

City of Kenmore



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

Planning Commission Meeting

ON-SITE

January 17, 2023 - 7 PM

In addition, we try to provide access to the meeting virtually:

ZOOM LINK:

<https://kenmorewa.gov.zoom.us/j/86042944111>

Or Telephone: Dial US:

+12532158782,,86042944111#

Callers please dial *9 to Raise/Lower Hand

Webinar ID: 860 4294 4111

Technical Difficulties - If the virtual component of the meeting disconnects, and we cannot resolve technical difficulties to reconnect the virtual component, the in-person meeting will continue at City Hall if there is a quorum of the body to conduct business.

1. CALL TO ORDER

2. INTRODUCTION OF NEW COMMISSIONER

3. PUBLIC COMMENTS

This is an opportunity to express your views on issues that are important to you and to the community. Please email comments to Rita Moreno at rmoreno@kenmorewa.gov by 5:00 p.m. on Tuesday, January 17, 2023. All comments received will be forwarded to the Planning Commission for consideration. In a hybrid meeting, we will hear from our onsite guests first, followed by our virtual guests. You also may use the "raise hand" feature in Zoom during the Public Comment portion of the meeting or call in at the number listed above. A 3-minute comment limit applies.

4. APPROVAL OF MINUTES

[November 1, 2022 Planning Commission Meeting Minutes](#)

5. ELECTION OF OFFICERS

6. AGENDA ITEMS

Comprehensive Plan Update: Transportation Element (continued)

[Staff Memo](#)

[Attachment 1 Draft Capital Facilities Plan](#)

[Attachment 2 Appendix D-4 DRAFT](#)

[Attachment 3 Kenmore Appendix D5 DRAFT](#)

Comprehensive Plan Update: Public Services Element (introduction)

[Staff Memo](#)

[Attachment 1 - Draft Public Services Element](#)

7. ADJOURNMENT

8. UPCOMING MEETINGS:
February 7, 2023, 7:00 p.m.

**City of Kenmore
Planning Commission Meeting
November 1, 2022, @ 7:00 p.m.**

Planning Commission Members – In Attendance (the meeting was held onsite and virtually using the Zoom online platform)

Dwight Thompson, Chair
Mike Vanderlinde, Vice Chair
Tracy Banaszynski
Nathan Loutsis
Christiana Matthews
Derek Wyckoff

Staff

Debbie Bent, Community Development Director
Lauri Anderson, Principal Planner
John Vicente, City Engineer/Engineering Director
Alex Atchison, Parametrix
Rachel Durham, Parametrix
Rita Moreno, Administrative Assistant/ Recreation Coordinator
Brian Randall, Accountant

1. CALL TO ORDER

The meeting was called to order by Chair Thompson at 7:00 p.m.

2. PUBLIC COMMENTS

John Hendrickson – Spoke on the 2023 Missing Middle zoning efforts. Would like to know how the approach to this project will be different than in the past. Also spoke on claims of racism in Kenmore and how to make Kenmore more welcoming to all.

Dakota Rash – Thanked the Commission for proposing Missing Middle housing. Also spoke on the moratorium on 80th and Swamp Creek and developing near transit. Would like to see the city carefully think about how it develops in the future. Would like to see future development take nature into consideration.

Chris Olson – Would like to see the Commission add language to reduce the maximum impervious area on parcels that are adjacent to wetlands. Also spoke

on the level of service for cars and how that can have a negative impact on urban centers when it is used to define the municipal urban growth area.

3. APPROVAL OF MINUTES

The October 18, 2022, meeting minutes were approved by unanimous consent with an amendment.

4. AGENDA ITEMS

Transportation Element Update

Alex Atchison, Parametrix gave a presentation on the Transportation Element Update. Covered revisions that were made since the September 6 meeting. Commissioners discussed the updates and had questions on the presentation. Some of the questions were:

- Pedestrian Facilities Plan and the proposed sidewalk improvements. The Pedestrian Facilities plan does not include all projects
- Clarification on the location of the lower Swamp Creek bridge replacement
- Low level of LOS for the Kenmore countywide growth designations
- T 1.5.4 – asked about the 6-year timeline for private development
- Is the Swamp Creek wetland part of Swamp Creek Park
- Is it possible to add “equitable” to the language in goal 3
- T 10 – how are the 6- and 20-year project lists determined and are they listed in priority order

Next steps and public involvement were also discussed: January 17, Capital Facilities Plan review, February 21, Public Hearing, online open house and drop-ins in January.

Transit-Oriented Development (TOD) Regulations

Staff gave a summary of the October 18 public hearing on the preliminary TOD code amendments and a summary of all public input received, with staff responses. Commissioners discussed the summary and had questions on the 3 amendments:

- 85-foot height limit--sticking with 65' rather than going to 85' Downtown
- Prohibiting drive-throughs in the Urban Corridor area
- Revising parking standards for staff and visitors of senior housing projects

A motion was made by Commissioner Vanderlinde and seconded by Commissioner Matthews to approve the staff recommendations for the new amendments to the TOD regulations. Motion passed unanimously.

Commissioners continued the discussion with questions on

- Required parking minimums and maximums.
- Setbacks – existing developments
- Mixed use in the TOD—stimulating the commercial side
- Additional language on zoning--adding tiered language as an option
- TOD boundaries--would like to look at the boundaries again to allow more space for Swamp Creek and to build climate resiliency into the plan
- 3.65.040 multifamily tax exemption – how is it determined

A motion was made by Commissioner Vanderlinde and seconded by Chair Thompson to approve TOD regulations as amended to be forwarded to Council for action. Motion passed 5-1, with Commissioner Banaszynski voting “no.”

5. ADJOURNMENT

Chair Thompson adjourned the meeting at 9:31 PM

Planning Commission

Approved by Planning Commission on: _____



City Of Kenmore, Washington

Memorandum

Date: January 17, 2023
To: Planning Commission
From: John Vicente, P.E., P.M.P., City Engineer
Regarding: Capital Facilities Element – Transportation projects

At your January 17 meeting, the Planning Commission will review the projects proposed for inclusion in the Transportation section of the Comprehensive Plan Capital Facilities Element (Table CF-C, Transportation Capital Improvements) (see Attachment 1). These projects were presented at the November 1 meeting as part of the continued Transportation Element discussion, however, cost estimates for all projects had not yet been completed. The draft Capital Facilities Plan Table CF-C includes the estimated costs for all 6- and 20-year projects identified in the draft Transportation Element.

In addition to the revised draft Capital Facilities Plan Table CF-C, two new technical appendices are attached to this memo. Appendix D-4 (see Attachment 2) provides conceptual engineering drawings, cost estimates, and the cost estimating methodology for the projects included in the Transportation Element and draft Capital Facilities Plan Table CF-C. Appendix D-5 summarizes available grant funding sources that could be sought by the City to help provide funding for the capital projects.

Staff recommends the Planning Commission discuss the draft Capital Facilities Plan Table CF-C at the January 17 meeting and provide feedback to staff. Revisions will be incorporated into the draft Transportation Element and draft Capital Facilities Plan Table CF-C and presented for review and comment at the public hearing for the Transportation Element and Capital Facilities Plan on February 21.

Attachments

Attachment 1: Draft Capital Facilities Plan, Table CF-C, Transportation Capital Improvements

Attachment 2: Appendix D-4, Transportation Cost Estimates

Attachment 3: Appendix D-5, Transportation Project Funding Sources

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TABLE CF-C
TRANSPORTATION CAPITAL IMPROVEMENTS
CITY OF KENMORE
2024-2044

Projects	Total Cost (2022 \$)
SR 522 West B (West boundary to 61st Ave NE)	\$2,000,000
NE 181st St South Side (61st-63rd) Sidewalk	\$1,300,000
61st Ave NE Sidewalk Replacement (181st-62nd)	\$5,110,000
Lower Swamp Creek Bridge Replacement	\$3,100,000
Pavement Preservation Program	\$17,360,000
ADA Transition Plan Program	\$11,500,000
Pedestrian Facilities Plan Program (Sidewalk Program)	\$16,000,000
Lakepointe Development Mitigation	To be determined/Developer Funded
61st Ave NE/NE 193 rd St Intersection	\$2,200,000
73rd Ave NE/NE 192nd St Intersection	\$3,700,000
Nonmotorized crossing of SR 522	\$17,160,000
NE 181st Street/SR 522 East Connection	\$14,000,000
Total	\$93,430,000

Appendix D-4

Conceptual Design and Cost Estimates

Conceptual designs and cost estimates under development for the following projects:

- SR 522 West B
- NE 181st Street South Side (61st -63rd) Sidewalk
- 61st Avenue NE Sidewalk Replacement
- Lower Swamp Creek Bridge Replacement
- 61st Avenue NE/NE 193rd Street Intersection

Site specific project costs for programs can be found in:

- ADA Transition Plan
- Pedestrian Facilities Plan

BASIS OF ESTIMATE

Project Name	73rd Ave NE & NE 192nd St Intersection Improvements
Project Number	554-3744-004
Date Prepared	12/20/2022
Prepared by	Jenna Anderson, PE, and Edward Wang, EIT
Estimate Classification	Unclassified
Estimate Purpose	Long-term Planning for Transportation Element
Estimate ID (Version)	
Project Manager	McIntire, Alicia

Note that the accuracy of the associated cost estimate is dependent upon the various underlying assumptions, inclusions, and exclusions described herein. Actual project costs may differ and can be significantly affected by factors such as changes in the external environment, the manner in which the project is executed and controlled, and other factors that may impact the estimate basis or otherwise affect the project. Estimate accuracy ranges are only assessments based upon the cost estimating methods and data employed in preparing the estimate and are not a guarantee of actual project costs.

BASIS OF ESTIMATE

Project Name: **73rd Ave NE & NE 192nd St Intersection Improvements**

Project Number: **554-3744-004**

Date: 12/20/2022

1.0 Purpose

This project is located at the intersection of 73rd Avenue NE and NE 192nd Street in Kenmore. The project will replace the existing stop-controlled T intersection with a single-lane roundabout to improve safety and traffic flow for motorists, pedestrians, and cyclists.

This cost estimate is based on the attached conceptual design and is intended to provide planning guidance for the City.

2.0 Project Scope Definition

This project will include surveys, design, permitting, and construction of the roundabout and bicycle/pedestrian facilities as well as the removal of existing roadway facilities. The project scope includes the removal of existing stormwater facilities but does not include franchise utility relocations.

The scope includes realignment of existing driveway accesses as required.

Surveys will entail a review of existing data as well as collection of field data as necessary to complete design.

Design will entail advancing the conceptual design to a detailed final design, with reviews occurring at intermediate plan completion percentages.

3.0 Design Basis

The cross section for 73rd Avenue NE is in accordance with the City of Kenmore Engineering Department's *73rd Ave NE (181st St to 205th St) Cross Section* (Figure B-4) in the 2021 ROAD Standards document. The cross section for NE 192nd Street is in accordance with the City of Kenmore Engineering Department's *NE 192nd St Cross Section* (Figure B-8) specified in the 2021 ROAD Standards document. Both sections consist of a 6-foot sidewalk, 4-foot amenity strip, 6-inch curb, 5-foot bike lane, 2-foot bike lane buffer, and 10-foot travel lane on each side of the roadway.

The roundabout design adheres to the WSDOT Design Manual M 22-01, Chapter 1320 Roundabouts. The roundabout uses a 100-foot inscribed circle diameter (ICD) and provides a 17-foot wide circulating lane to allow 40-foot bus turning movements without use of a truck apron. A 10-foot wide truck apron is anticipated to accommodate larger truck movements. A 10-foot wide bicycle and pedestrian pathway is provided around the roundabout, with ramps to and from the bicycle lane on all approaches.

Six existing driveways entrances within the project area are reconstructed to meet the new roadway alignment.

The conceptual roundabout design ties into the existing roadway section as shown in Attachment A.

BASIS OF ESTIMATE

Project Name: **73rd Ave NE & NE 192nd St Intersection Improvements**

Project Number: **554-3744-004**

Date: 12/20/2022

4.0 Cost Basis

The unit costs are sourced from projects within the Puget Sound region that have been bid out between January 2021 and November 2022.

Escalation cost is assumed to be 4.4% per year from the current year, 2022, to the forecasted construction year of 2044.

The engineering design fees were increased to account for the complexities of roundabout design, assumed outreach to affected homeowners, and coordination with adjacent existing utilities, including the King County Brightwater lift station.

5.0 Allowances

The survey costs are calculated based on the length of the project, using an assumed hourly rate and productivity rate based on other projects estimated in 2021 and 2022. The estimate includes both field time and office time.

The estimated scope of proposed signage accounts for the following:

- W2-6 (circular intersection) and W16-17P (roundabout) signs, facing each approach
- R1-2 (yield) sign, facing each approach
- R6-1R (one way) and R6-4A (roundabout directional) signs, facing each approach
- W11-2 (pedestrian) and W16-7P (downward diagonal arrow right) signs, facing each roadway direction at each crosswalk
- D3-302 (roundabout street name) sign, at each roundabout exit

The proposed illumination system consists of six luminaires, two on each approach to the roundabout. This allows for a luminaire spacing of less than 200 feet on all approaches.

6.0 Exclusions

The scope of this estimate does not include franchise utility relocations, such as the King County Brightwater lift station. Franchise utilities within City right-of-way are to be relocated at the utility company's expense per city franchise agreements.

BASIS OF ESTIMATE

Project Name: **73rd Ave NE & NE 192nd St Intersection Improvements**

Project Number: **554-3744-004**

Date: 12/20/2022

7.0 Assumptions

The estimate makes the following construction assumptions:

- All crushed surfacing used beneath sidewalks and the roadway, as well as for trench backfill for the storm sewers, is assumed to be crushed surfacing base course (CSBC).
- Stormwater flow control and treatment are assumed to not be triggered by the project due to the amount of existing pollution generating impervious surface area.
- The existing retaining wall along the west side of 73rd Ave NE will be protected and maintained for continued use. The sidewalk will widen on the inside edge.

8.0 Risks (Threats and Opportunities)

This estimate was prepared without the use of detailed survey information, so utility locations, detailed topography, and other potential obstructions have not been precisely identified. There is potential for unforeseen survey details to add additional cost.

A King County Brightwater sewer lift station is located within the proposed roundabout footprint and may affect the design due to the difficulty of relocating or adjusting the lift station. Early coordination with King County will be critical when this project advances.

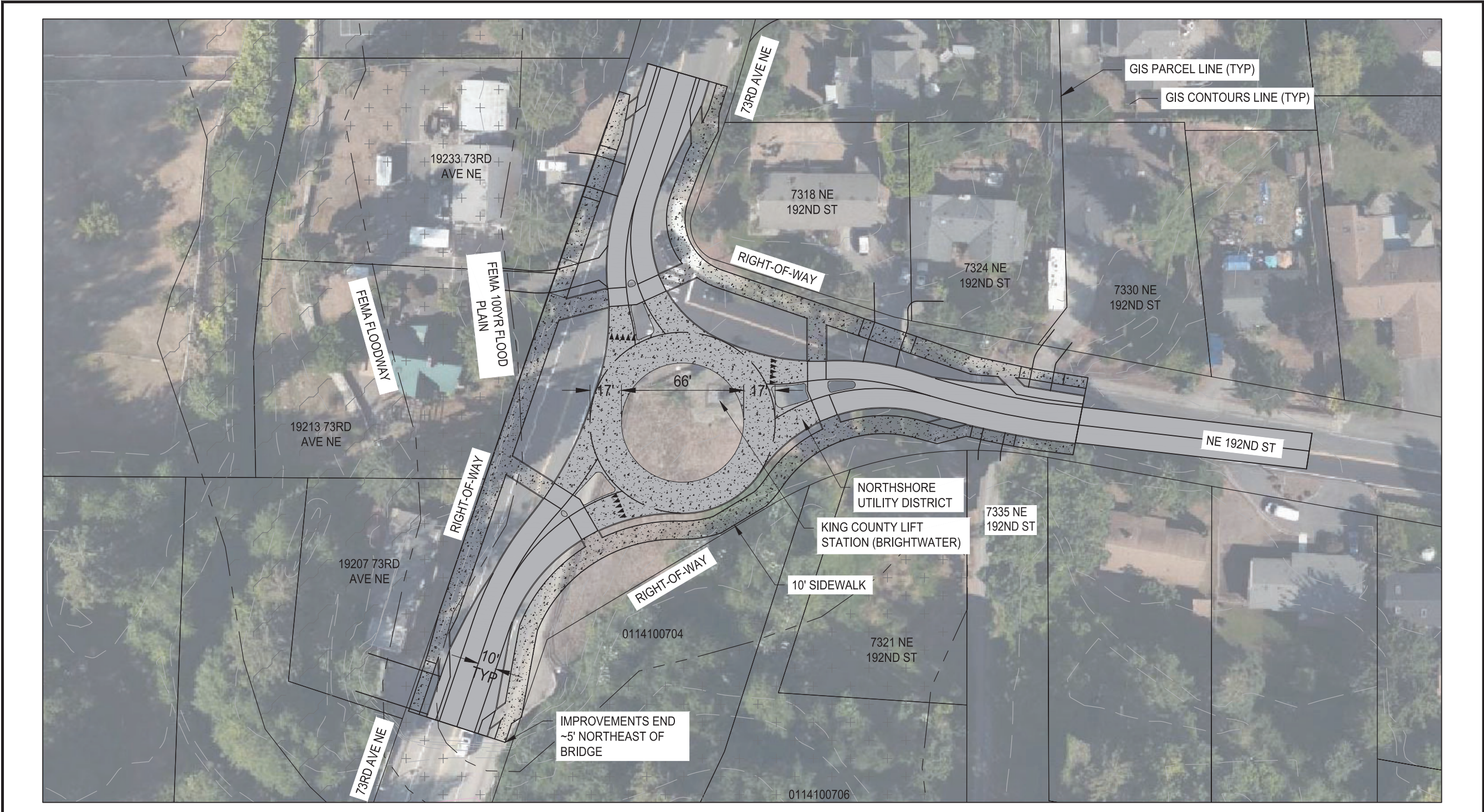
9.0 Contingency

The project includes a 30% allowance for indeterminates (AFI) based on the level of design applied to the subtotal of construction costs and a 30% project contingency applied to construction and non-construction costs. The AFI and contingency are intended to cover uncertainties and unforeseeable elements of cost within the defined project scope.

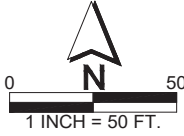
The 30% AFI was chosen in coordination with City of Kenmore staff due to the uncertainty of existing site conditions and the long-term nature of this estimate.

