk may be required on local access streets at the discretion of the City Manager. Where required, crosswalk markings shall comply with KCRS Figure 4-002 and Figure 4-003
- D. Curb ramps shall be provided per Section 8.05
- E. When street paving or re-surfacing impacts the accessible route through the intersection, including crosswalks and legal crossing locations, the intersection must be retrofitted or upgraded to meet the current ADA standard; retrofits and upgrades may be required on all curb ramps, landings, pedestrian signals, and pedestrian push buttons associated with the impacted accessible route.

7.08 Sight Distance Triangle

- A. For the intersection of a driveway with a public street, a sight distance triangle for a site access point shall be determined by measuring 15 feet along the edge of travel way and 15 feet along the edges of the driveway beginning at the respective points of intersection. The third side of each triangle shall be a line connecting the end points of the first two sides of each triangle.
- B. Where pedestrian facilities, including walk able shoulders, exist at an intersection of a driveway with the public street, a sight distance triangle for a site access point shall be determined by measuring 15 feet along the back edge of the walkway and 15 feet along the edges of the driveway beginning at the respective points of intersection. The third side of each triangle shall be a line connecting the end points of the first two sides of each triangle.

7.09 Bicycle Accommodations

All intersection shall be designed to accommodate bicycle facilities to the maximum extent feasible.

- A. Bicycle lanes shall be clearly distinguished with striping and signage as needed to safely move vehicles and bikes through any given intersection allowing proper consideration for merging traffic and the addition of lanes, or lane transitions, required for turning movements through the intersection.
- B. Bicycle boxes shall be provided at all signalized intersections unless otherwise approved by the City Manager. Bicycle boxes, where required, shall be filled with green surface painting unless otherwise approved by the City Manager.

Section 8: Roadside Features

8.01 Sidewalks

- A. Sidewalk shall be constructed in the location and at the width identified in Section 6. Sidewalk width dimensions shall be exclusive of, and in addition to, any portion of the curb and gutter, pedestrian curbing, fencing, and/or fall protection measures.
- B. Sidewalk shall be constructed with Portland cement concrete surfacing.
 - 1. Permeable cement concrete pavement may be used where soil conditions are favorable, subject to approval by the City Manager.
- C. Sidewalks shall be constructed adjacent to the required amenity zone, between the amenity zone and the limits of right-of-way. Where an amenity zone is not provided or required, sidewalk shall be constructed next to the curb or parking strip unless otherwise approved by the City Manager.
- D. Extended off-street walkways may be required by the City Manager to provide direct connections to existing pedestrian facilities or along Safe Routes to School as identified by City or school district.
- E. Sidewalk adjacent to retaining walls above the sidewalk elevation shall be 1 foot wider than the minimum width listed in Section 6 unless otherwise approved by the City Manager.
- F. All utility lids within the sidewalk surface shall comply with current ADA vertical discontinuity standards and shall be coated with a slip resistant coating compliant with current ADA standards.
- G. No fixed object may be placed within the sidewalk, including utility poles and poles bases, which restrict the sidewalk width to less than 4 feet minimum.

8.02 Curb & Gutters

- A. Vertical curb and gutter shall be used on all new or widened public roads.
- B. Rolled curb is only permitted where it replaces or matches existing conditions, is used as part of a traffic calming device, or is used as part of an alternative roadway design. Except for cases which are solely replacement of existing curb, the use of rolled curb must be approved by the City Manager.
- C. Extruded curb is not allowed in public right-of-way, unless it is otherwise approved by the City Manager.

8.03 Construction of Curbs, Gutters, and Sidewalks

- A. Sub-grade compaction for curbs, gutters, and sidewalks shall meet a minimum 95 percent of maximum density. A minimum 4-inch section of crushed surfacing is required below the curb, gutter and sidewalk.
- B. Concrete for curbs, gutters, and sidewalks shall be Class 4000, furnished and placed in accordance with WSDOT/APWA Standard Specifications, Sections 6-02, 8-04, and 8-14. Cold and hot weather precautions as set forth in WSDOT/APWA Standard Specifications Sections 5-05.3(14) and 6-02.3(6)A shall apply.
- C. Sidewalks shall be constructed of concrete with a minimum 5-inch thickness.
- D. Sidewalk shall be constructed in compliance with current ADA standards.
- E. Concrete sidewalks shall be cured for at least 72 hours. Curing shall be by means of moist burlap or quilted blankets or other approved methods. During this curing period, all traffic, both pedestrian and vehicular, shall be excluded.
- F. Curb shall be constructed per KCRS Figure 3-002 and Section 9.02