10.0 Attachments

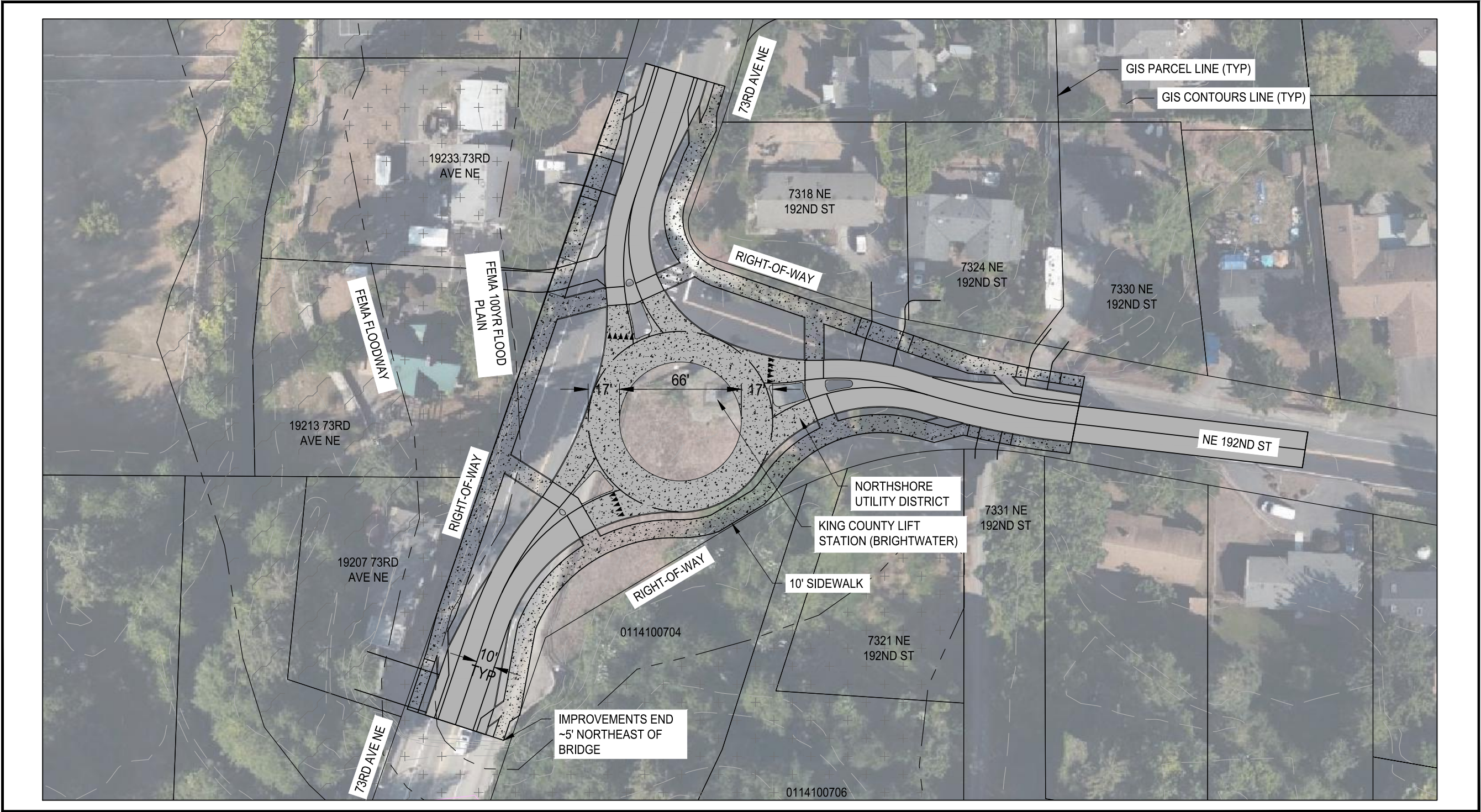
Attachment A: Kenmore 73rd/192nd Draft Conceptual Layout (October 20, 2022)



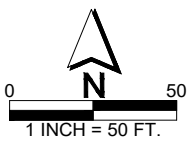
Parametrix DATE: October 20, 2022 FILE: ROUNDABOUTLAYOUT



Kenmore 73rd/192nd Draft
Conceptual Layout



Parametrix DATE: October 20, 2022 FILE: ROUNDABOUTLAYOUT



Kenmore 73rd/192nd Draft
Conceptual Layout

**73rd Ave NE & NE 192nd St Intersection Improvements
CITY OF KENMORE**

ENGINEER'S ESTIMATE - PLANNING LEVEL

AACE International Unclassified Estimate

PREPARED BY: Jenna Anderson, PE and Edward Wang, EIT

DATE: 12/15/2022

CHECKED BY: Cindy Clark, PE

DATE: 12/19/2022

NO.	ITEM	QUANT.	UNIT	UNIT COST	AMOUNT
1	ROADWAY SURVEY	1	LS	\$ 15,000	\$ 15,000
2	CLEARING AND GRUBBING	0.4	ACRE	\$ 25,000	\$ 10,000
3	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1	LS	\$ 5,000	\$ 5,000
4	REMOVAL OF STORM PIPE	1000	LF	\$ 12	\$ 12,000
5	REMOVAL OF DRAINAGE STRUCTURE	7	EACH	\$ 600	\$ 5,000
6	REMOVAL OF CEMENT CONC. SIDEWALKS	620	SY	\$ 30	\$ 19,000
7	REMOVAL OF ASPHALT CONC. PAVEMENT	2700	SY	\$ 57	\$ 154,000
8	REMOVAL OF CEMENT CONC. CURB	1000	LF	\$ 15	\$ 15,000
9	ROADWAY EXCAVATION INCL. HAUL	1000	CY	\$ 40	\$ 40,000
10	CATCH BASIN TYPE 1	12	EACH	\$ 2,500	\$ 30,000
11	STORM SEWER PIPE, 12 IN. DIAM.	1300	LF	\$ 55	\$ 72,000
12	CRUSHED SURFACING BASE COURSE	1000	TON	\$ 50	\$ 50,000
13	CRUSHED SURFACING TOP COURSE	0	TON	\$ -	\$ -
14	HMA CL 1/2 IN. PG 58H-22	700	TON	\$ 160	\$ 112,000
15	TEXTURED CONCRETE FOR TRUCK APRON	200	SY	\$ 200	\$ 40,000
16	CEMENT CONC. TRAFFIC CURB AND GUTTER	1200	LF	\$ 50	\$ 60,000
17	ROUNDABOUT TRUCK APRON CURB	210	LF	\$ 45	\$ 10,000
18	CEMENT CONC. TRAFFIC CURB	400	LF	\$ 45	\$ 18,000
19	CEMENT CONC. SIDEWALK	1300	SY	\$ 100	\$ 130,000
20	CEMENT CONC. CURB RAMP	15	EACH	\$ 4,000	\$ 60,000
21	PAVEMENT MARKINGS	1400	LF	\$ 10	\$ 14,000
22	DRIVEWAY ENTRANCE	300	SY	\$ 100	\$ 30,000
23	PERMANENT SIGNING	1	LS	\$ 9,000	\$ 9,000
24	RECTANGULAR RAPID FLASHING BEACON SYSTEM	0	EACH	\$ -	\$ -
25	ILLUMINATION SYSTEM, COMPLETE	1	LS	\$ 120,000	\$ 120,000
26	TRAFFIC SIGNAL SYSTEMS MODIFICATIONS	0	LS	\$ -	\$ -
27	GRAVEL BACKFILL FOR PIPE ZONE	300	CY	\$ 50	\$ 15,000
28	SELECT BORROW INCL. HAUL	1200	CY	\$ 90	\$ 108,000
29	EMBANKMENT COMPACTION	1200	CY	\$ 20	\$ 24,000
30	STREET TREE	28	EACH	\$ 500	\$ 14,000
31	SEEDING AND FERTILIZING	1200	SY	\$ 36	\$ 44,000
	Subtotal				\$ 1,235,000
	<i>Erosion Controls and Water Pollution Prevention</i>	5%			\$ 61,750
	<i>Temporary Traffic Controls</i>	12%			\$ 155,610
	<i>Mobilization</i>	10%			\$ 145,236
	<i>Allowance for Indeterminates</i>	30%			\$ 479,279
	CONSTRUCTION SUBTOTAL (ROUNDED)				\$2,080,000
	<i>Engineering Design Fees</i>	15%			\$ 312,000
	<i>Construction Administration Fees (\$50000 per month)</i>	5 MOS		\$ 50,000	\$ 250,000
	<i>Right of Way Cost</i>				\$ 13,000
	<i>City of Kenmore Staff Labor</i>	8%			\$ 166,400
	NON-CONSTRUCTION SUBTOTAL				\$741,400
	<i>Project Contingency</i>	30%			\$ 846,420
	YEAR 2022 PROJECT TOTAL (ROUNDED)				\$ 3,700,000
	<i>Year 2044 Escalation</i>	4.4%			\$ 6,270,000
	YEAR 2044 PROJECT TOTAL (ROUNDED)				\$ 9,970,000

ESCALATION FORECAST ASSUMPTION

CURRENT DATE 11/1/2022

FORECAST DATE 12/31/2044

BASIS OF ESTIMATE

Project Name	NE 181st Street/SR 522 East Connection
Project Number	554-3744-004
Date Prepared	12/1/2022
Prepared by	Jenna Anderson, PE, and Edward Wang
Estimate Classification	Unclassified
Estimate Purpose	Long-term Planning for Transportation Element
Estimate ID (Version)	
Project Manager	McIntire, Alicia

Note that the accuracy of the associated cost estimate is dependent upon the various underlying assumptions, inclusions, and exclusions described herein. Actual project costs may differ and can be significantly affected by factors such as changes in the external environment, the manner in which the project is executed and controlled, and other factors that may impact the estimate basis or otherwise affect the project. Estimate accuracy ranges are only assessments based upon the cost estimating methods and data employed in preparing the estimate and are not a guarantee of actual project costs.

BASIS OF ESTIMATE

Project Name: **NE 181st Street/SR 522 East Connection**

Project Number: **554-3744-004**

Date: 12/1/2022

1.0 Purpose

This project improves the portion of NE 181st Street east of 73rd Avenue NE and extends it eastward and southward to intersect with SR 522/NE Bothell Way at the 7700 block. This project will create a local street connection to serve existing development and future transit-oriented development north of SR 522/NE Bothell Way and east of 73rd Avenue NE.

This cost estimate is based on the attached conceptual design and is intended to provide planning guidance for the City.

2.0 Project Scope Definition

The project includes the survey, design, right-of-way acquisition, permitting, and construction of a roadway corridor according to City of Kenmore's local street standard section. The project scope does not include utility relocations or building demolition.

Surveys will entail a review of existing data as well as the collection of field data as necessary to complete design.

Design will entail advancing the conceptual design to a detailed final design, with reviews occurring at intermediate plan completion percentages.

3.0 Design Basis

The cross section of this roadway uses a standard City of Kenmore local street section based on the City's Road Standards Table 6.1, with the following elements:

- 6-foot sidewalk on both sides of the street
- 4-foot amenity strip on both sides of the street
- Curb and gutter on both sides of the street
- 20-foot roadway width, measured from curb to curb
- 46-foot total right-of-way width

The 4-foot amenity strip is narrowed or removed at a few locations along the Heron Rookery to prevent encroachment into the wetland and rookery while also providing space for turning vehicle movements.

The standard design speed of the segment is 25mph. There are four reduced-speed curves: two 15mph curves and two 10mph curves. The design vehicle is SU-30, and the horizontal curves are widened to allow two SU-30 vehicles to pass within the curve. Eight traffic-calming speed humps are included in the

BASIS OF ESTIMATE

Project Name: **NE 181st Street/SR 522 East Connection**

Project Number: **554-3744-004**

Date: 12/1/2022

estimate. These humps will be located on the approaches to the reduced-speed curves to ensure vehicles approach these curves at safe speeds.

No channelization changes are made at the intersection with 73rd Avenue NE, which remains one lane westbound and one lane eastbound. The intersection at SR 522/NE Bothell Way also matches the existing configuration, with one southbound right-turn lane and one southbound left-turn lane.

From Station 100+00 to 104+00, the proposed roadway alignment follows an existing roadway. In this segment, a 2-inch grind and overlay is assumed. For the remainder of the roadway, a full-depth reconstruction is assumed. This includes a 6-inch depth of hot mix asphalt for all roadways and 2 inches of crushed surfacing under all paved and sidewalk areas, per City of Kenmore Road Standards.

A new proposed storm drainage system meets the catch basin spacing, pipe diameter, pipe zone backfill, and trench backfill specifications in the City of Kenmore Road Standards.

Street trees are assumed to be placed at a 40-foot interval, on average, for the entire length of the corridor and on both sides of the street. The remainder of amenity strip will be seeded and fertilized. In accordance with Downtown Improvements Standard 4 in the City of Kenmore Road Standards Figure 2.2, the street trees will be equipped with irrigation and electrical receptacles. Street and pedestrian lighting will also be provided in accordance with Downtown Improvements Standard 4.

No driveways or intersections are included in the conceptual design because these are expected to be configured and provided by development activity.

4.0 Cost Basis

Unit costs are sourced from projects within the Puget Sound region that have been bid out between January 2021 and November 2022.

Escalation cost is assumed to be 4.4% per year from the current year, 2022, to the forecasted construction year of 2044.

5.0 Allowances

Survey costs are calculated based on the length of the project, using an assumed hourly rate and productivity rate based on other projects estimated in 2021 and 2022. The estimate includes both field time and office time.

The estimated traffic signal modifications at 73rd Avenue NE include the relocation of one junction box, the relocation of two pedestrian push button poles, and the installation of four new accessible pedestrian signals at the east leg of the intersection.

BASIS OF ESTIMATE

Project Name: **NE 181st Street/SR 522 East Connection**

Project Number: **554-3744-004**

Date: 12/1/2022

The estimated traffic signal modifications at SR 522/NE Bothell Way include a new or relocated signal pole and mast arm to accommodate the new southbound approach, which has been realigned to meet SR 522 at a right angle. This also includes relocating one pedestrian push button pole, one pedestrian signal pole, and new accessible pedestrian signals on the north side of the intersection.

The estimated scope of proposed signage accounts for:

- R2-1 (speed limit) signs, two in each direction
- W1-1a (combination turn/advisory speed) and W1-6 (single direction large arrow) facing each direction at each reduced speed curve
- W17-1 (speed hump) facing each direction at each speed hump

The proposed illumination system adheres to Downtown Street Lighting (2.08.F) and Downtown Pedestrian Lighting (2.08.H) standards per the City of Kenmore Road Standards. Spacing of luminaries is assumed to match existing spacing of approximately 150 feet on other streets in Downtown Kenmore.

6.0 Exclusions

The estimate excludes the following costs. The scope of these items is expected to be borne by redevelopment activity:

- Utility relocations
- Removal of structures, including buildings, retaining walls, and other obstructions

7.0 Assumptions

The estimate makes the following construction assumptions:

- Roadway fill sections can be filled using material excavated from cut sections of the roadway. The feasibility of this assumption will need verification by a geotechnical engineer.
- All crushed surfacing used beneath sidewalks and the roadway, as well as for trench backfill for the storm sewers, is assumed to be crushed surfacing base course (CSBC).
- Continuous centerline striping is assumed for the full length of the corridor.

It is assumed that portions of the roadway conflicting with existing structures will only be built either concurrently with redevelopment or after redevelopment occurs. This allows the removal of structures and obstructions to be borne by developers, as mentioned in the Exclusions section.

BASIS OF ESTIMATE

Project Name: **NE 181st Street/SR 522 East Connection**

Project Number: **554-3744-004**

Date: 12/1/2022

8.0 Risks (Threats and Opportunities)

This estimate was prepared without the use of detailed survey information, so utility locations, detailed topography, and other potential obstructions have not been precisely identified. There is potential for unforeseen survey details to add additional cost.

If the roadway excavation material is not suitable for fill, the borrowed material will need to be hauled in at additional cost.

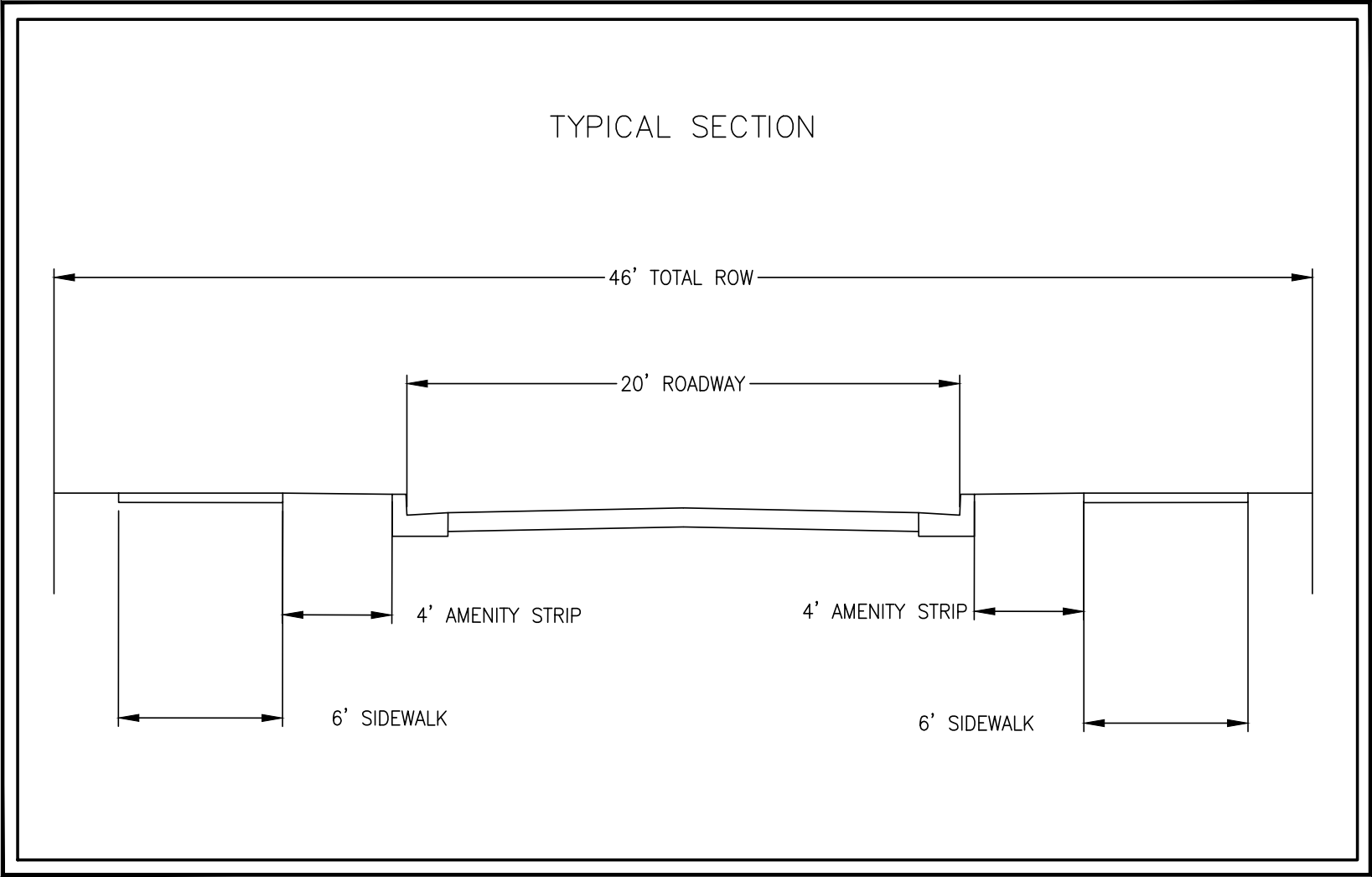
9.0 Contingency

The project includes a 30% allowance for indeterminates (AFI) based on the level of design applied to the subtotal of construction costs and a 30% project contingency applied to construction and non-construction costs. The AFI and contingency are intended to cover uncertainties and unforeseeable elements of cost within the defined project scope.

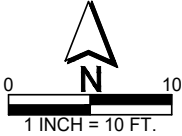
The 30% AFI was chosen in coordination with City of Kenmore staff due to the uncertainty of existing site conditions and the long-term nature of this estimate.

10.0 Attachments

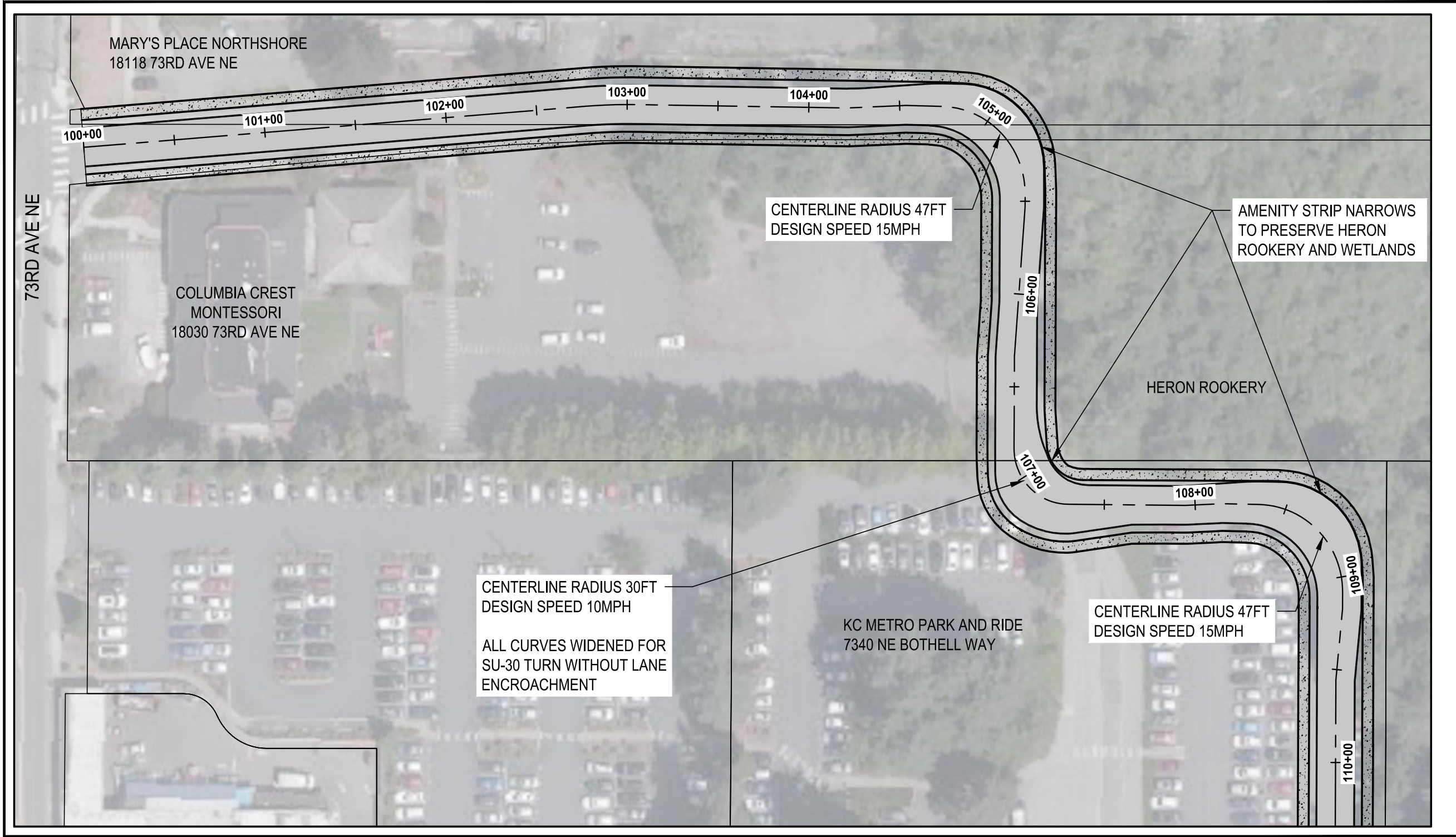
Attachment A: Kenmore NE 181st Street/SR 522 East Connection Draft Concept Plan Sheets
(October 19, 2022)



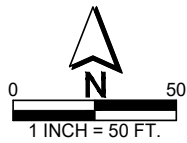
Parametrix DATE: October 19, 2022 FILE: ACCESSROAD_V3-FEATLINES



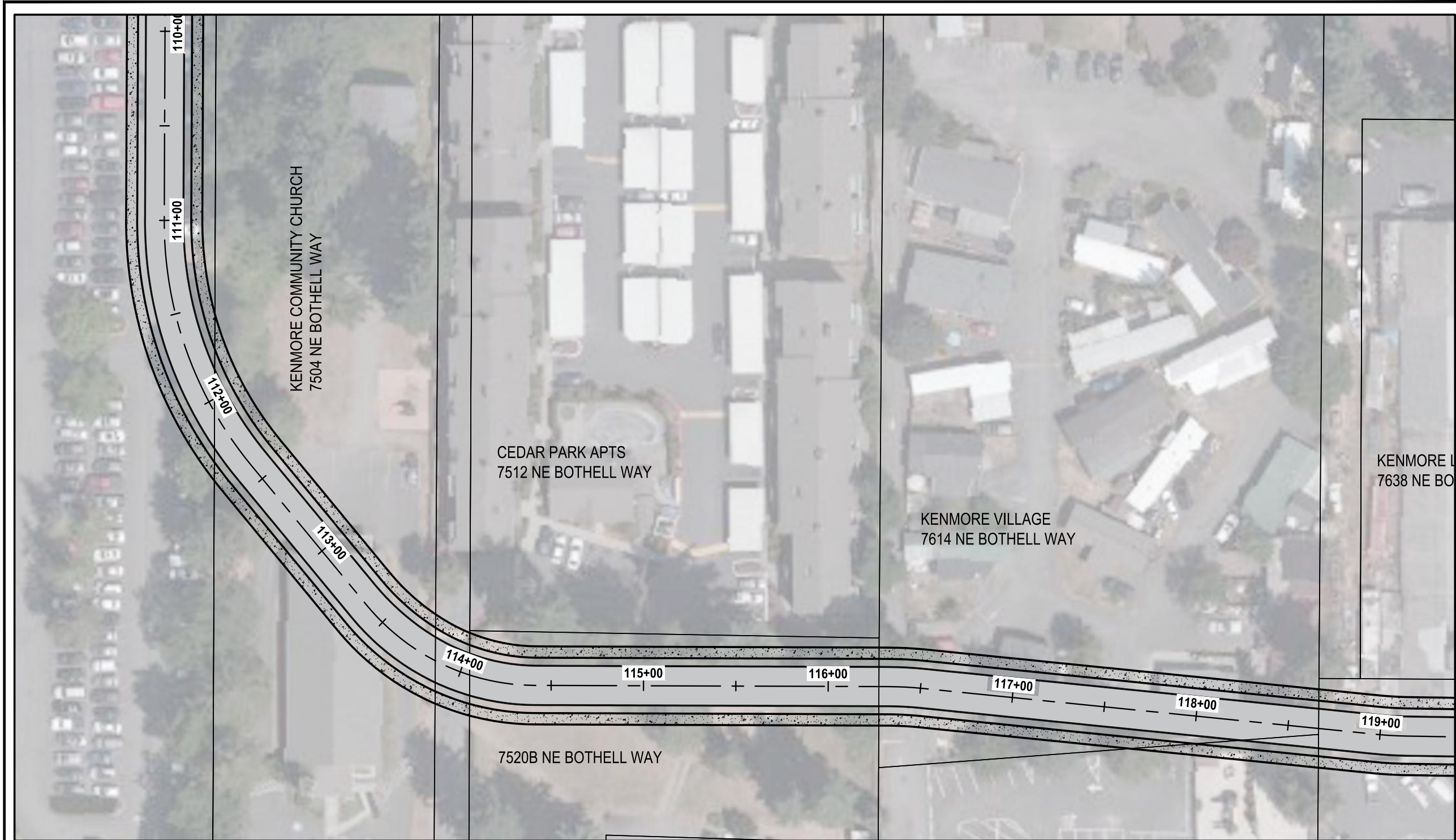
**Kenmore NE 181st Street/SR 522 East Connection
Draft Concept**



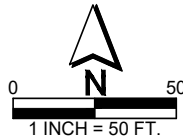
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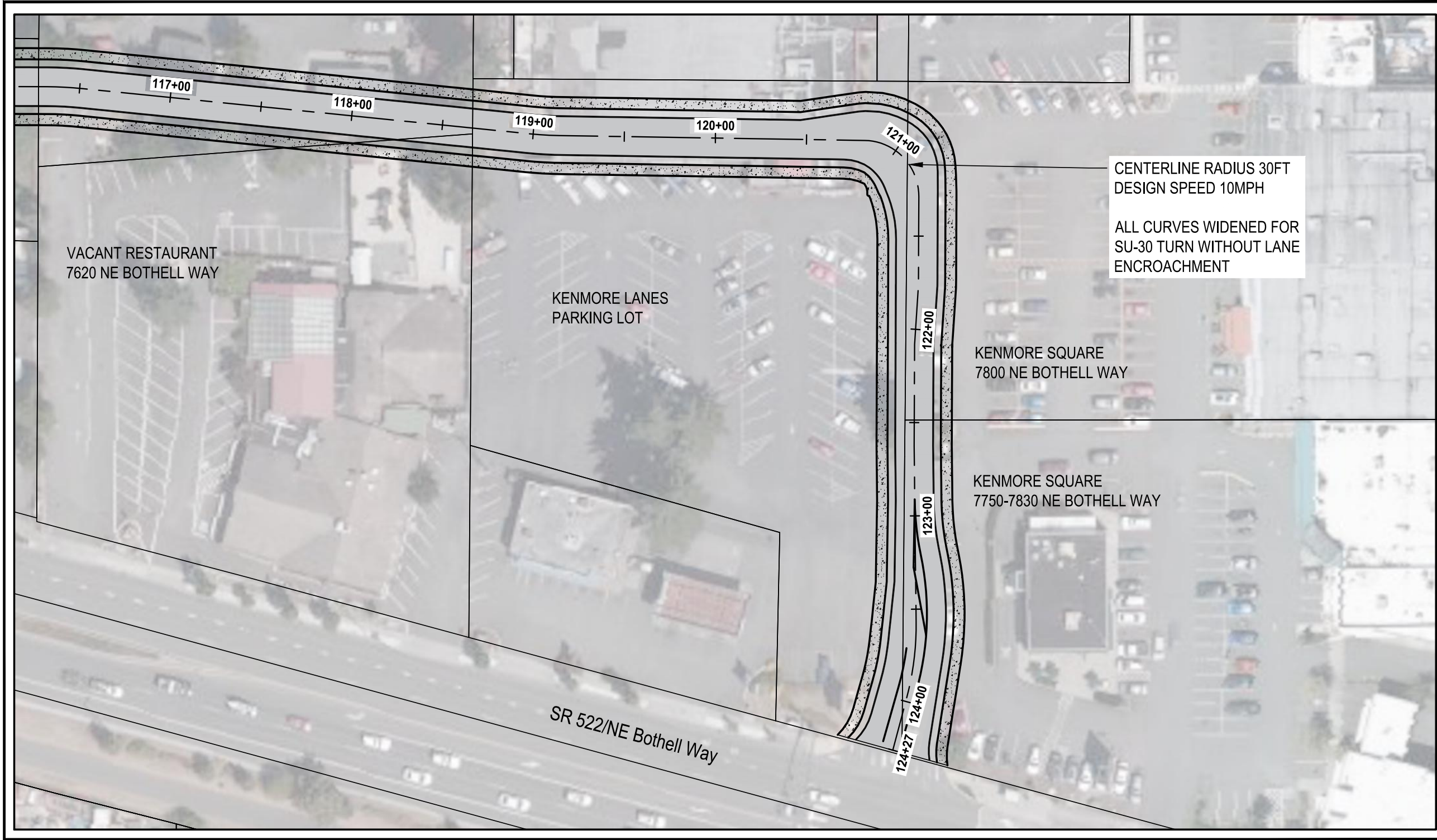
**Kenmore NE 181st Street/SR 522 East Connection
Draft Concept**



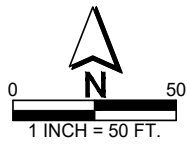
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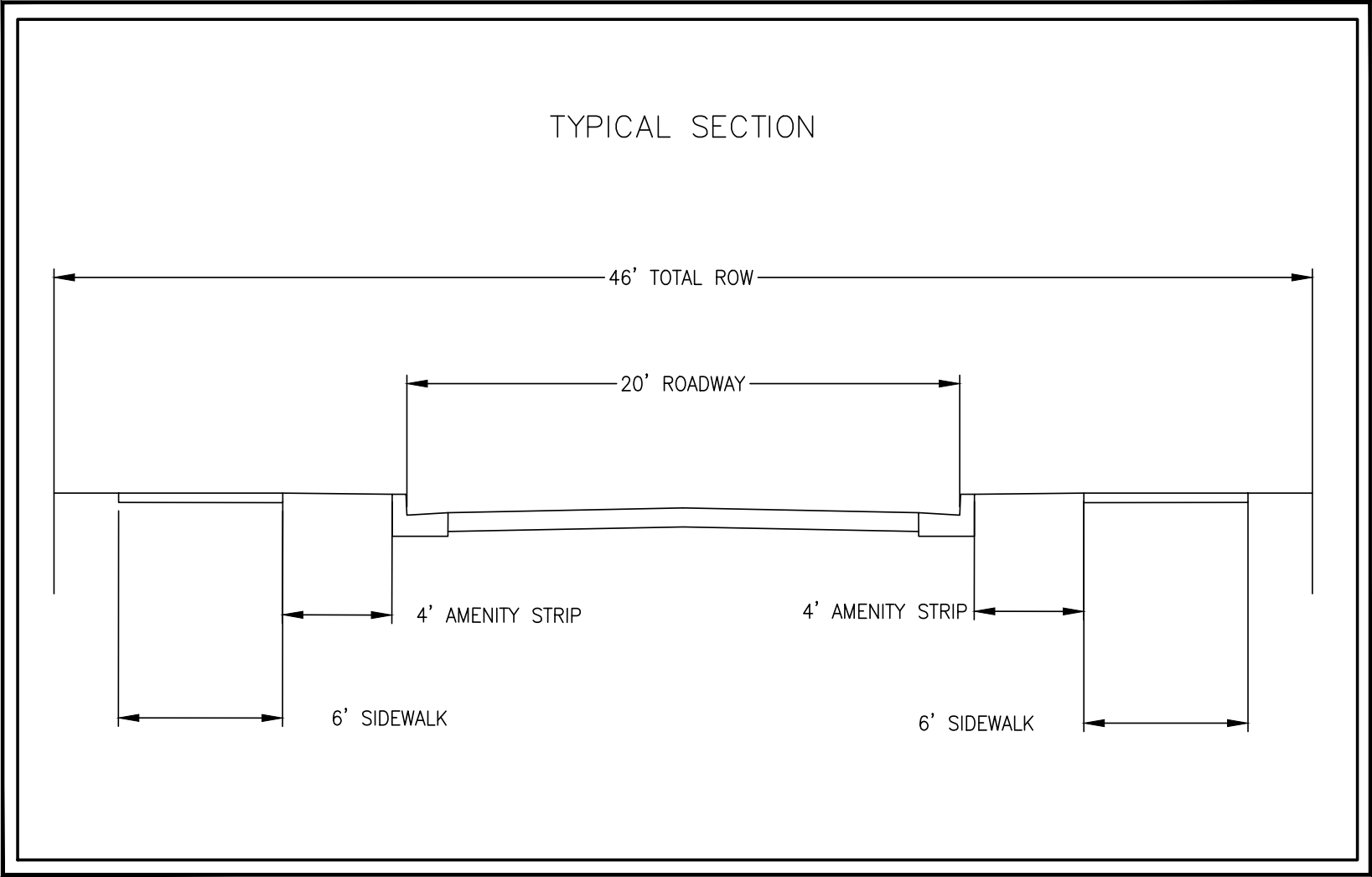
**Kenmore NE 181st Street/SR 522 East Connection
Draft Concept**



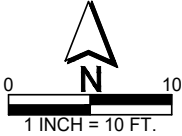
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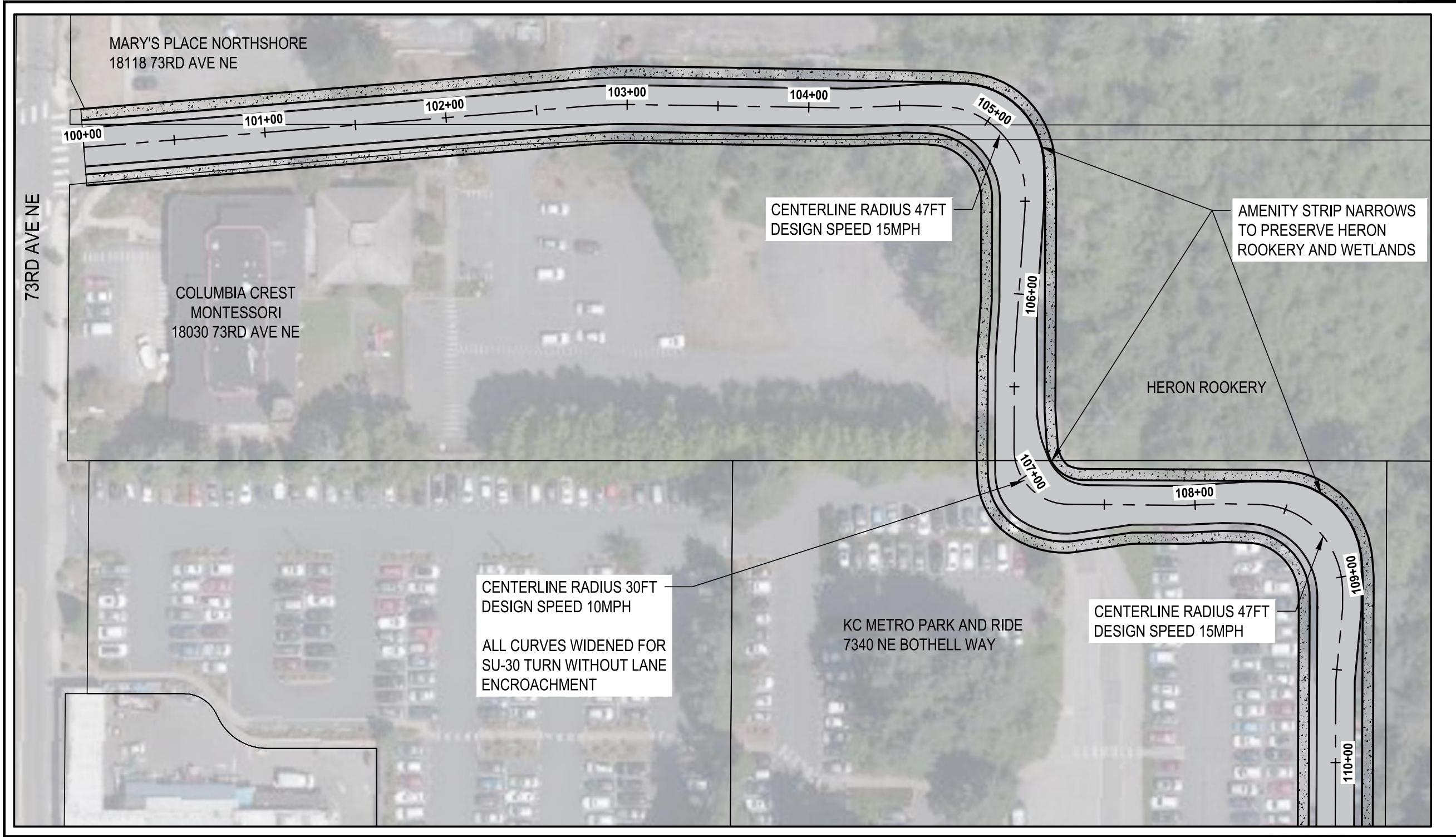
Kenmore NE 181st Street/SR 522 East Connection Draft Concept