- G. Joints shall be spaced at ten (10) foot intervals and in accordance with KCRS Figure 3-001.
- H. Transitions between curbs with sidewalks to shoulder roadway sections shall meet the following requirements unless otherwise approved by the City Manager:
 - 1. At intersections, curb wraps shall extend around the entire radius and curb ramp(s) shall be provided at the terminus corner.
 - 2. For straight connections or mid-block transitions, a temporary concrete ramp, compliant with ADA standards shall be provided.
 - i. KCRS Figure 3-014 may serve as a general guideline for construction of the ramp, but may be subject to revisions of the ADA requirements.
 - ii. An ADA compliant detectable warning surface is required at the bottom of the ramp.
 - iii. Where the bottom of the ramp lies outside the limits of existing pavement, a minimum 4 foot by 4 foot asphalt landing shall be provide which does not exceed 2% maximum slope in any direction and the entire distance between the landing and existing edge of pavement shall be paved.

8.04 Expansion Joints and Sidewalk Finishing

- A. An expansion joint consisting of 3/8 inch or 1/4 inch of pre-molded joint material shall be placed full depth around fire hydrants, poles, posts, and utility castings and along walls or structures in paved areas. Joint material shall conform to the requirements of ASTM D994 (AASHTO M33). See KCRS Figure 3-001.
- B. An expansion joint consisting of 3/8 inch or 1/4 inch of pre-molded joint material shall be placed in the upper two inches of curbs and sidewalks at 10-foot intervals and at sides of drainage inlets. When curbs and/or sidewalks are placed by slip forming, a pre-molded strip up of 1/2 inch thick expansion joint, with a 2 inch to full depth section as described above.
- C. Expansion joints in sidewalk shall be located so as to match the joints in the curb whether sidewalk is adjacent to curb or separated by planting strip.
- D. Interface between curb and adjacent sidewalk on integral pour construction shall be formed with 1- inch radius edging tool. On separate pour construction an expansion joint consisting of 3/8 inch or 1/4 inch of pre-molded joint material shall be placed full depth between the curb or thickened edge and the adjacent sidewalk.
- E. Unless otherwise specified in Section 2.06, sidewalk finishing shall be trowelled smooth with a steel trowel. Before jointing or edging, the surface of the walk shall be lightly brushed in a transverse direction (perpendicular to roadway) with a soft brush. Tool marks consisting of 1 inch V-grooves must be made in the sidewalk at five-foot intervals, intermediate to the expansion joints.

8.05 Curb Ramps

- A. On all curbed streets, ramped sections to facilitate passage of disabled persons shall be constructed through curb and sidewalk at street intersections, other crosswalk locations, or anywhere a raised pedestrian facility begins or terminates.
- B. In general, when a feature in the right-of-way is altered, the requirements for new construction must be applied to the maximum extent feasible within the scope or boundary of the project that has been planned.
- C. Overlays and most surface treatments which impact the crosswalk or pedestrian pathway between

existing curb ramps are considered alterations of the right-of-way and require upgrading ADA facilities to current standards.