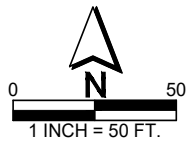
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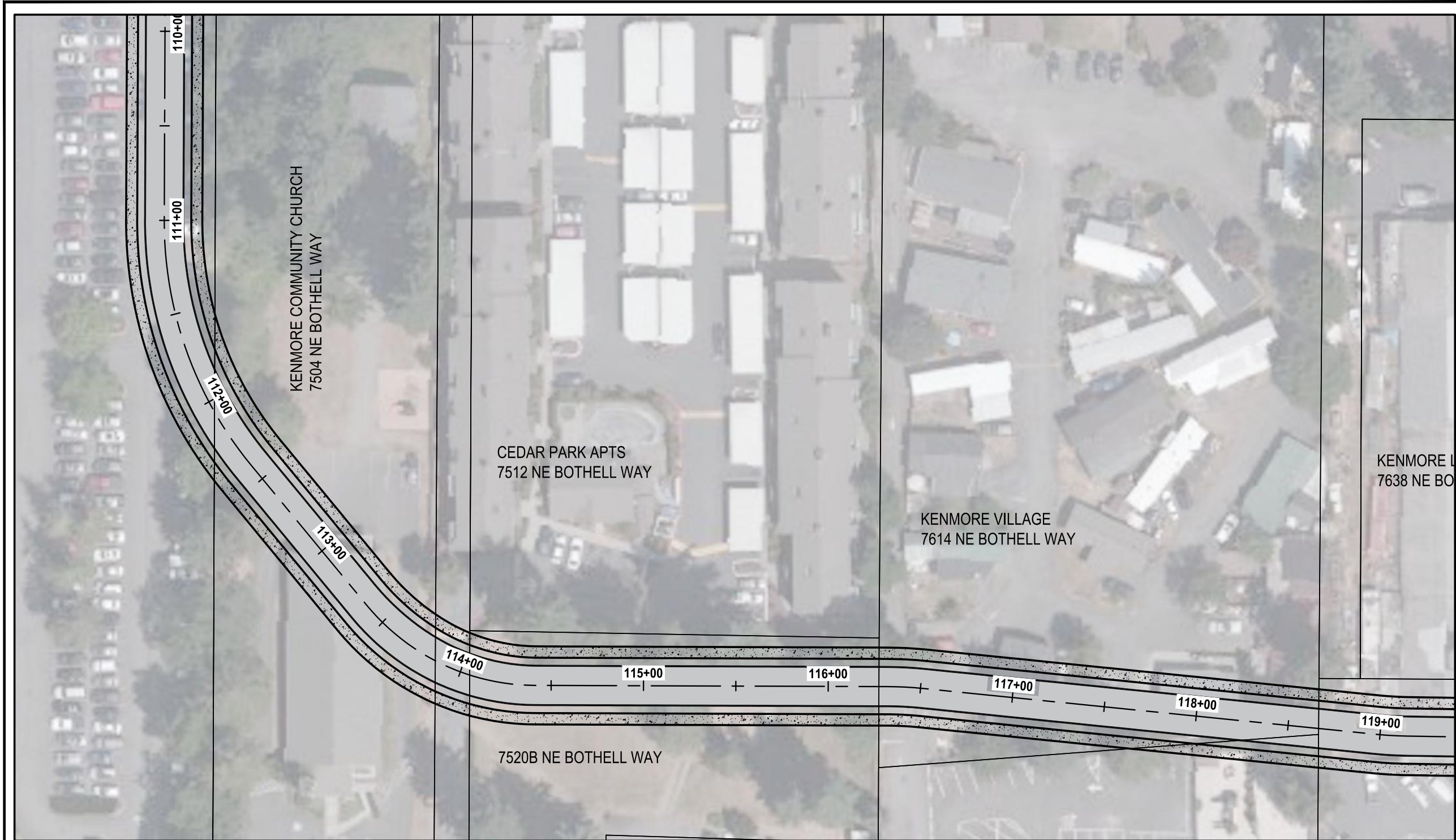
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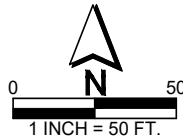
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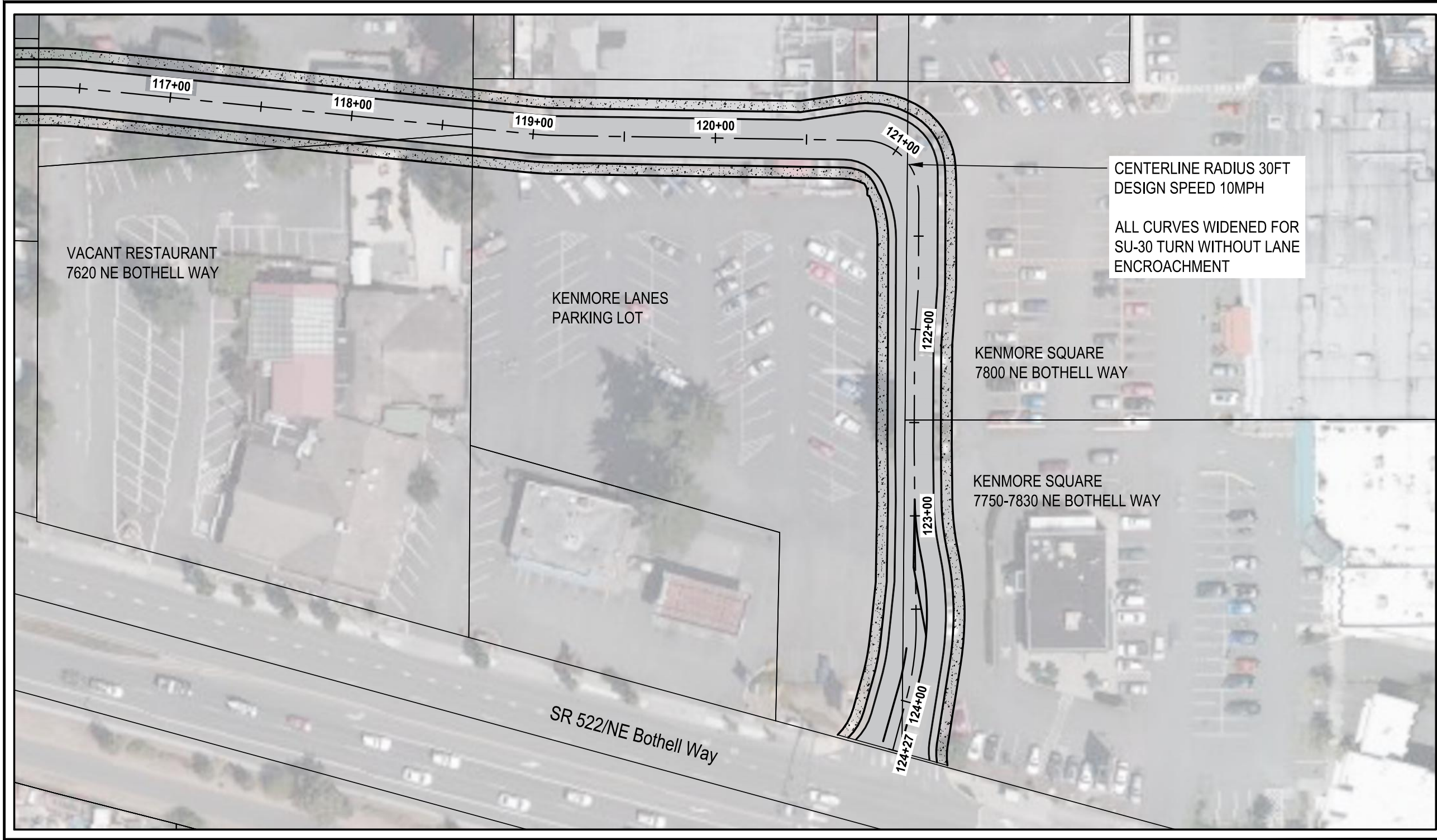
Kenmore NE 181st Street/SR 522 East Connection Draft Concept



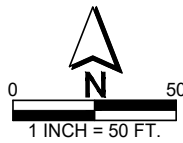
Parametrix DATE: October 19, 2022 FILE: ACCESSROAD_V3--FEATLINES



Kenmore NE 181st Street/SR 522 East Connection Draft Concept



Parametrix DATE: October 19, 2022 FILE: ACCESSROAD_V3--FEATLINES



Kenmore NE 181st Street/SR 522 East Connection Draft Concept

**NE 181st Street/SR 522 East Connection
CITY OF KENMORE**

ENGINEER'S ESTIMATE - PLANNING LEVEL

AACE International Unclassified Estimate

PREPARED BY: Jenna Anderson, PE and Edward Wang

DATE: 11/18/2022

CHECKED BY: Cindy Clark, PE

DATE: 11/20/2022

NO.	ITEM	QUANT.	UNIT	UNIT COST	AMOUNT
1	ROADWAY SURVEY	1	LS	\$ 27,000	\$ 27,000
2	CLEARING AND GRUBBING	1	ACRE	\$ 25,000	\$ 25,000
3	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	0	LS	\$ -	\$ -
4	REMOVAL OF CEMENT CONC. SIDEWALKS	40	SY	\$ 30	\$ 2,000
5	REMOVAL OF ASPHALT CONC. PAVEMENT	5800	SY	\$ 57	\$ 331,000
6	REMOVAL OF CEMENT CONC. CURB	3400	LF	\$ 15	\$ 51,000
7	ROADWAY EXCAVATION INCL. HAUL	2100	CY	\$ 40	\$ 84,000
8	CATCH BASIN TYPE 1	46	EACH	\$ 2,500	\$ 115,000
9	STORM SEWER PIPE, 12 IN. DIAM.	3000	LF	\$ 55	\$ 165,000
10	CRUSHED SURFACING BASE COURSE	2400	TON	\$ 50	\$ 120,000
11	CRUSHED SURFACING TOP COURSE	0	TON	\$ -	\$ -
12	HMA CL 1/2 IN. PG 58H-22	2100	TON	\$ 160	\$ 336,000
13	CEMENT CONC. TRAFFIC CURB AND GUTTER	4900	LF	\$ 50	\$ 245,000
14	CEMENT CONC. TRAFFIC CURB	0	LF	\$ -	\$ -
15	CEMENT CONC. SIDEWALK	3300	SY	\$ 100	\$ 330,000
16	CEMENT CONC. CURB RAMP	7	EACH	\$ 4,000	\$ 28,000
17	PAVEMENT MARKINGS	5400	LF	\$ 10	\$ 54,000
18	PERMANENT SIGNING	1	LS	\$ 8,000	\$ 8,000
19	RECTANGULAR RAPID FLASHING BEACON SYSTEM	0	EACH	\$ -	\$ -
20	ILLUMINATION SYSTEM, COMPLETE	1	LS	\$ 510,000	\$ 510,000
21	TRAFFIC SIGNAL SYSTEMS MODIFICATIONS	1	LS	\$ 130,000	\$ 130,000
22	PLANING BITUMINOUS PAVEMENT	1200	SY	\$ 5	\$ 6,000
23	GRAVEL BACKFILL FOR PIPE ZONE	700	CY	\$ 50	\$ 35,000
24	SPEED HUMP	8	EACH	\$ 2,000	\$ 16,000
25	EMBANKMENT COMPACTION	1400	CY	\$ 5	\$ 7,000
26	SEEDING AND FERTILIZING	2200	SY	\$ 36	\$ 80,000
27	STREET TREES WITH ELECTRICAL RECEPTACLE	120	EACH	\$ 1,500	\$ 180,000
28	STREET TREE IRRIGATION SYSTEM	1	LS	\$ 70,000	\$ 70,000
29	STORMWATER DETENTION & TREATMENT	1	LS	\$ 650,000	\$ 650,000
	Subtotal				\$ 3,605,000
	Erosion Controls and Water Pollution Prevention	5%			\$ 180,250
	Temporary Traffic Controls	12%			\$ 454,230
	Mobilization	10%			\$ 423,948
	Allowance for Indeterminates	30%			\$ 1,399,028
	CONSTRUCTION SUBTOTAL (ROUNDED)				\$6,060,000
	Engineering Design Fees	10%			\$ 606,000
	Construction Administration Fees (\$50000 per month)	12 MOS		\$ 50,000	\$ 600,000
	Right of Way Cost				\$ 3,000,000
	City of Kenmore Staff Labor	8%			\$ 484,800
	NON-CONSTRUCTION SUBTOTAL				\$4,690,800
	Project Contingency	30%			\$ 3,225,240
	YEAR 2022 PROJECT TOTAL (ROUNDED)				\$ 14,000,000
	Year 2044 Escalation	4.4%			\$ 23,700,000
	YEAR 2044 PROJECT TOTAL (ROUNDED)				\$ 37,700,000

ESCALATION FORECAST ASSUMPTION

CURRENT DATE 11/1/2022

FORECAST DATE 12/31/2044

BASIS OF ESTIMATE

Project Name	SR 522 Crossing
Project Number	554-3744-004
Date Prepared	12/20/2022
Prepared by	Jenna Anderson, PE, and Edward Wang
Estimate Classification	Unclassified
Estimate Purpose	Long-term Planning for Transportation Element
Estimate ID (Version)	
Project Manager	McIntire, Alicia

Note that the accuracy of the associated cost estimate is dependent upon the various underlying assumptions, inclusions, and exclusions described herein. Actual project costs may differ and can be significantly affected by factors such as changes in the external environment, the manner in which the project is executed and controlled, and other factors that may impact the estimate basis or otherwise affect the project. Estimate accuracy ranges are only assessments based upon the cost estimating methods and data employed in preparing the estimate and are not a guarantee of actual project costs.

BASIS OF ESTIMATE

Project Name: **SR 522 Crossing**

Project Number: **554-3744-004**

Date: 12/20/2022

1.0 Purpose

This project provides a protected bicycle and pedestrian crossing of SR 522 (NE Bothell Way) between 65th Avenue NE and 68th Avenue NE, with a preferred location at 67th Avenue NE. The crossing limits extend from the existing NE 181st Street to NE 175th Street. This project will improve connectivity between Downtown Kenmore and the future Lakepointe development and improve bicycle and pedestrian safety.

This cost estimate is based on the attached conceptual design of the preferred alternative and is intended to provide planning guidance for the City.

2.0 Project Scope Definition

This project includes survey, design, right-of-way acquisition, permitting, removal of structures, and construction of a pedestrian/bicycle facility with connections to the Burke-Gilman Trail and existing infrastructure. The project scope does not include utility relocations.

Surveys will entail a review of existing data as well as the collection of field data as necessary to complete design.

Design will entail advancing the conceptual design to a detailed final design, with reviews occurring at intermediate plan completion percentages.

3.0 Design Basis

The City requested four alternatives to be evaluated during the conceptual design development:

1. Vehicle/Pedestrian/Bicycle Tunnel
2. Pedestrian/Bicycle-Only Tunnel
3. Pedestrian/Bicycle Bridge
4. At-Grade Pedestrian/Bicycle Crossing

1. Vehicle/Pedestrian/Bicycle Tunnel

The vehicle tunnel option faces multiple issues, making this option infeasible. Due to the short distance from SR 522 to the adjacent streets, NE 181st Street and NE 175th Street, extreme grades (15%) and vertical curvature are required to tie into these streets at their existing elevations while providing sufficient clearance beneath SR 522. Additionally, the parcel at 6532 NE Bothell Way is currently being developed as an affordable housing development and is proposed to be accessed from 67th Avenue NE; a vehicle tunnel would not allow for driveway access. Finally, there are numerous utility conflicts further detailed for the pedestrian and bicycle tunnel option below.

BASIS OF ESTIMATE

Project Name: **SR 522 Crossing**

Project Number: **554-3744-004**

Date: 12/20/2022

2. Pedestrian/Bicycle-Only Tunnel

The conceptual pedestrian and bicycle tunnel option is aligned with the east side of 67th Avenue NE, between NE 181st Street and NE 175th Street. The tunnel would require closure of the existing bank (6701 NE 181st Street) and restaurant (6702 NE Bothell Way) driveway accesses on the east side of 67th Avenue NE. A vertical clearance of 10 feet within the tunnel is assumed above the trail ground surface.

The following potential utility conflicts have been identified along the alignment:

- Northshore Utility District 8-inch sewer line crossing 67th Avenue NE near the boundary between the restaurant and bank properties. The approximate depth of this sewer is 12 feet.
- Northshore Utility District 8-inch water main running along 67th Avenue NE at an unknown depth. Some portions of this pipe may need to be relocated to the west.
- City stormwater system along the east side of 67th Avenue NE will need to be relocated.
- A joint utility trench along the north side of SR 522, at an unknown depth, may require relocation. The trench is known to contain the following utilities:
 - Northshore Utility District 10-foot water main with a 16-inch casing
 - Puget Sound Energy gas line
 - Verizon conduit
 - City storm drain pipe with approximately 3 feet of cover
- A joint utility trench on the south side of SR 522, located approximately 15 feet north of the southern edge of the roadway. The depth of the trench is approximately 6.5 feet and relocation is anticipated. This trench is known to contain the following:
 - Puget Sound Energy conduit
 - Comcast conduit
- King County 60-inch diameter sewer line approximately aligned with the northern edge of the Burke-Gilman trail. The top of this pipe is approximately 15 feet under the Burke-Gilman trail. Relocation of the sewer would be necessary since it is anticipated to conflict with the potential tunnel foundation.

Another challenge associated with the pedestrian/bicycle tunnel option is a below-grade switchback on the north side of SR 522 to meet ADA grade requirements and anticipated clearance needs.

The pedestrian/bicycle tunnel option is technically feasible with the aforementioned driveway closures and utility relocations. However, the pedestrian/bicycle tunnel option was considered infeasible due to the difficulty of relocating the King County 60-inch diameter sewer line and the complexity of maintaining ADA accessibility.

3. Pedestrian/Bicycle Bridge

The conceptual pedestrian and bicycle bridge is also aligned with the east side of 67th Avenue NE. This requires closure of the bank driveway. It may be feasible to provide driveway access to the existing restaurant parcel with a reduced vertical clearance of approximately 8 feet. However, as the design progresses, the City should consider risk and liability in determining whether vehicle access should be maintained at this location. After crossing SR 522, the bridge ramps down in a large arc within a portion

BASIS OF ESTIMATE

Project Name: **SR 522 Crossing**

Project Number: **554-3744-004**

Date: 12/20/2022

of the auto lot property south of SR 522 and intersects with the Burke-Gilman Trail. A separate trail connection provides access to NE 175th Street.

4. At-Grade Pedestrian/Bicycle Crossing

An at-grade pedestrian and bicycle crossing, assumed to be located at 65th Avenue NE, is feasible but would impact traffic operations on SR 522. The at-grade crossing option provides a lower level of service for crossing users and vehicles when compared with the grade-separated options. However, the at-grade crossing would be less expensive than the grade separated options.

The City requested the most expensive and feasible option to be used for the 20-year project preferred alternative. Therefore, the pedestrian and bicycle bridge option was advanced for this conceptual cost estimate.

4.0 Cost Basis

Unit costs are sourced from WSDOT unit bid analysis in the Northwest region and other projects from within the Puget Sound region that have been bid out between January 2021 and November 2022.

Escalation cost is assumed to be 4.4% per year from the current year, 2022, to the forecasted construction year of 2044.

5.0 Allowances

Survey costs are calculated based on the length of the project, using an assumed hourly rate and productivity rate based on other projects estimated in 2021 and 2022. The estimate includes both field time and office time.

Property acquisition includes a portion of the auto lot parcel, as shown on the design plan. This purchase is estimated based on square footage and does not consider loss of business revenue or other impacts. The existing restaurant at 6702 NE Bothell Way is approximately 3 to 4 feet from the proposed bridge structure. Given the conceptual level of design and to be conservative, it is assumed that property acquisition will be necessary to avoid conflicts with the new bridge. However, this assumption should be verified or alternatives to the proposed bridge design should be evaluated to alter the assumption of property acquisition.

It is unknown if closing the bank driveway will create a detriment to the functionality of the parcel. As such, to be conservative, the cost of closing the bank driveway is included and assumed at 5% of the total value of the property. Finally, a 10-foot wide temporary construction easement on non-acquired parcels is included, with an assumed cost of 5% of the purchase value of the square footage used.

BASIS OF ESTIMATE

Project Name: **SR 522 Crossing**

Project Number: **554-3744-004**

Date: 12/20/2022

Removal of structures includes the removal of fencing and other structures in the acquired portion of the auto lot parcel, as well as demolition and removal of the restaurant building.

Signage costs encompass crosswalk signage on NE 175th Street, directional signs and stop signs at all trail junctions, and warning signs for the bridge curves. The proposed illumination system consists of pedestrian luminaires spaced 150 feet apart along the full length of the bridge.

The estimate includes the trail connection from the Burke-Gilman trail to NE 175th Street as well as the crosswalk across NE 175th Street, including curb ramps and pavement markings.

6.0 Exclusions

The scope of this estimate does not include any improvements to the Burke-Gilman Trail or NE 175th Street beyond the intersections and crosswalk. Also, the scope does not include utility relocations. Franchised utilities within City right-of-way are to be relocated at the utility company's expense.

7.0 Assumptions

The bridge is assumed to provide 18 feet of clearance above SR 522, slightly more than the required 17.5 feet prescribed by WSDOT Design Manual 720.03(5)(b).

The proposed trail is a total of 16 feet wide, consisting of a 12-foot wide trail with 2 feet of clearance on both sides, in accordance with the desirable shared-use path width in WSDOT Design Manual Section 1515.02(2)(a). The bridge railing and structure is assumed to occupy an additional 1 foot on each side, for a total bridge cross section width of 18 feet.

Stormwater runoff is assumed to be routed to existing storm sewers on adjacent roadways. It is assumed that these storm sewers have the capacity to handle the runoff from the bridge and that additional detention infrastructure is not required.

The trail is supported on a retaining wall for the first 110 feet at the north landing of the bridge and the last 125 feet at the south landing. The bridge approach spans are assumed to have a 4-foot thick superstructure consisting of a concrete deck supported on steel girders. The main span crossing SR 522 and the Burke-Gilman Trail is supported by a prefabricated steel truss.

A higher construction administration fee of \$60,000 per month was assumed due to the additional complexities of working on and around a high-volume state highway.

BASIS OF ESTIMATE

Project Name: **SR 522 Crossing**

Project Number: **554-3744-004**

Date: 12/20/2022

8.0 Risks (Threats and Opportunities)

This estimate was prepared without the use of detailed survey information, so utility locations, detailed topography, and other potential obstructions have not been precisely identified. There is potential for unforeseen survey details to add additional cost.

A geotechnical assessment was not performed as part of this estimate, and shaft foundation depths are assumed comparable to other Puget Sound-area nonmotorized bridge projects. Actual ground and soil conditions may necessitate deeper foundations, which would increase project cost.

Stormwater detention will add additional cost if adjacent stormwater facilities do not have the capacity to accommodate runoff from the bridge.

9.0 Contingency

The project includes a 30% allowance for indeterminates (AFI) based on the level of design applied to the subtotal of construction costs and a 30% project contingency applied to construction and non-construction costs. The AFI and contingency are intended to cover uncertainties and unforeseeable elements of cost within the defined project scope.

The 30% AFI was chosen in coordination with City of Kenmore staff due to the uncertainty of existing site conditions and the long-term nature of this estimate.

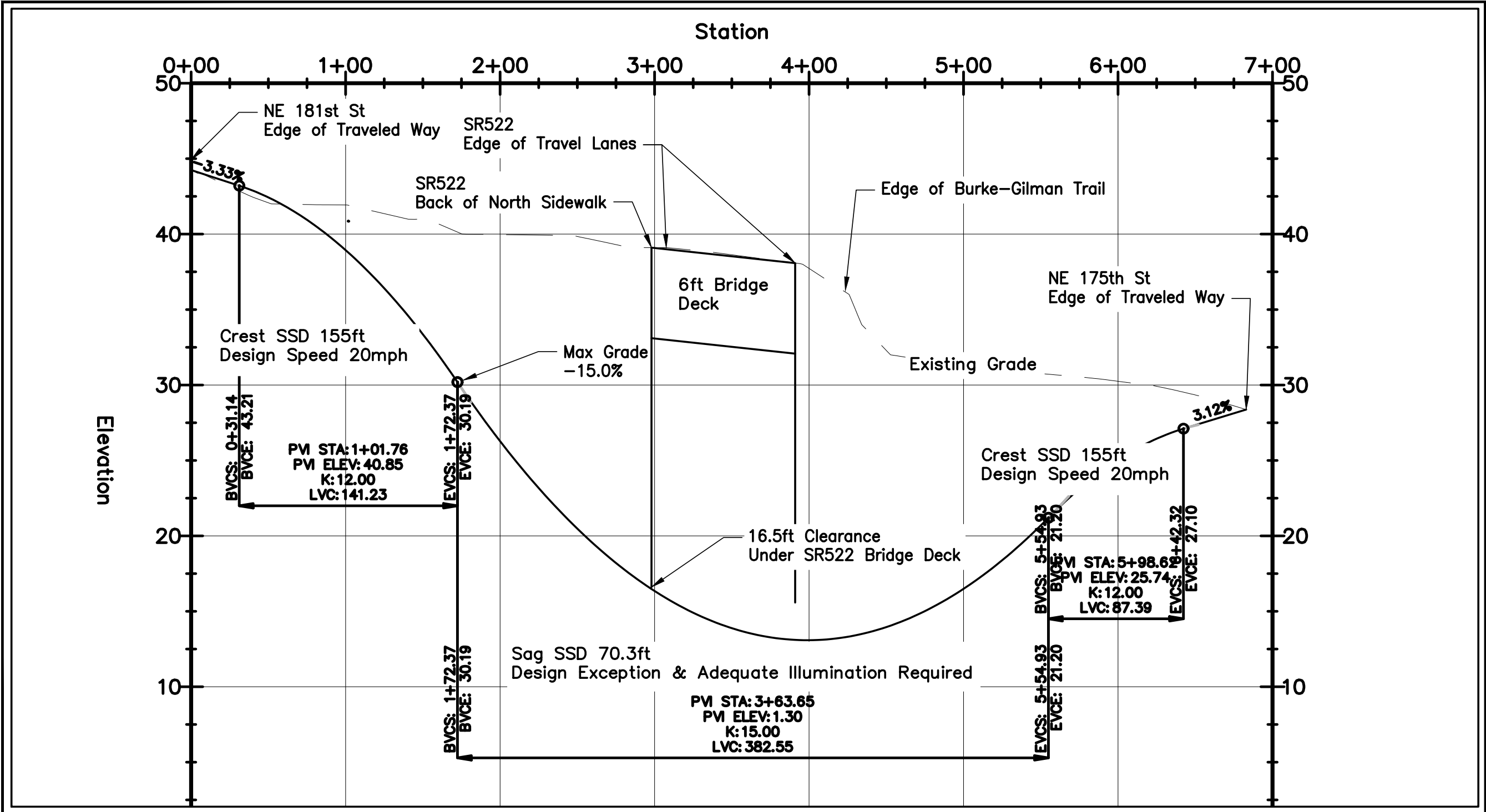
10.0 Attachments

Attachment A: SR 522 Crossing Vehicle Tunnel Plan and Profile Sheets (September 26, 2022)

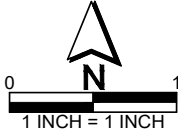
Attachment B: SR 522 Crossing Pedestrian/Bicycle Tunnel Profile Sheet (November 4, 2022)

Attachment C: SR 522 Crossing Pedestrian/Bicycle Bridge Plan and Profile Sheets (December 12, 2022)

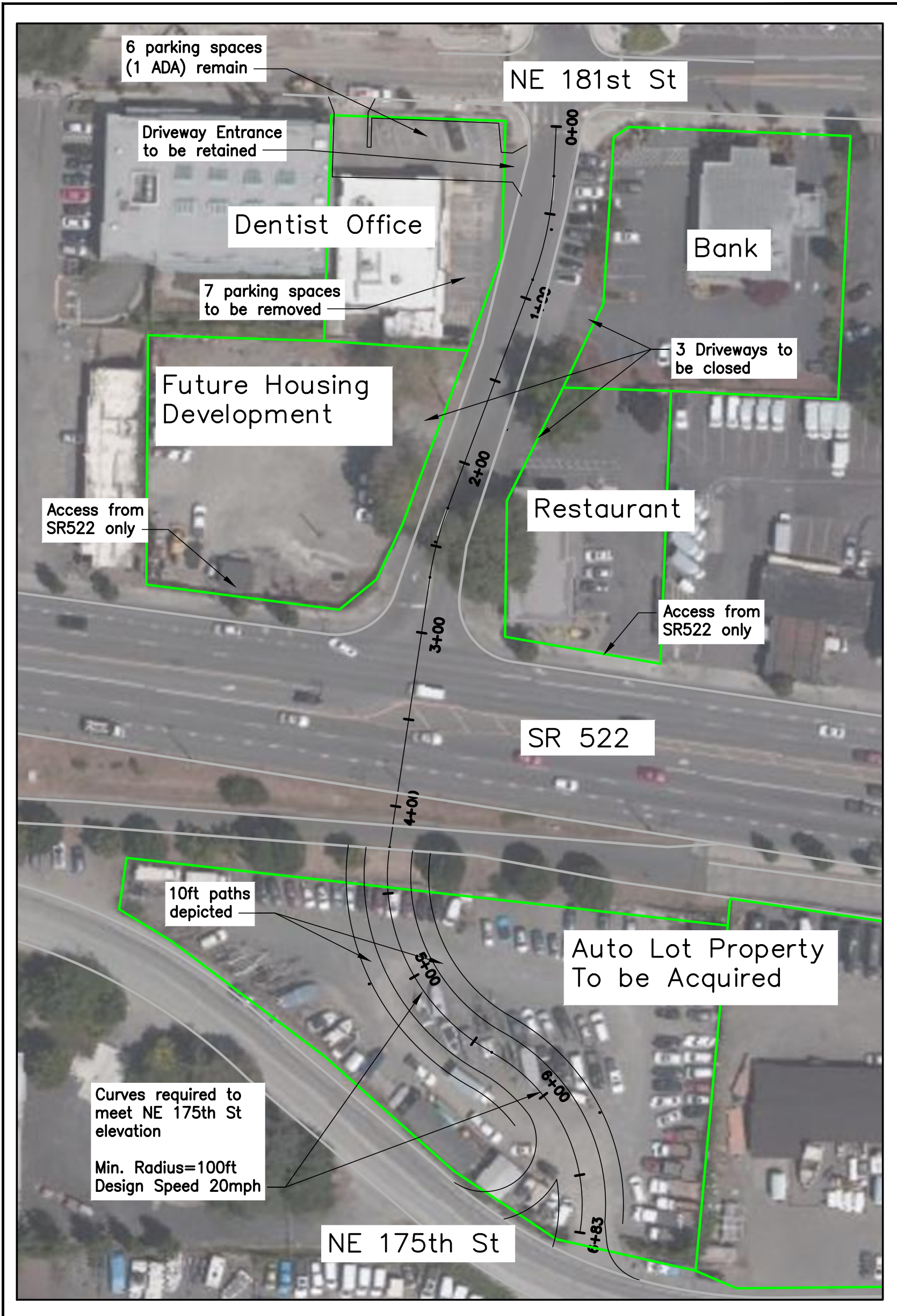
Attachment D: SR 522 Crossing At-grade Plan Sheet (September 13, 2022)



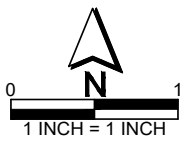
Parametrix DATE: September 26, 2022 FILE: 522CROSSING



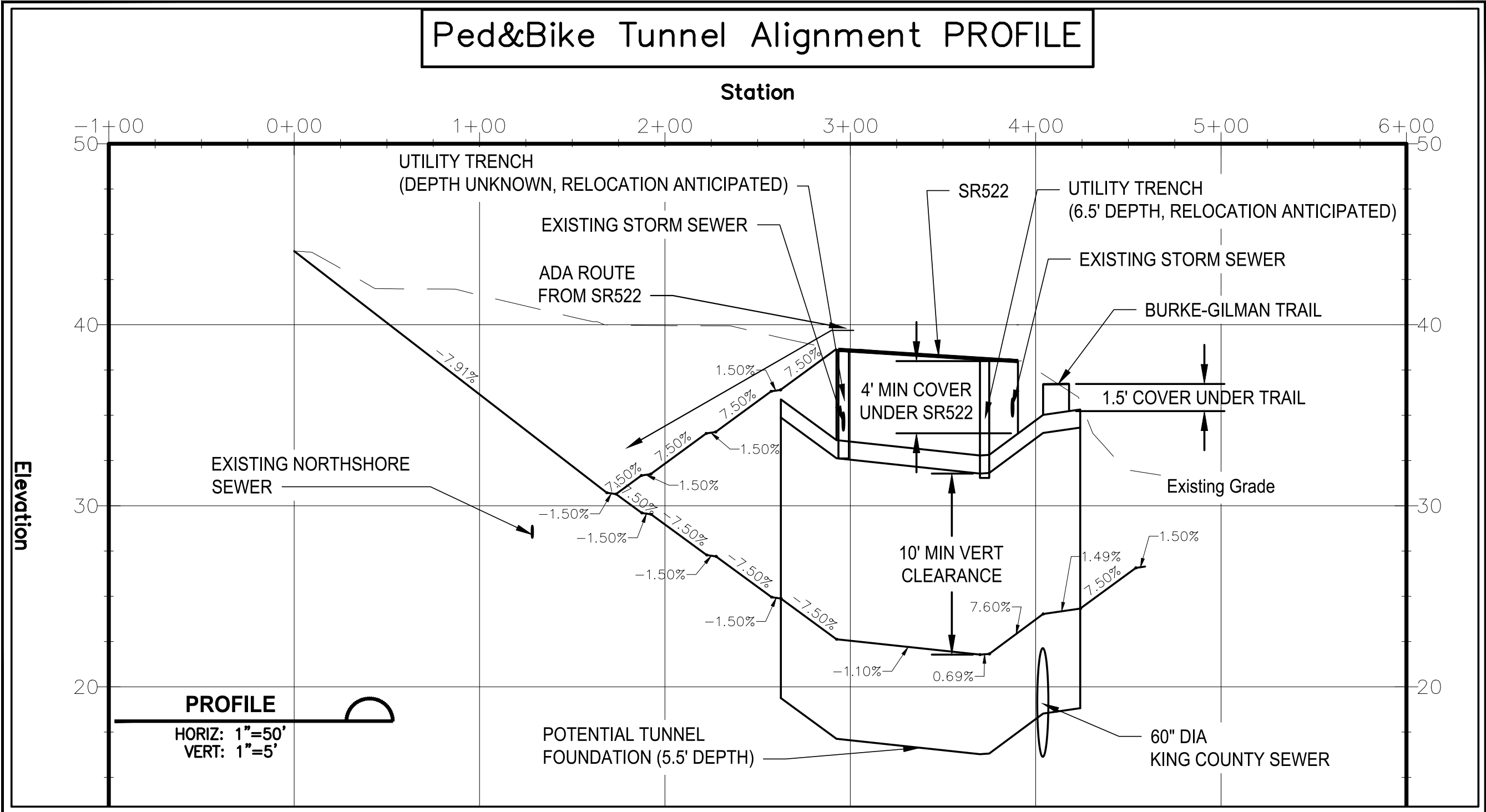
67th ave NE Vehicle Tunnel Option
DRAFT Concept