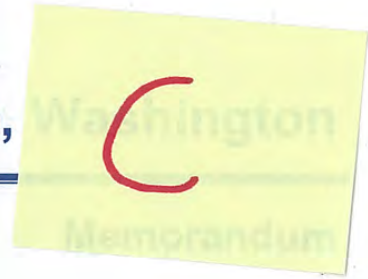
- D. All proposed, altered, or constructed ramps shall meet all current ADA standards to the maximum extent feasible. Where all elements of the ADA requirements cannot be met, the project engineer shall provide Maximum Extent Feasible (MEF) documentation. MEF documentation must:
 - 1. Identify any portion of all ramps associated with the project which are not fully compliant, and
 - 2. Provide justification for why those elements cannot be designed or constructed to be fully compliant, and
 - 3. Include a stamp and signature from the licensed engineer responsible for the documentation, and
 - 4. Be approved by the City's Public Work Director prior to final construction approval or release of any performance agreements.
- E. The curb ramp details provided in Appendix B are intended as general guidance; errors or omissions in the detail drawing do not excuse the applicant from having to fully comply with the ADA standards. In the case that ADA standards are updated and the details no longer represent the current ADA standard or interpretations, the detail shall be considered void and shall not be referenced in plans or construction documents.
- F. Each proposed curb ramp shall be specifically detailed on the construction drawings with unique site elevations based on the proposed design and shall provide spot elevations at all significant grade breaks including, but not limited to, all corners of the required landings, the top and bottom of ramp, and gutter slope.
- G. Where a ramp is constructed on one side of the street and a sidewalk or raised pedestrian facility exists on the opposite side of the street, a receiving ramp shall also be provided on the opposite side of the street. Where a raised pedestrian facility does not exist on the opposite side, a second ramp is not required.
- H. Two ramps shall be provided per curb return, to the maximum extent feasible.
- I. Curb ramps shall be positioned so that a ramp opening is situated within the marked crosswalk, or crossing area if unmarked. See Section 7.07 for additional direction.
- J. The ramps shall have detectable warnings surfaces consisting of raised truncated domes and a contrasting surface across the entire opening of the ramp. The surface shall extend joint to joint across the opening and shall remain within 2-inch of the back of curb at all points.
- K. Directional ramps shall not be permitted unless used as temporary ramps at the end of frontage improvements which are located outside the limits of an intersection, or as otherwise approved by the City Manager.

8.06 Concrete Steps and Barrier-Free Access Ramps

- A. Steps shall only be used where an acceptable alternative access is available for barrier-free access, and there is a need for a separate stairway. Where used, concrete steps shall be approved by the City Manager and constructed in accordance with KCRS Figure 5-007 or other design acceptable to the City Manager and consistent with the WSDOT/APWA Standard Specifications.
- B. Ramps used to provide barrier-free access shall have a maximum slope of 12:1 with a maximum rise of 30 inches between landings. Landings shall be a minimum of 5-feet by 5-feet.
- C. Handrails, whether for steps or other applications, shall be provided consistent with KCRS Figure 5-007



City Of Kenmore,



Date: October 26, 2015

From: Zack Richardson, P.E.; City of Kenmore, Capital Project Manager

Subject: 2016 Road Standard Major Changes Summary (Agenda Bill Exhibit C)

The following is intended to be a general summary of the major changes proposed in the draft *2016 City of Kenmore Road Standards* which have a potential to impact development, or the cost of development, within the City of Kenmore.

1. Frontage improvements now required for 2-lot short plats and new single family homes. (Section 1.06)
2. Frontage improvement now required across full-width of flags lots. (Section 1.06)
3. Language added to require additional right of way for roads and/or walkways to be extended to adjacent undeveloped parcels. (Section 1.06.F)
4. Language added to require additional walkways when better pedestrian connections can be provided by off-street walkways. (Section 1.06.G & 1.06.H)
5. Formalizes an option for a 'fee-in-lieu' of frontage improvements subject to approval of the City Manager; fees paid under this option will fund the City's sidewalk program at the rates outline within the current sidewalk program. (Section 1.07)
6. Added language requiring "Maximum Extent Feasible" (MEF) documentation for newly constructed non-compliant ramps and features; this update is needed to remain consistent with current ADA regulations. (Section 1.07.C.3)
7. Added language to encourage Low Impact Development (LID) and to allow for variances when barriers to LID implementation are found to exist. (Section 2.01)
8. Added language to clarify requirements for city acceptance of improvements and/or easements to be maintained by the City. (Section 2.02)
9. Added language requiring utility undergrounding for buildings constructed with zero-foot setback or which leave no area for pole placement except for in the pedestrian pathway. (Section 2.05.C)
10. Created new section and map defining specialized downtown improvements and where they are to be applied; improvements include various combinations of utility undergrounding, 8' minimum sidewalk, 2'x2' scoring of sidewalk, banner brackets, flower basket arms, specialized pedestrian lighting, specialized street lighting, street trees, irrigation, and electrical receptacles in tree wells. (Section 2.06 & Figure 2.1)
11. Added a pavement cut moratorium which restricts cuts on roads which have been surfaced (poured, overlays, slurry sealed, etc) within 5 year; cuts, when permitted on such roadway, will require a full-width overlay. (Section 2.08)