Parametrix DATE: September 26, 2022 FILE: 522CROSSING

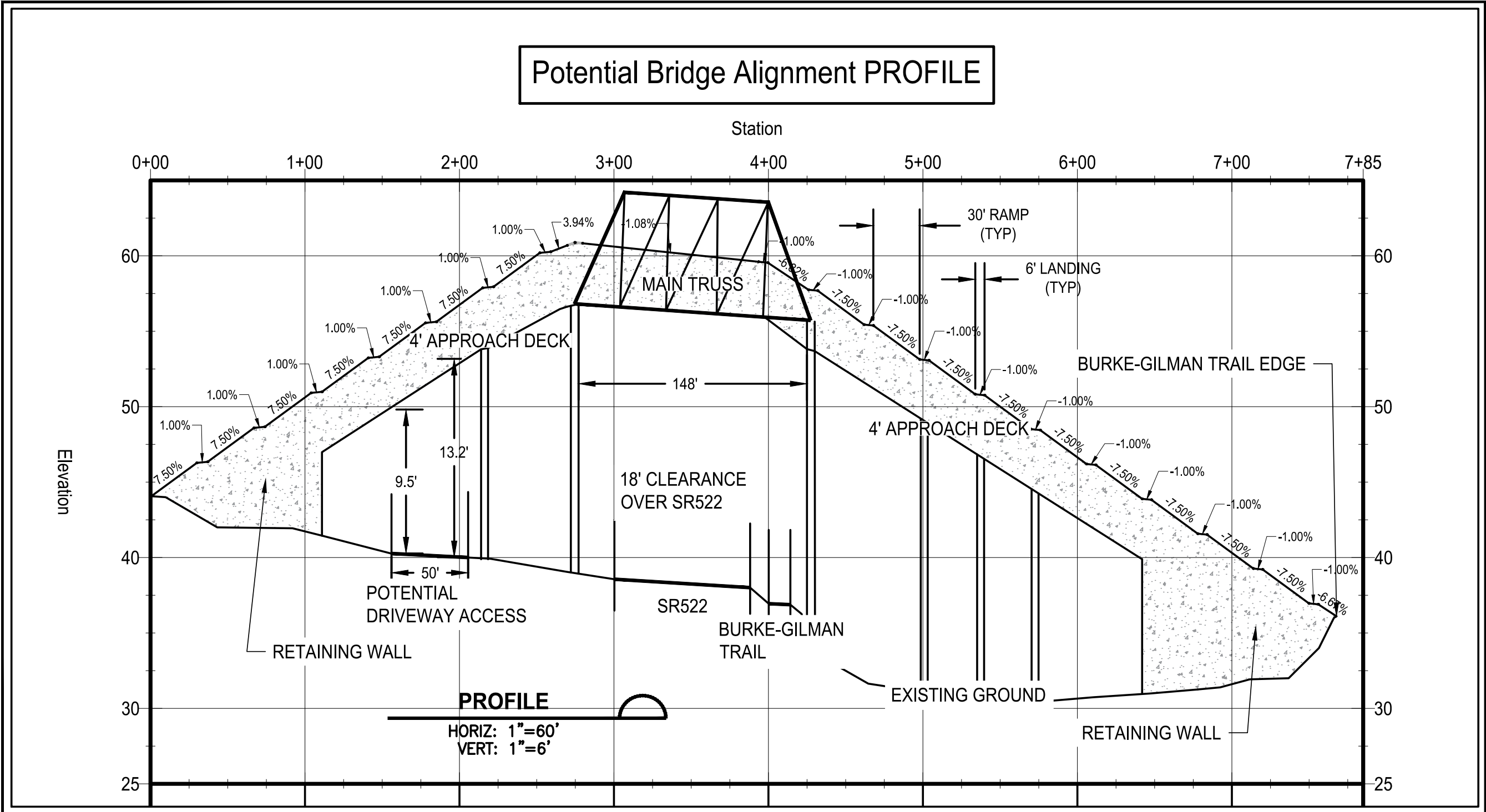


67th Ave NE Vehicle Tunnel Option DRAFT Concept

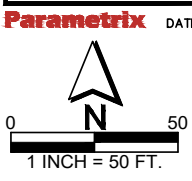
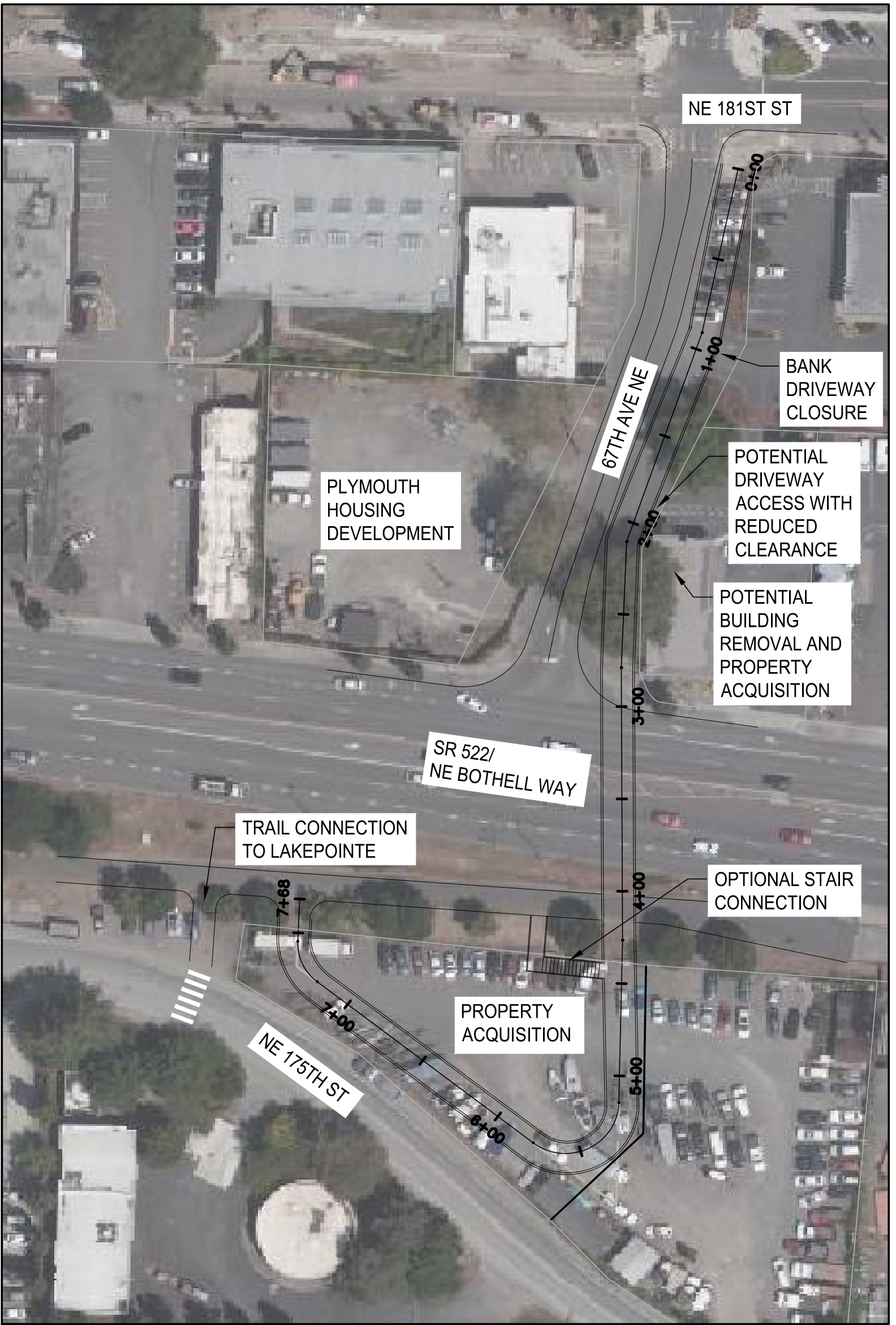


Parametrix DATE: November 4, 2022 FILE: 522CROSSING-PEDBIKETUNNELV3

SR 522 Crossing
Ped/Bike Tunnel
DRAFT Concept

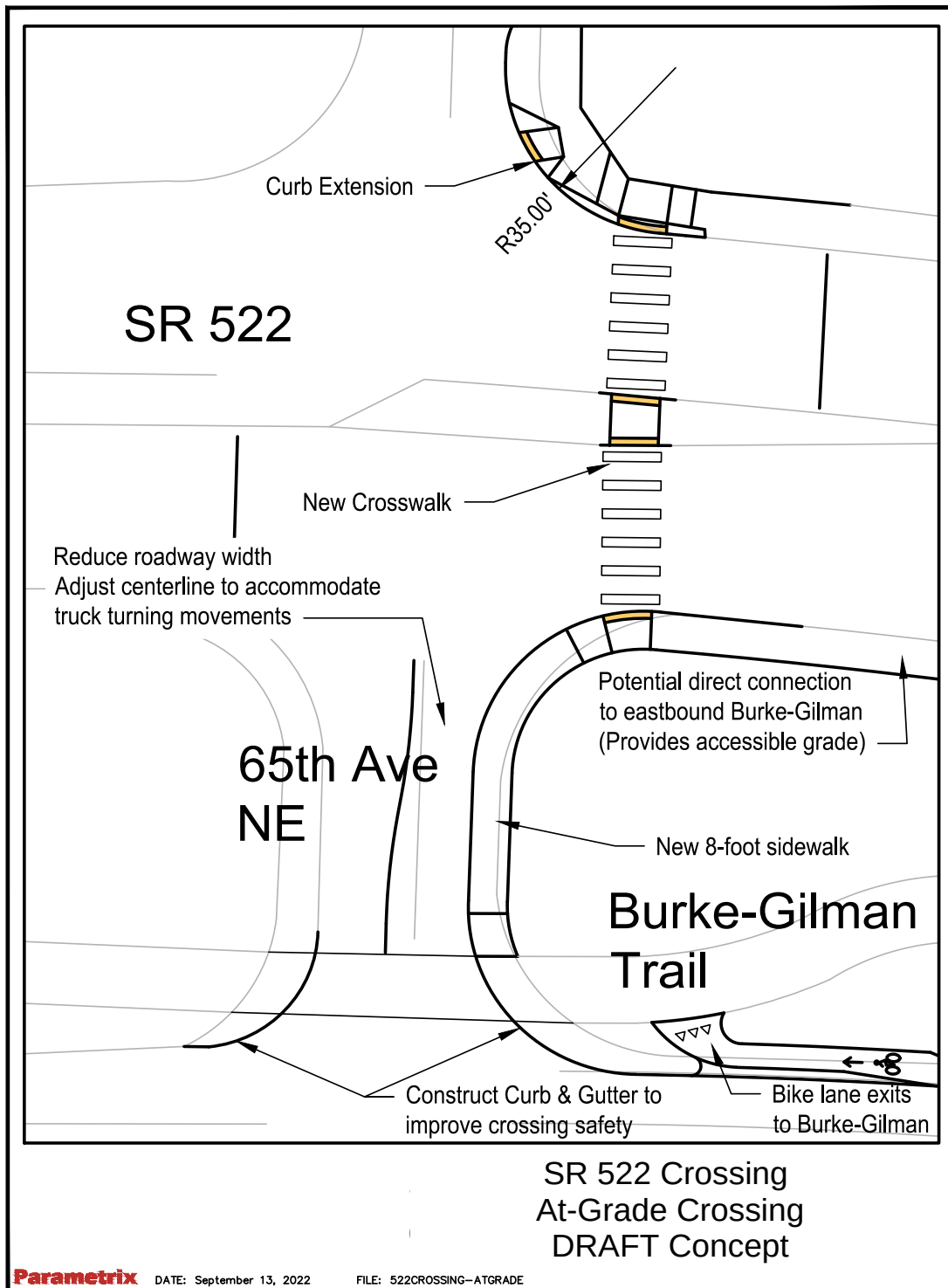


**SR 522 Crossing
Potential Bridge Profile
DRAFT Concept**



Parametrix DATE: December 12, 2022 FILE: 522CROSSING-BRIDGE-V2

**SR522 Crossing
Potential Bridge Alignment
DRAFT Concept**



**SR 522 Pedestrian and Bicycle Bridge Crossing
CITY OF KENMORE**

ENGINEER'S ESTIMATE - PLANNING LEVEL

AACE International Unclassified Estimate

PREPARED BY: Jenna Anderson, PE and Edward Wang

DATE: 11/18/2022

CHECKED BY: Joe Merth, PE, and Cindy Clark, PE

DATE: 11/20/2022

NO.	ITEM	QUANT.	UNIT	UNIT COST	AMOUNT
1	ROADWAY SURVEY	1	LS	\$ 18,000	\$ 18,000
2	CLEARING AND GRUBBING	0.2	ACRE	\$ 25,000	\$ 5,000
3	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1	LS	\$ 70,000	\$ 70,000
4	REMOVAL OF CEMENT CONC. SIDEWALKS	10	SY	\$ 30	\$ 1,000
5	REMOVAL OF CEMENT CONC. PAVEMENT	0	SY	\$ 57	\$ -
6	REMOVAL OF CEMENT CONC. CURB	0	LF	\$ 15	\$ -
7	SELECT BORROW INCL. HAUL	2300	TON	\$ 26	\$ 60,000
8	CATCH BASIN TYPE 1	8	EACH	\$ 2,500	\$ 20,000
9	STORM SEWER PIPE, 12 IN. DIAM.	900	LF	\$ 55	\$ 50,000
10	CRUSHED SURFACING BASE COURSE	100	TON	\$ 50	\$ 5,000
11	HMA CL 1/2 IN. PG 58H-22	110	TON	\$ 160	\$ 18,000
12	LANDSCAPING/PLANTINGS	2300	SY	\$ 36	\$ 83,000
13	CEMENT CONC. SIDEWALK	10	SY	\$ 100	\$ 1,000
14	CEMENT CONC. CURB RAMP	2	EACH	\$ 4,000	\$ 8,000
15	PAVEMENT MARKINGS	1500	LF	\$ 10	\$ 15,000
16	PERMANENT SIGNING	1	LS	\$ 5,000	\$ 5,000
17	RECTANGULAR RAPID FLASHING BEACON SYSTEM	0	EACH	\$ -	\$ -
18	ILLUMINATION SYSTEM, COMPLETE	1	LS	\$ 120,000	\$ 120,000
19	MODULAR BLOCK WALL	5000	SF	\$ 96	\$ 480,000
STRUCTURAL - MAIN & APPROACH BRIDGE SPANS					
20	SHORING OR EXTRA EXCAVATION CL. A	1	LS	\$ 50,000	\$ 50,000
21	CONSTRUCTING 6 FT DIAMETER SHAFT	120	LF	\$ 2,500	\$ 300,000
22	CONSTRUCTING 8 FT DIAMETER SHAFT	360	LF	\$ 3,000	\$ 1,080,000
23	REMOVING SHAFT OBSTRUCTIONS	1	LS	\$ 145,000	\$ 145,000
24	STEEL REINFORCING BAR FOR BRIDGE	34000	LB	\$ 2.25	\$ 77,000
25	CONC. CLASS 4000 FOR BRIDGE	200	CY	\$ 1,200	\$ 240,000
26	SUPERSTRUCTURE - APPROACH SPANS	1	LS	\$ 600,000	\$ 600,000
27	SUPERSTRUCTURE - MAIN TRUSS	1	LS	\$ 600,000	\$ 600,000
28	STRUCTURAL CARBON STEEL	220000	LB	\$ 3.00	\$ 660,000
29	OPTIONAL SOUTH STAIRS	1	LS	\$ 400,000	\$ 400,000
Subtotal					\$ 5,111,000
<i>Erosion Controls and Water Pollution Prevention</i>		5%			\$ 255,550
<i>Temporary Traffic Controls</i>		12%			\$ 643,986
<i>Mobilization</i>		10%			\$ 601,054
<i>Allowance for Indeterminates</i>		30%			\$ 1,983,477
CONSTRUCTION SUBTOTAL (ROUNDED)					\$8,600,000
<i>Engineering Design Fees</i>		12%			\$ 1,032,000
<i>Construction Administration Fees (\$60000 per month)</i>		18 MOS		\$ 60,000	\$ 1,080,000
<i>Right of Way Cost</i>					\$ 1,800,000
<i>City of Kenmore Staff Labor</i>		8%			\$ 688,000
NON-CONSTRUCTION SUBTOTAL					\$4,600,000
<i>Project Contingency</i>		30%			\$ 3,960,000
YEAR 2022 PROJECT TOTAL (ROUNDED)					\$ 17,160,000
<i>Year 2044 Escalation</i>		4.4%			\$ 29,040,000
YEAR 2044 PROJECT TOTAL (ROUNDED)					\$ 46,200,000

ESCALATION FORECAST ASSUMPTION

CURRENT DATE 11/1/2022

FORECAST DATE 12/31/2044

APPENDIX D-5
POTENTIAL TRANSPORTATION PROJECT FUNDING SOURCES

Funding Sources	Funding Recipient	Focal Investment	Funding Description	Awarding Entity	Funding Type	Project Expenditure Type	Amount Available	Typical Award Amount	Local Match	Application Deadlines	Scoring Criteria	Application Process	Program Link/Contact
Highway Safety Improvement Program (HSIP)	Counties and Cities in Washington State are eligible to apply, other organizations may work with a county to propose/develop a project.	Roads, Transit	Provides funds to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The City Safety program provides funding for projects that reduce fatal and serious injury crashes on city/town streets and state highways using engineering improvements/countermeasures.	Federal	Grant	New Construction, Other Mass Transit, Maintenance, Engineering & Administration	\$35 million of federal HSIP funds, \$4 million of state Reducing Roadway Departures funds	Projects in Washington funded in 2021 ranged from \$50,000 to \$3,000,000 grants	Federal share is 90%	Closed March 2022. Allocated annually.	Selecting Emphasis Areas and Strategies, Strategic Data and Analysis Improvement, Program Management, Network Screening and Project Solicitation, Diagnosis and Countermeasure Selection, Economic Analysis and Eligibility Criteria, etc.	The BIL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs	https://wsdot.wa.gov/sites/default/files/2021-11/LP-County-Safety-Awards-2021.pdf https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/highway-safety-improvement-program https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/highway-safety-improvement-program/highway-safety-improvement-program-call-projects
STBG set-aside for Transportation Alternatives (TA)	Funding is apportioned to the States and MPOs, then subrecipients can apply for the funding	Roads, Trails	Provides funds for smaller-scale transportation projects such as pedestrians and bicycle facilities, historic preservation, safe routes to school and other transportation-related activities. BIL increases TAP funding to 10% of the STBG amount.	Federal	Grant	New Construction, Reconstruction, Other Mass Transit, Engineering & Administration	\$15,000,000	2022 funded project grants ranged from >\$10,000 to \$4.6 million	Federal share is 80 percent, HSIP funds may be used to meet the non-Federal share requirements up to 100% Federal share	Next PSRC TAP competition TBD	Scoring criteria are dependent on the MPOs that receive the federal apportionments, and which are responsible for allocating the apportioned funds to relevant projects	A State or MPO are required to obligate TA funds to develop a competitive process to allow eligible entities to submit projects for funding that achieves program objectives	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/ta.cfm https://wsdot.wa.gov/sites/default/files/2022-04/LP-STBG-Set-Aside-Allocation-Distribution-Final-2022.pdf
Surface Transportation Block Grant (STBG) [formerly STP]	Funding is apportioned to the States and MPOs, then subrecipients can apply for the funding	Roads, Transit	The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. Eligible projects include highway/bridge construction/repair; transit capital projects; bicycle, pedestrian and recreational trails; and construction of ferry boats and terminals. BIL adds several new eligibilities including wildlife crossings, EV charging infrastructure, and ITS technologies.	Federal	Grant	New Construction, Reconstruction, Other Mass Transit, Engineering & Administration	\$64,800,000,000	\$1 million to \$5 million are the recommended grant amounts for the recently approved projects in Washington	Federal share is 80 percent	PSRC 2022 FHWA funding competitions concluded; Next competition in 2024.	Scoring criteria are dependent on the MPOs that receive the federal apportionments, and which are responsible for allocating the apportioned funds to relevant projects	The BIL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs; 55% of a State's STBG apportionment is to be obligated to urbanized areas with population greater than 200,000, urbanized areas with population of at least 50,000 but no more than 200,000, urbanized areas with population of 5,000-49,999, and areas with population less than 5,000	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm https://www.psrc.org/media/6965
Bridge Investment Program	States, MPOs serving an urbanized area with a population of over 200,000, a unit of local government, a political subdivision of a State or local government, a special purpose district or public authority with a transportation function, an FLMA, a Tribal government, some combination of any of the other eligible recipients	Bridges	Provide grants, on a competitive basis, to improve bridge condition and the safety, efficiency, and reliability of the movement of people and freight over bridges	Federal	Grant	Reconstruction, New Construction, Maintenance, Engineering & Administration	\$12,200,000,000	Minimum grant of \$50 million for Large Bridge Projects, or \$2.5 million for other Bridge Projects	Up to 50% for "Large Bridge Projects", up to 80% for other BIP projects, up to 90% for off-system bridges	2022 funding has concluded, next NOFO is expected to start in 2023	DOT considers the Department's rating of the project, specified factors relating to bridge person and freight throughput, bridge condition in the State, geographic diversity and balance between the needs of rural and urban communities, the extent to which a bridge seeking BIP funding is in	Proposals will be submitted and then chosen off criteria	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/bip_factsheet.cfm
Safe Streets and Roads for All	MPOs, counties, cities, towns, and transit agencies or other special districts that are subdivisions of a State, federal recognized Tribal governments, and multijurisdictional groups comprised of the above entities	All	Support local initiatives to prevent death and serious injury on roads and streets	Federal	Grant	Engineering & Administration	\$5,000,000,000	For Action Plan Grants, minimum of \$200,000 to maximum of \$1,000,000 to \$5,000,000. For Implementation Plan Grants, minimum of \$5,000,000 to maximum of \$30,000,000 to \$50,000,000	Federal share is 80 percent	Closed 9/15/22 for this year, next NOFO will open up in 2023, funds will be distributed over the next 5 years	BIL requires DOT to consider the extent to which an eligible applicant: is likely to significantly reduce or eliminate transportation-related fatalities and serious injuries involving road users, demonstrates engagement with a variety of public and private stakeholders, seeks to adopt innovative technologies/strategies to promote safety, employs low-cost, high-impact strategies that can improve safety, ensures equitable investment in the safety needs of underserved communities; includes evidence-based projects/strategies and achieves other conditions the Secretary deems necessary	Funding is allocated on a competitive basis, from proposals submitted to FTA in response to NOFOs	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/ss4a_fact_sheet.cfm
Wildlife Crossings Pilot Program	State highway agency, MPO, unit of local government, regional transportation authority, special purpose district or public authority with a transportation function, an Indian tribe, a Federal land management agency, any combination of the others	Trails	Established to reduce the number of wildlife-vehicle collisions while improving habitat connectivity for terrestrial and aquatic species	Federal	Grant	Engineering & Administration, New Construction, Reconstruction, Maintenance	\$350,000,000	No information currently available about typical award amounts as this is a new fund	Federal share is 80 percent	Has not been decided at this time	Proposals will be judged on the primary goal of reducing wildlife-vehicle collisions while improving connectivity, and the secondary goals of leveraging the investment of Federal funds by encouraging non-Federal contributions, supporting local economies and improving local visitation opportunities, integration of innovative technologies, inclusion of educational and outreach opportunities, incorporation of evaluative monitoring and/or research opportunities	Competitive program which will award grants to eligible recipients	https://arc-solutions.org/wp-content/uploads/2021/11/Wildlife-Crossings-Pilot-Program-Summary.pdf https://large landscapes.org/wp-content/uploads/2021/12/Crossing-Toolkit_Final.pdf
Pedestrian and Bicycle Program	All public agencies in Washington, including tribal governments	Trails, Roads	Improve the transportation system to enhance safety and mobility for people who choose to walk or bike	State	Grant	Engineering & Administration, New Construction, Reconstruction, Maintenance	\$56,700,000	Wide range from past projects (\$10,000 to \$1,750,000)	Match not required for requests of \$800,000 or less, review criteria for requests greater than \$800,000 will include a consideration of a match	Closed May 30, 2022 for this year, is a program that has been funding projects since 2005, and will continue to fund projects in the future. Funds are allocated on a 2-year basis.	The proposals will be judged on the following criteria: Safety (systemic safety approach or crash location improvement, up to 40% of consideration), Equity (up to 20% of consideration), Deliverability/other (up to 12% of consideration), Value (up to 10% of consideration), and Project Quality (up to 18% of consideration)	WSDOT staff will conduct a quantitative assessment of the applications using the applicant's responses, WSDOT 2017-2021 crash data, US Census data, and WSDOT local project search data	https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/pedestrian-bicycle-program/pedestrian-bicycle-program-call-projects
Safe Routes to School Program	All public agencies in Washington, including tribal governments, and nonprofit entities responsible for the administration transportation safety education and encouragement programs	Trails, Roads	Enable and encourage children to walk, roll, and bicycle to school; make bicycling and walking to school a safer and more appealing form of transportation; facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, etc.	Federal and State	Grant	Engineering & Administration, New Construction, Reconstruction, Maintenance	\$59,000,000	Wide range from past projects (\$100,000 to \$2,000,000)	Match not required for requests of \$800,000 or less, review criteria for requests greater than \$800,000 will include a consideration of a match	Closed June 6, 2022 for this year, is a program that has been funding projects since 2005, and will continue to fund projects in the future. Funds are allocated on a 2-year basis.	The proposals will be judged on the following criteria: Safety (systemic safety approach or crash location improvement, up to 40% of consideration), Equity (up to 20% of consideration), Deliverability/other (up to 12% of consideration), Value (up to 10% of consideration), and Project Quality (up to 18% of consideration)	WSDOT staff will conduct a quantitative assessment of the applications using the applicant's responses, WSDOT 2017-2021 crash data, US Census data, and WSDOT local project search data	https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/safe-routes-school-program/safe-routes-school-program-call-projects
Land and Water Conservation Fund	Local agencies, special purpose districts, Native American tribes, State agencies	Trails	Preserve and develop outdoor recreation resources, including parks, trails and wildlife lands	State	Grant	Engineering & Administration, New Construction, Reconstruction, Maintenance	\$14,000,000	\$2,000,000 at max	50% match requirement	Application due May 3, 2022	A proposal plan must have the following elements: goals and objectives; an inventory of current facilities and/or properties; public involvement in the process; a demand and need analysis; a capital improvement program; adoption by the organization's board, council, etc.	Submit a long-range comprehensive plan along with documentation of the public outreach used to develop the plan, completed self-certification form checklist, and submit a copy of the ordinance or resolution that indicates plan adoption.	https://co.wa.gov/grant/land-and-water-conservation-fund/
Arterial Preservation Program	Cities with a population greater than 5,000 and assessed valuation less than \$3 billion	Roads	Provides funding for overlay of federally classified arterial streets in cities	State	Grant	Engineering & Administration, New Construction, Reconstruction, Maintenance	\$82,000,000	From previous projects: ~\$200,000 to \$600,000	Local match is based upon a city's assessed valuation	Applications due August 19, 2022, funding allocated on a yearly basis	Criteria scoring are based on the following criteria: agency rating and segment rating	Projects are selected annually on a competitive basis	http://www.tib.wa.gov/grants/Grants.cfm http://www.tib.wa.gov/grants/documents/2022%20APP%20criteria.pdf
Urban Arterial Program	Counties with urban unincorporated areas and cities with a population of 5,000 or greater	Roads	Improves unsafe conditions, prevents human injury and property damage	State	Grant	Engineering & Administration, New Construction, Reconstruction, Maintenance	\$82,000,000	Maximum request of \$4.5M-\$5M	Local match requirement is determined by the city's valuation, with minimum local match ranging from 10 to 20 percent	Applications due August 19, 2022, funding allocated on a yearly basis	Criteria scoring are based on the following criteria: safety; commercial growth & development; physical conditions; mobility; sustainability; and constructability	Projects are selected annually on a competitive basis	http://www.tib.wa.gov/grants/Grants.cfm http://www.tib.wa.gov/grants/documents/2022%20UAP%20criteria.pdf
Active Transportation Program	Counties with urban unincorporated areas and cities with a population of 5,000 or greater	Roads	Provides funding to improve pedestrian and cyclist safety, enhanced pedestrian and cyclist mobility and connectivity, or improve the condition of existing facilities	State	Grant	Engineering & Administration, New Construction, Reconstruction, Maintenance	\$8,000,000	Minimum request for funds is \$250,000	Local match requirement is determined by the city's valuation, with minimum local match ranging from 10 to 20 percent	Applications due August 19, 2022, funding allocated on a yearly basis	Criteria scoring are based on the following criteria: safety; mobility; physical condition; nature of project; constructability; and sustainability	Projects are selected annually on a competitive basis	http://www.tib.wa.gov/grants/documents/2022%20AT%20criteria.pdf
Complete Streets Award	Any city or county that has an adopted completed streets ordinance	Roads	Funds for planning and building streets to accommodate all users, including pedestrians, access to transit, cyclists, and motorist of all ages and abilities	State	Grant	Engineering & Administration, New Construction, Reconstruction, Maintenance	N/A	Offers between \$100,000 and \$1 million grants to local governments	N/A	Next awards will be in 2023 or 2024	TIB staff will evaluate all nominations. There will not be set criteria established, and TIB staff will evaluate base on policy quality, plan integration, community outreach and engagement, past project actions, and future project plans	Nominating agencies will fill out a form describing what motivates a nominator to nominate a city for an award	http://www.tib.wa.gov/grants/Grants.cfm https://wacities.org/advocacy/news/advocacy-news/2021/07/12/complete-streets-grant-nominations-now-open

POTENTIAL TRANSPORTATION PROJECT FUNDING SOURCES

[illegible]



City Of Kenmore, Washington

Memorandum

Date: January 10, 2023

To: Planning Commission

From: Debbie Bent, Community Development Director
Lauri Anderson, Principal Planner

Regarding: Comprehensive Plan Update: Public Services Element

It is anticipated that the Planning Commission's 2023 docket will continue the State-mandated update of the City's Comprehensive Plan (due December 2024). Five elements (or chapters) are to be reviewed this year, in time for the annual Comprehensive Plan adoption—likely in the fall. The five elements are: Transportation Element (to be continued at the January 17 meeting), the Public Services Element (to be introduced on January 17), and the Utilities Element, Economic Development Sub-Element, and Climate Change Element.

Once your work on these five elements is complete, the Downtown Sub-Element and Community Character Sub-Element will be introduced, with amendments to be adopted in 2024. The Surface Water Element also will be reviewed in this timeframe.

The Public Services Element contains a great deal of information on service provision in the City. Updated information was gathered about City administration, human services, library services, fire/emergency services, police services, emergency management, public schools, and Bastyr University. New background sections are proposed to address the Community Court and RCR (the newly formed Regional Crisis Response Agency), and to provide more information on the City's emergency management approaches.

Note that two of the City staff positions (Climate Action Manager and Housing and Human Services Manager) have not yet been approved by the City Council, although preliminary support has been expressed. If these positions are not funded, amendments to the section on City staffing will be required.

The goals, objectives, and policies of the Public Services Element have been modified to include a greater focus on diversity, equity, and inclusion.

On January 17, we recommend that the Commission provide direction for the preliminary Public Services Element. The revised Element next would be reviewed in February and then held for a future public hearing.

Attachment 1: Draft Public Services Element

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PUBLIC SERVICES ELEMENT

INTRODUCTION

The Public Services Element focuses upon ~~citizen~~public participation and communication, efficient municipal services, ~~human services, library services,~~ emergency services, ~~and~~ education, ~~and human services.~~ Public services and facilities are a key determinant in the community's quality of life and the capacity of the City to address future development.

Growth Management Act Requirements

A goal of the Growth Management Act (GMA) is to ensure that those public facilities and services necessary to support development are adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards. GMA also encourages development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

VISION 2050

VISION 2050 recognizes that public services are essential to the day-to-day operation of the region, helping make communities safe, healthy, prosperous, and resilient. Policies in VISION 2050 support equitable access to services for all members of the community.

Countywide Planning Policies

The King County Countywide Planning Policies' overarching goal for public services is that residents have timely and equitable access to the services needed ~~in order~~ to advance public health and safety, protect the environment, and carry out the Regional Growth Strategy. Coordination between jurisdictions and service providers should result in providing residents with a full range of services.

The Countywide Planning Policies also support planning across all jurisdictions and agencies in King County to address community resilience.

EXISTING CONDITIONS/~~FORECAST OF FUTURE NEEDS~~

Overview

Multiple agencies and districts provide services in the Kenmore City limits, including a fire district and two school districts. Several governmental buildings that house special district and City functions are located in the City. Governmental facilities are located on **Figure PS-1**. This Element focuses on City services, human services, emergency services, and education. Parks and recreation are more fully addressed in the **Parks, Recreation and Open Space Element**, and water and sewer services are addressed in the **Utilities Element**.

City Services

The City of Kenmore has a council-manager form of government. Seven City Council members are elected at large by the registered voters in the City. The City Council elects a Mayor from among the Council members to serve a two-year term as the Chairperson of the Council. The City Council also appoints a City Manager who manages the day-to-day operations of the City.

In addition to the City Manager, there are 30.7548 regular positions as of January 2015January 2023, organized into fiveseven departments: City Manager, Public Works, Engineering, Environmental Services, Finance and Administration, Community Development, and Development Services.

City Attorney and all legal and court services are provided on a contract basis. An additional staff member serves under contract as Police Chief, coordinating public safety resources. There are approximately 1.481.99 regular City employees per 1,000 population (assuming the Year 20142022 population of 21,37024,090).

Figure PS-1
Public Services and Facilities

This figure is being updated

The City is responsible for the following services:

- **General Administration**City Manager (general administration): General administration includes all aspects of the finance and City Clerk functions for the City, including cash and investment management, accounting and preparation of quarterly financial reports, the annual financial report, accounts receivable, cashiering, general ledger, payroll, records retention, information technology, and human resources. General administration also includes city management functions, including day-to-day direction to, and leadership of, the organization, human resources, franchise negotiations, communications, events and volunteerism, economic development, human services, affordable housing development, City Council policy and administrative support, and government relations. Oversight of the City's public safety and legal assistance contracts (police, court, jail, prosecutor, public defender, City Attorney, animal control) is housed in the City Manager's department as is the City's DEIA (Diversity, Equity, Inclusion, and Accessibility) program. General administration also includes the City Clerk and records management functions for the City.
- **Finance and Administration:** Finance and Administration handles all aspects of finance, including budget development, cash and investment management, accounting and preparation of quarterly financial reports, the annual financial report, accounts receivable, cashiering, general ledger, and payroll. This department also manages information technology.
- **Public Safety:** Public safety functions include police, jail, prosecuting attorney, public defender, and court services, and animal control, all of which are contracted with King County. The City's emergency management functions are handled in-house in coordination with the Northshore Fire Department and other regional partners.
- **Community Development:** Community Development functions include developing City Council policy recommendations on such matters as land use regulations and comprehensive planning, and planning and managing the capital improvement program for parks. The City's emergency management functions are handled in-house through Community Development in coordination with the Northshore Emergency Management Coalition (NEMCo) and other regional partners. NEMCo includes the City of Kenmore, Lake Forest Park, the Shoreline Fire Department, and the Northshore Utility District.
- **Development Services** manages development, and permit review and inspections. Land use permits, right-of-way permits, engineering permits, and commercial and residential building permits are received and issued at City Hall. Development Services also is responsible for code enforcement, including resolution and abatement of code violations.
- **Engineering**Public Works: Public worksEngineering functions include management of the City's transportation capital improvement program, traffic engineering, multimodal traffic monitoring and improvements, managing the six-year transportation improvement program, and Target Zero implementation. Transportation planning and development of the City's road standards also are part of Engineering.
- **Public Works:** Public Works functions include maintenance of parks, and streets, surface water policy and maintenance of storm water facilities, engineering services, events and volunteerism, recreational programming, and fleet management. Public Works functions also include maintenance of City facilities, including City Hall.
- **Environmental Services:** Environmental Services develops policy recommendations on surface water policy, manages maintenance of stormwater facilities, and has primary responsibility for actions related to the Climate Action Plan. The City's GIS functions are located in Environmental Services.

Most City functions are managed in the 21,000 square foot City Hall building at 18120 68th Avenue NE. At the time of construction, it was anticipated that the building would be adequate to house City functions (not including Public Works operations) for twenty years or more. A new Public Works facility (replacing the temporary use of City property on SR-522) is proposed on NE 202nd Street, and permit review for that facility is anticipated in 2023.

Human Services

Many residents of Kenmore require a broad range of human services to meet their daily needs. These services generally fall into three categories: **family services, senior services, and youth services**. The types of services range from transportation for seniors, to recreational opportunities for teens, to family counseling, to homeless services. Generally, the lower the income of the family or individual, the greater is their need for subsidized assistance to make the service affordable.

Services currently provided to Kenmore residents generally are made available through several very strong agencies located outside of the City limits. As a result, the current location of service providers is not convenient to many Kenmore residents in need of the services they offer.

The following **pages** provide a partial inventory of services available in the Kenmore area. Services were selected because of a Kenmore location, a known Kenmore clientele, or because funding has been provided by the City to serve the area.

Family Services

An array of services is available serving the needs of Kenmore families:

- **Seventeen (17) Childcare providers** in Kenmore have a capacity for approximately 628 children, including daycares, preschools, Champions after-school programs at Arrowhead and Moorlands elementary schools, and a Northshore YMCA after-school program at Kenmore Elementary School.
- **Child Care Resources** Homeless Program, based in Seattle, provides funding for **child care** for homeless children in King County to allow their family the time they need to work on finding housing or a job.
- **The Kenmore Elementary PTA** Social Service Crisis Support program provides crisis support for Kenmore Elementary students, which includes emergency food, clothing, counseling, medical, and transportation costs.
- **Northshore Youth and Family Services (NYFS)**, located in Bothell, provides **drug and alcohol prevention programs for youth and mental health programs for individuals and families a full spectrum of mental health counseling and substance use treatment services for individuals, couples, families, and at-risk youth.**
- **The Center for Human Services'** two Family Support Centers provide early learning, youth development, parent education/support and community resources to the residents of North King County. The family centers are located in Bothell and Shoreline, and the agency partners to provide services on-site at churches and low-income housing complexes in Woodinville, Kenmore, Lake Forest Park and Shoreline.
- **The Northshore YMCA**, located in Bothell, services the Kenmore area. It provides physical fitness programs and parent-child programs at the site in addition to a variety of youth and senior programs.

A gym, pool, weight room and meeting rooms are located in its facility. The YMCA offers scholarships for those who are unable to afford services.

- **Hopelink**, with centers in Kirkland and Shoreline, is the largest provider in the area of services for low and moderate-income families. Its services include a food bank, emergency and transitional housing, employment programs, transportation, utility assistance, and other emergency financial assistance. In 2013, Hopelink opened a food bank in Kenmore through a partnership with Northlake Lutheran Church.
- **The Kenmore Family Emergency Shelter**, operated by Hopelink—~~and currently undergoing remodeling, will provide eleven apartments for emergency shelter for homeless families, provides short-term housing for families in crisis on a month-to-month basis.~~
- **The HealthPoint Dental Program**, with a location in Bothell, offers affordable dental services to low income and marginalized communities in suburban King County.
- **The Health Point Medical Program**, also located in the Bothell center, offers family practice, obstetric, and pediatric medical services with supportive behavioral health and case management programs.
- **Seattle-King County Public Health** is a provider of basic health services including maternity support services and case management services for young mothers. Services are available through the Northshore Public Health Center in Bothell.
- **Crisis Connections (formerly Crisis Clinic) 2-1-1 Community Information Line** provides information and referral services to all King County residents by coaching callers on how best to present their problem, explaining how the social service system works, and empowering callers to find solutions when there are no resources.
- **Crisis Connections (formerly Crisis Clinic) 24-hour Crisis Line** provides emergency telephone intervention for all King County residents in crisis or emotional distress every day of the year, listening and providing feedback and referrals to other agencies or direct linkage to emergency mental health services as needed.
- **Lifewire (formerly Eastside Domestic Violence Program)** provides a variety of direct services designed to address the immediate needs of survivors of domestic violence and their children in north and east King County.
- **Wonderland Developmental Center** in Shoreline serves children with developmental disabilities and their families.
- **ATWORKAtWork!**, based in Bellevue, is a provider of employment training and case management for persons with disabilities.
- ~~Various Other agencies also provide services to families in Kenmore.~~
- **Mary's Place** provides housing, resources, employment services, and community to families in need. Their Kenmore location in the old Sheriff's office on 73rd Avenue NE provides 70 beds for parents and their kids.

Senior Services

Services for Kenmore seniors are made available primarily through two area non-profit organizations:

- **The Northshore Senior Center** is the primary provider of senior services for Kenmore residents. Among the services available are: adult day programs, senior transportation services; health, nutrition and exercise programs; occupational therapy; and an extensive list of outings and social events. The Senior Center provides services at its Bothell location. It also delivers some services at multiple sites throughout the area, including in Kenmore. The Kenmore Senior Center, located at 6910 NE 170th Street in Rhododendron Park, offers a variety of activities (such as social activities, educational programs, and health courses).
- **The Northshore YMCA** in Bothell is the only other major provider of senior programs. Senior fitness programs and social activities are available.