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City Of Kenmore, Washington

Memorandum

12. Added section to encourage alternative roadway designs (living streets, parklets, etc) on a case-by-case basis. (Section 3.03)
13. Added new section to more clearly defining substantial construction approval which is required prior to recording a plat or receiving a certificate of occupancy for commercial and multi-family projects. (Section 4.03)
14. Added new section to more clearly defining final construction approval which is required prior to permit close out and release of performance agreements and bonds. (Section 4.04)
15. Added new section to require a pedestrian circulation plan for construction which impacts existing pedestrian pathways. (Section 4.09.D)
16. Added new section to require a bicycle circulation plan for construction which impacts existing bikeways. (Section 4.09.E)
17. Private access tracts for residential lots reduced to serve 4 lots maximum, versus 6 previously. (Section 5.03.D)
18. Private access tract pavement width reduced from 22' to 20'; easement width requirements updated accordingly. (Section 5.03.D)
19. Language added to permit hammerhead type turnarounds on private access tracts, subject to Fire Marshall approval. (Section 5.03.D)
20. Joint-use driveway (2-lots max) pavement width reduced from 18' to 14'; easement width requirements updated accordingly. (Section 5.03.E)
21. Standard driveway type revised to details which maintain a level pedestrian walkway; eliminates ramps up and down at each driveway. (Section 5.04)
22. Language added to require driveways to be surfaced with pavement or gravel; reduces tracking of dirt, mud, and sediments onto public roads from private driveways. (Section 5.04)
23. Incorporates street and driveway setbacks previously located in KMC 12.50. (Section 5.04)
24. Added language to prohibit driveway and private road runoff from flowing across public sidewalks. (Section 5.03 & 5.04)
25. Language added to clarify how access road requirements should be applied to town home projects. (Section 6.02.E)
26. New road-specific sections for all arterials (now referred to as boulevard, neighborhood connections, and urban avenues); new sections include direction for lane widths, parking, and bicycle facilities (Section 6.03 & Figures 1-13 in Appendix A).
27. Sidewalk requirement revised to be required on any side which will have lots/homes/businesses accessing that side of the roadway for all residential access roadway types and commercial/major multi-family access roads; previously some roadways types only required sidewalk on one-side. (Section 6.04)
28. Amenity zones are now required between the back of curb and sidewalk on all public residential roadway types and industrial/limited access commercial roads; amenity zones will be 4' minimum width. (Section 6.04 & 8.10)

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29. Residential & commercial roadway and right-of-way widths revised; generally reduced (Section 6.04, 6.05, Table 6.1, & Table 6.2; tables copied below for reference).

Table 6.1: Residential Access Roads

Road Type	Collector	Local Access	Private Access
General Description	Providing access to a large number of lots and/or multiple developments; adjacent property owners may not be the primary users.	Generally providing access to a fixed number of lots; adjacent property owners are typically the primary users.	Generally providing access to a fixed number of lots; adjacent property owners are typically the primary users.
Public or Private	Public	Public	Private
Number of Lots/ Dwelling Units	Over 50	50 Maximum	4 Maximum
Design Speed¹	35 mph	25 mph	15 mph
Maximum Grade	15%	15%	15%
Minimum Pavement Width (Curb to Curb)	28 feet ²	20 feet	18 feet
Total Improvement Width (Back of walk to back of walk)	47 feet ²	39 feet	18 feet
Total Right-of-Way Width	48 feet ²	40 feet	24 feet (may be reduced to 20' when not adjacent to property line)
Sidewalk Requirement	Both Sides	Each side with proposed lots/structures (one side minimum)	None
Minimum Sidewalk Width	5 feet	5 feet	N/A
Amenity Zone Requirement	Both Sides	Any side with a sidewalk	None
Minimum Amenity Zone Width	4 feet	4 feet	N/A
Min. Half-street Pavement Width³	20 feet	20 feet	N/A (Full section required)
Min. Half-street ROW Width³	35 feet	35 feet	N/A (Full section required)
Curb Type	Vertical	Vertical	As needed for drainage
Striping⁴	Fog lines (only)	None	None
Parking Restrictions⁵	One side	One side	Both Sides
Typical Lane Width⁴	10 feet	10 feet	N/A

1 The design speeds listed are a basis for determining geometric elements and does not imply posted or legally permissible speed.

2 Additional roadway width is required near intersections with boulevards, arterials, or neighborhood connection roads per Section 6.04.J.

3 Minimum half-street improvements, or minimum required improvements, are only permitted per Section 6.04-H.

4 Striping shall be as directed by the City in compliance with Section 6.04.L.

5 Parking restrictions are general recommendation subject to City review; signage is required in compliance with Section 6.04.M

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Memorandum

Table 6.2: Commercial Access Roads

Road Type	Industrial / Limited Commercial Access	Commercial / Major Multi-Family Access	Minor Multi-Family Access
General Description	Providing access to businesses which generally do not require interaction with the general public; roadway design driven primarily by delivery or commercial/industrial vehicle types	Providing access for all modes or transportation directly to businesses or larger multi-family housing which include multiple buildings, usually on multiple side of the proposed roadway.	Generally providing access to a fixed number of lots; adjacent property owners are typically the primary users.
Public or Private	Public or Private	Public or Private	Private
General Thresholds⁴	Limited driveways and pedestrian access needs.	Public businesses along roadway or larger multi-family project/site with pedestrian access to building typically needed on more than one side	Single multi-family project/site; pedestrian access to building typically limited to one side
Design Speed¹	30 mph	25 mph	15 mph
Maximum Grade	15%	15%	15%
Minimum Pavement Width (Curb to Curb)	30 feet ²	24 feet ²	20 feet
Total Improvement Width (Back of walk to back of walk)	41 feet ²	35 feet ²	26 feet
Total Right-of-Way Width	46 feet ² (may be reduced to 42' when not adjacent to property line)	36 feet ²	31 feet (may be reduced to 26' when not adjacent to property line)
Sidewalk Requirement	One side (generally on opposite side of primary driveways)	Each side with proposed lots/structures (one side minimum)	One side (same side as building/structure)
Minimum Sidewalk Width	6 feet	5 feet	5 feet
Amenity Zone Requirement	One side (same side as sidewalk)	None	None
Minimum Amenity Zone Width	4 feet	N/A	N/A
Curb Type	Vertical	Vertical	Vertical or Rolled
Striping³	Per City direction (additional traffic control measures may be required)	Per City direction (additional traffic control measures may be required)	Per applicant design
Parking Restrictions⁴	None	One side	Both Sides
Typical Lane Width⁴	10 feet	10 feet	N/A

¹ The design speeds listed are a basis for determining geometric elements and does not imply posted or legally permissible speed.

² Additional roadway width may be required near intersections with boulevards, arterials, or neighborhood connection roads per Sections 6.05.I & 6.05.J.

³ Striping shall be as directed by the City in compliance with Section 6.05.L.

⁴ Parking restrictions are general recommendation subject to City review; signage is required in compliance with Section 6.05.M

30. Language added to require all pedestrian crossings on internal commercial/multi-family roads to be raised speed tables; improves pedestrian safety. (Section 6.05.F)
31. Language added to prohibit cul-de-sac center islands unless part of a storm water treatment facility or LID design feature. (Section 6.10.D)
32. New section added to describe several traffic calming measures and provide flexibility in requiring traffic control on a case-by-case basis. (Section 6.11)

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Memorandum

33. New section added to encourage and provide basic guidance for the use of alternative roadway designs, such as a Woonerf or living street. (Section 6.12)
34. Added language to the site distance triangle requirement to be applied to the back of walkway, rather than edge of travel way, when a pedestrian facility is provided. (Section 7.08.B)
35. New section added to require consideration of bicycles in design and require bike boxes at new signalized intersections. (Section 7.09)
36. Permeable concrete permitted on public sidewalk per design provided by project engineer; previously only permitted on private roads. (Section 8.01.B)
37. Added language to require an additional 1' of sidewalk or 'shy distance' when a retaining wall is built above and adjacent to the sidewalk. (Section 8.01.E)
38. New rolled curb prohibited; only permitted when matching an existing rolled curb. (Section 8.02)
39. Added language to require temporary ADA ramps at sidewalk ends to be concrete ramps with detectable warning surfaces (ie. yellow bumps); previously permitted to be asphalt and without warning surface. (Section 8.03.H)
40. Curb ramp section expanded to be consistent with current ADA regulations. (Section 8.05)
41. New section added to provide direction for providing bicycle facilities; minimum bike lane width set to 5'. (Section 8.08)
42. New section add to establish a clear zone of fixed object setback requirement; fixed object setback on SR-522 to be consistent with WSDOT standards and 2' from face of curb in other locations. (Section 8.09)
43. New section added to provide direction for amenity zone design and construction; minimum width of 4'.
44. Added language to require all new lighting to be LED. (Section 8.11.B)
45. Added language to require the use of a City preferred street light style; use of other products would be subject to City Manager approval. (Section 8.11.I)
46. Language added to require mailboxes in the downtown area to be within or behind the building; eliminates curb front mailboxes in downtown and preserves pedestrian pathways. (Section 8.13.F)
47. New section added to provide more stringent consideration of vertical drops within or adjacent to the right of way; requires pedestrian curb next to vertical drops under 18" and hand rail or fence for vertical drops over 18". (Section 8.16)
48. New language added to formalize the acceptance of porous pavements on private roads. (Section 9.01)
49. Added language to incorporate the overlay requirements previously listed in KCM 12.50 and to provide additional direction for drainage consideration during overlays. (Section 9.05)
50. Added language to prohibit filling of roadside ditches unless needed for driveway or public walkway improvements; formalizes current practices of Public Works Department. (Section 10.02)

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51. Added language providing direction for structural design of drainage structures beneath travel ways; loading requirement consistent with largest vehicle of local Fire Department which exceeds typical vehicle loading requirement. (Section 10.07)
52. Asphalt repair requirements revised for cuts in existing roadways; perpendicular cuts on one side only are permitted to patch in place, cuts parallel to the roadway on only one side require a half-width overlay, any cuts impacting 2-sides of the roadway require a full-width overlay. (Section 11.03)

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

Subject/Topic: West Sammamish River Bridge Architectural and Artistic Elements Discussion

For Council Meeting Agenda of: November 9, 2015

Department: Public Works/Engineering

Prepared by: John Vicente, P.E.

Proposed Council Action/Motion:
No Action required at this time

Initial & Date
 Approved by Department Head: KHO 10/27/15
 Approved by City Attorney: NA
 Approved by Finance Director: Joe 10/29/15
 Approved by City Manager: [Signature]

Exhibits/Attachments:

Exhibit A: Bridges Toured

Exhibit B: Viewer's Perspective

Expenditure Required NA

Amount Budgeted NA

Appropriation Required NA

INFORMATION/BACKGROUND:

On April 13, 2015, Council approved the Contract with Jacobs Engineering to begin design on the West Sammamish River Bridge. Jacobs has started the design on the bridge and we are in the process of determining what features to incorporate into the bridge design.

On October 17, a tour of local bridges was conducted with City Council and City staff. The tour's objective was to give Council the opportunity to look at different types of architectural features incorporated into existing bridges and to begin a dialogue as to what exactly we are looking for in the new West Sammamish River bridge.

The bridges toured (see Exhibit A) were:

- Interurban Trail pedestrian bridges located at Aurora Avenue North and N 155th Street in the City of Shoreline
- NE 90th Street Bridge (over the Sammamish River) in the City of Redmond
- York Road/NE 116th St Bridge (over the Sammamish River) in the City of Redmond

At the November 9th Council meeting, staff would like to receive comments from Council on the architectural and/or artistic elements they would like to see incorporated into the bridge design. We will discuss the different view/use aspects of the bridge (see Exhibit B) and what areas we should be looking at to provide a great experience. Information from this meeting will be used to create drawings of the bridge. These drawings will be presented to Council in early 2016. At that time, staff would like to receive input as to the public process for selecting the final bridge design.

EXHIBIT A
BRIDGES TOURED



Figure 1. Aurora Avenue N Bridge, Shoreline



Figure 2. N 155th St Bridge, Shoreline



Figure 3. NE 190th St Bridge, Redmond



Figure 4. York St Bridge, Redmond

EXHIBIT B
VIEWER'S PERSPECTIVE



Figure 5. Shoreline View



Figure 6. Boater's View



Figure 7. Pedestrian View Looking South



Figure 8. Pedestrian View Looking West



Figure 9. Driver's View Looking South



Figure 10. Driver's View Looking North