Youth Services

While a wide range of activities is available to Kenmore youth, only a few facilities are actually located in the community:

- In addition to its teen leadership and Youth in Government programs, the Northshore YMCA in Bothell provides teen recreational activities at its pool and gym and at off-site locations. The Drop-In Youth Center program provides a place for teens and tweens to meet friends, play games, and get homework support. They host summer and outdoor leadership camps at Wallace Swamp Creek Park and partner with the City of Kenmore to subsidize swim lessons for 5th to 12th graders living in Kenmore.
- ~~The Northshore YMCA in Bothell provides teen recreational activities at its pool and gym, and events off-site, in addition to its teen leadership and Youth in Government programs. The Drop-In Teens program provides a place for teens to meet friends, play games and get homework support. A Late Night program on Saturdays also is available. The Northshore YMCA operates the Hang Time after school program at Kenmore Junior High.~~
- **Friends of Youth** provides shelter and transitional housing for homeless youth. The Youth Haven Emergency Shelter in Kirkland serves youth ages 11-17provides 24-hour emergency shelter to youths aged 7-17.
- **Northshore Youth & Family Services** provides counseling out of its Bothell facility and at Cascadia College. It also offers a teen-parenting program for first-time teen moms.
- The Disability Empowerment Center (formerly Alliance of People with disAbilities)² has offices in Seattle and Redmond where they offer youth programs teach skills to preparefor King County youths aged 14 and up with disabilities, for life as an adultThe programs teach new skills and provide information about community resources to help participants lead successful adult lives.
- **Crisis Clinic Teen Link** is an anonymous help line answered by teen volunteers each evening from 6-10 p.m., providing a confidential, safe place for youth to seek comfort and support.
- **The Kenmore Public Schools** are a major source of in-community services. The schools offer counseling and referral as well as health services.

The City presently provides funding for human services through awards to individual agencies. The City also participates in an interlocal agreement with Bellevue, Issaquah, Kirkland, Mercer Island, Sammamish, Redmond, and Shoreline to pool a portion of human services funds into single contracts with approved human services programs. The City of Bellevue is the lead administrator of these funds.

Beginning in the 2023-2024 biennium, the City will participate in an interlocal agreement between the King County Regional Homelessness Authority and four other North King County cities—Bothell, Lake Forest Park, Shoreline, and Woodinville—to administer the already approved human services funding for programs that address homelessness.

Library Services

The King County Library System (KCLS) is one of the busiest library systems in the U.S. and includes 48 public libraries throughout King County (excluding those in Seattle). KCLS has served Kenmore since before incorporation has been providing library service to the Kenmore area since the 1930s. In 1999 Kenmore residents formally annexed into the library district. Today Kenmore Library is one of fifty community libraries in the KCLS service area.

The Kenmore Library originated in 1957 through the efforts of the Kenmore Elementary School PTA. Opening day was July 21, 1958. The site was a small red barn on 73rd Avenue NE near where Swamp Creek crosses the road. KCLS provided books and services and the community contributed funds and labor. In 1976, the Kenmore Library relocated into a 2,112 sq. ft. modular building at 18138 73rd NE.

In 1976 the Kenmore Library was relocated into a 2,112 sq. ft. modular building at 18138 73rd NE. In July 2011, the library moved again into a new 10,000 square foot library at 6531 NortheastNE 181st Street in Kenmore's downtown. The new facility was funded by a \$172 Million capital bond approved by voters in 2004, and receivedThe new facility was awarded the Civic Design Honor by The American Institute of Architects (AIA), Washington Chapter, in 2012.

In 2013, the Kenmore Library had 332,267 checkouts, compared with Lake Forest Park's 256,136 checkouts and Bothell's 1,168,305 checkouts. KCLS as a whole had more eBooks downloaded in 2013 than any other library system in the country. In 2021, the Kenmore Library loaned over 256,000 digital and hard copy items, compared with Lake Forest Park Library's 255,000 items and Bothell Library's 885,000 items checked out. Across the library system, borrowers downloaded 7.8 Million digital titles in 2021, making KCLS the second highest digital circulating library in the U.S., and number 4 in the world.

Residents in Kenmore also use the Bothell Regional Library, the Lake Forest Park Medium Library, and the Kingsgate Large Library Branches. Kenmore residents enjoy borrowing privileges at all KCLS locations, and access library materials, programs and services via the KCLS web site kcls.org.

Kenmore established a Library Advisory Board in 2007 to serve in an advisory capacity to Kenmore City officials on matters regarding the Kenmore Library. Advisory Board members also act as a liaison between the Kenmore Library, the City of Kenmore, and KCLS. The Library Advisory Board consists of eight voting members who serve three-year terms. All members are appointed by, and serve at the pleasure of, a majority of the Kenmore City Council.

Fire/Emergency Services

King County Fire Protection District No. 16 – Northshore Fire Department

The Northshore Fire Department (District) provides fire prevention, fire suppression, and emergency medical services to the Cities of Kenmore and Lake Forest Park. On June 1, 2022, the District initiated a

contract for services with the Shoreline Fire Department (SFD). The District still remains as a governing entity, but all operations are now the responsibility of the SFD. The District will continue gathering revenues to transfer to SFD and ensure that the contract is being followed, but all employees except for the District Board Secretary transferred employment to SFD. It operates from two fire stations, Station 51 in Kenmore, and Station 57 in Lake Forest Park.

In total, the Fire District serves over eleven square miles. The estimated population served is approximately 33,000. The State Office of Financial Management (OFM) reports year 2014 population estimates of 21,370 and 12,750 for Kenmore and Lake Forest Park, respectively. The SFD employs about 188 personnel operating out of five different stations and serving approximately 97,000 people across 24 square miles, including: Shoreline, Woodway, Lake Forest Park, and Kenmore. Additionally, the Shoreline Paramedic program provides advanced life support (ALS) services to Bothell and a portion of Woodinville, serving a population of over 164,000 in an area of approximately 37 square miles. Two fire stations primarily serve the Kenmore area, one in Lake Forest Park and one centrally located in downtown Kenmore at 7220 NE 181st Street. Both fire stations serve the Kenmore area, as well as other parts of the District and adjacent jurisdictions. Station 51 is centrally located within the downtown commercial area of Kenmore at 7220 NE 181st Street.

At the time of this writing, the District employs 48.5 full-time employees, 40 of which are uniformed personnel including firefighters, lieutenants, and Battalion Chiefs. The other eight and a half employees make up the Fire Prevention, Training, and Administrative Divisions of the District. At any given time in the District, there is a minimum of nine emergency responders on duty. Out of the nine responders, there is a minimum of six on duty at Station 51 in Kenmore, and three on duty at Station 57 in Lake Forest Park. The proportional distribution of staffing between the two fire stations closely aligns with the number of calls for service and the population served between the two cities. The SFD is a full-service fire department with employees in the following divisions:

- Administration
- Legislative Services (Board of Commissioners)
- Fire Suppression
- Emergency Medical Services/Basic Life Support (EMS/BLS)
- Emergency Medical Services/Basic Life Support (EMS/ALS)
- Fire Prevention
- Community Outreach
- Training
- Fleet and Facilities
- Information Technology (IT) Services

The minimum operational staffing level every day is 33 personnel during the day, dropping to 31 at night. These responders staff 4 engines, 1 ladder truck, 4 aid cars plus an additional day-shift aid car, 1 battalion chief, 3 medic units, and 1 medical services officer. There are a minimum of 5 personnel on duty at Station 51 in Kenmore and five personnel on duty at Station 57 in Lake Forest Park during the day, dropping to 3 at night.

During 2014, out of a total of 3,525 requests for service, the majority of calls received were for medical emergencies—including motor vehicle accidents with or without injury and extrication (2,666 calls = 76%). Another 444 calls (12.5%) pertained to other types of emergency issues, including someone smelling smoke, carbon monoxide incidents, gasoline spills, downed power lines and other hazards (including a few calls for service that were cancelled once District personnel arrived on the scene). Seventy-one fire responses (2%) involved fires in structures, automotive vehicles, public utilities and outside areas. Ninety-one non-emergency requests for assistance (2.5%) involved helping citizens with lock-outs, assisting with patient care, and even addressing minor flooding issues.

In 2022, SFD is forecasting that it will respond to about 3,698 requests for service in the Lake Forest Park/Kenmore area. The majority of calls received are for medical emergencies—including motor vehicle accidents with or without injury (2,589 calls = 70%). The remaining 1,109 calls will be for other types of emergency issues such as: smell of smoke/carbon monoxide incidents, gasoline spills, downed power lines, cancelled calls, fires in structures/automotive vehicles, assistance with low-acuity patient care, and minor flooding issues. Within this response area in 2022, the overall average response time is 4:37 minutes.

The number of calls for service has increased by 10.3% over the last ten years (3,196 in 2004 and 3,525 in 2014). It is anticipated that the call volume will continue to increase at this relatively stable rate. However, the majority of the increase will be in Kenmore due to its higher rate of projected growth. The number of calls for service typically increases between one and two percent per year, but it is anticipated that the call volume will grow at a higher rate in the near future due to increased growth. The majority of the increase will be in Kenmore due to its higher projected growth rate.

The District's facilities are relatively new and were constructed with consideration of future growth trends taken into consideration. The Kenmore station can accommodate additional response units when the increase in the number of calls for service dictates additional staffing.

Within Kenmore in 2013, the average response times for priority fire or EMS calls for service was 3:42 minutes for areas north of the Sammamish River and 5:53 minutes for areas to the south of the River.

The District has automatic aid agreements with all of its neighboring jurisdictions. These mutually beneficial agreements reduce response times, especially to in the fringe areas of a jurisdiction. They also provide additional staffing for labor intensive incidents such as structure fires and incidents involving technical rescues. In 2014, the District received assistance from neighboring agencies 241 times, and provided assistance 621 times. The contract for services with the SFD provides greater staffing levels, depth, and flexibility, allowing for more services to be provided from within the organization.

Police Services

Kenmore contracts with the King County Sheriff's Office (KCSO) for one police chief (sergeant) and 13 police officers, including 12 patrol officers, and a burglary/larceny detective. The City also contracts for various support services, i.e. major crimes, bomb disposal, marine services, etc. Since police services are contracted from the King County Sheriff's Office, all vehicles and equipment are provided by the County in the overall cost of the officers contract. All of the Kenmore officers work out of an office on the second floor of Kenmore City Hall at 18120 68th Avenue NE.

As of 2013/2022, the City had in addition to the 14 commissioned officers, with support staff and specialty unit partial FTEs are provided through the contract with KCSO services equaling 15.97 FTEs, and the level of service was about 75 officers per 1,000 population (including commissioned officers). Support staff and specialty units, such as 911 Call Center staff and patrol supervision, provide for an additional 4.04 FTEs. In all, commissioned officers assigned to Kenmore amount to a level of service of about 0.59 officers per 1,000 population.

Dispatch calls for service between 2008/2017 and 2013/2021 were as follows:

- 2008 — 3,130
- 2010 — 3,287

- 2013 – 3,342
- 2017 – 4,253
- 2019 – 3,964
- 2021 – 3,610

Crimes are divided into Part I and Part II offenses. Part I offenses include criminal homicide, forcible rape, robbery, aggravated assault, burglary, larceny-theft, motor vehicle theft, and arson. Part II offenses include all other crimes not considered Part I, such as simple assaults, forgery/counterfeiting, fraud, embezzlement, stolen property, prostitution, sex offenses (except forcible rape or prostitution), drug violations, gambling, offenses against the family and children, driving under the influence, liquor violations, drunkenness, disorderly conduct, etc.

In 2019, KCSO began reporting crime statistics using the National Incident Based Reporting System (NIBRS). This format is required by the federal government, and separates crimes into three categories: Crimes Against Persons, Crimes Against Property, and Crimes Against Society.

In Kenmore, Crimes Against Persons offenses most frequently include assault and domestic violence protection order violations. Crimes Against Property offenses in Kenmore tend to include burglary, theft, fraud, and vandalism. Crimes Against Society is a narrow set of offenses where a crime typically does not involve an individual victim, such as drug or weapon offenses.

In Kenmore, Part I offenses tend to include burglary and larceny cases. Part II offenses in Kenmore tend to include assault, forgery/fraud, vandalism, and driving while under the influence.

When reviewing data by patrol district, sector E-2 in the northeast portion of the City generates more dispatched calls for service than the other patrol districts. Refer to **Figure PS-2** for patrol districts.

In Kenmore as a whole, the crime rate is shown in **Table PS-A**.

TABLE PS-A
KENMORE CRIME RATE STATISTICS PER 1,000 POPULATION

OFFENSE	20082017	20102019	20132021
Part I—Crime Rate	18	21	17
Part II—Crime Rate	33	38	21
Crimes Against Persons	N/A*	4.0	4.0
Crimes Against Property	N/A*	14.6	16.2
Crimes Against Society	N/A*	0.4	0.3

*Classification of crimes according to NIBRS criteria did not begin until 2019.

Source: Police Services Data, 20132021.

Police response times between 20082017 and 20132021 are shown in the **Table PS-B**. Response times vary by the priority nature of the call. The variation in Critical Dispatch times is due to a number of factors, such as how many officers are on duty at the time of the call, the time of day the call was received, ~~or~~and traffic congestion.

Staffing needs are determined through the contracting process. Facility/equipment repair or renovation needs do not apply ~~since police services are contracted~~as these items are provided for in the police contract.

~~Dedicated officers under contract to cities~~Kenmore officers do not provide service to patrol districts in unincorporated areas. Kenmore has a shared supervision agreement with the City of Shoreline, also a KCSO contract city. Shoreline patrol supervisors oversee Kenmore officers when Kenmore's sole supervisor (the Police Chief), is not on-duty.

TABLE PS-B
POLICE RESPONSE TIMES

DATE	PRIORITY	AVERAGE RESPONSE TIME
2008	X	4.06 min.
	1	7.25 min.
	2	10.74 min.
2010	X	2.55 min.
	1	6.79 min.
	2	10.23 min.
2013	X	3.64 min.
	1	5.57 min.
	2	8.13 min.

Notes:

Priority X Critical Dispatch — In progress events that pose obvious danger to life

Priority 1 Immediate Dispatch — Events requiring immediate police action

Priority 2 Prompt Dispatch — Less critical situations that may escalate

Note: The variation in Critical Dispatch times is due to factors such as staffing available, number of calls received, number of months included in assessment, etc.

Source: Police Services Data, 2013.

TABLE PS-B
POLICE RESPONSE TIMES

DATE	PRIORITY	AVERAGE RESPONSE TIME
2017	X	3.36 min.
	1	6.53 min.
	2	8.23 min.
2019	X	2.95 min.
	1	6.68 min.
	2	8.78 min.
2021	X	3.28 min.
	1	7.46 min.
	2	8.95 min.

Notes:
Priority X Critical Dispatch – In progress events that pose obvious danger to life
Priority 1 Immediate Dispatch – Events requiring immediate police action
Priority 2 Prompt Dispatch – Less critical situations that may escalate
Note: The variation in Critical Dispatch times is due to factors such as staffing availability, number of calls received, etc.
Source: Police Services Data, 2021.

Figure PS – 2
Patrol Districts

No changes are needed to this figure

Community Court

In 2023, the City of Kenmore will join the City of Shoreline's Community Court. A community court is an alternative problem-solving court. It differs from traditional court by identifying and addressing the underlying challenges of court participants that may contribute to further criminal activity. Its goal is to build stronger and safer neighborhoods and reduce recidivism through a rehabilitative approach.

A community resource center is an integral component of community court, and it is open to all members of the public in addition to community court participants. Kenmore residents are welcome to visit Shoreline's community resource center to find out about services in the area (education, job training, legal, recovery, mental health, etc.).

Regional Crisis Response Agency (RCR)

In 2022, Kenmore partnered with the Cities of Bothell, Kirkland, Lake Forest Park and Shoreline to form a new entity called the Regional Crisis Response Agency (RCR). The new RCR program offers seven day a week crisis response coverage to strengthen community/police partnerships, increase the connection of at-risk individuals with effective behavioral health services and treatments, enhance community and first responder safety by reducing the potential for police use of physical force, and reduce repeat calls for service. Police and mental health “navigators” respond together to incidents involving persons in crisis with underlying behavioral health conditions. The new entity should be operating by the second quarter of 2023.

Emergency Management

Kenmore partners with Lake Forest Park, the Shoreline Fire Department, and the Northshore Utility District for the City’s emergency management services through the Northshore Emergency Management Coalition (NEMCo). The City’s Comprehensive Emergency Management Plan (CEMP) provides a framework for organizational activities during disaster operations, focusing on minimizing the effects of the disaster and facilitating recovery. NEMCo’s focus is to engage the “whole community” to prevent, protect against, mitigate, respond to, and recover from all types of emergencies and disasters through education and volunteer coordination. NEMCo provides a number of emergency preparedness training opportunities throughout the year for those interested in volunteering or for those who just want to be better prepared at home. The City also joins King County in adopting a hazard mitigation plan to assess natural and human-caused hazards and identify mitigating measures to address those hazards.

Public Schools

The Northshore School District primarily serves seven jurisdictions: King County, Snohomish County, the City of Bothell, the City of Brier, the City of Kenmore, the City of Kirkland, and the City of Woodinville. The District boundaries are shown in **Figure PS-3**.

Lake Washington School District serves King County and the Cities of Kirkland and Redmond. The northern boundary of this District bisects St. Edward State Park in Kenmore. Refer to **Figure PS-4**. As there is no residential population living with school-age children in this area, no additional information on the Lake Washington School District is included in the Element. The Northshore School District is addressed below.

Northshore School District

Five schools are located within Kenmore City limits, including three elementary schools, one junior high/middle school and one high school:

- Arrowhead Elementary
- Kenmore Elementary
- Moorlands Elementary
- Kenmore Junior High/Middle School
- Inglemoor High School

Schools in the immediate vicinity of the City include Sorenson Early Childhood Center, Westhill, Lockwood, and Shelton View Elementaries; Canyon Park and Northshore Junior High/Middle Schools; and Bothell High School. These nearby schools serve a portion of Kenmore residents.

Attendance boundaries for the high schools show that the greater part of Kenmore is within the Inglemoor High School attendance boundaries. However, students on the northeast side of Kenmore, and those east of 82nd Avenue NE, 83rd Avenue NE, and portions of 80th Avenue NE, are within the Bothell High School attendance boundaries.

The Northshore School District will open a new high school, North Creek, in north Bothell off 35th Avenue between 188th and 192nd streets in Snohomish County and implement grade reconfiguration (move to K-5 elementary, 6-8 middle and 9-12 high schools) in the fall of 2017 to provide greater academic and other opportunities for students. Boundary adjustments will also be made in fall 2017 to create a service area and feeder pattern for North Creek High School and to help balance districtwide enrollment.

School Classroom Size, Capacities, and Deficiencies

The Northshore School District establishes its level of service by defining class size goals. Refer to Table PS-C. The base standard for elementary schools is 24 students per classroom. For middle and high schools, the base standard is 26 students per classroom. The student capacity of a school is determined by the classroom size goal as well as the building area.

**TABLE PS-C
NORTHSHORE SCHOOL DISTRICT
STANDARD OF SERVICE**

CLASSROOM TYPE	AVERAGE STUDENTS PER CLASSROOM
ELEMENTARY (K-6)	
Kindergarten	22
Regular, alternative, EAP	24
Special education, mid-level	12
Special education, functional skills & academics	8
Integrated regular & special education	24
JUNIOR HIGH (7-9)	
Regular, alternative	27
Special education, mid-level	12
Special education, functional skills & academics	8
SENIOR HIGH (10-12)	
Regular, alternative	27
Special education, mid-level	12
Special education, functional skills & academics	8
Vocational education	27

Source: 2016 Capital Facilities Plan, Northshore School District 417

The **design total instructional** capacity and scheduled capacity of the schools within Kenmore and outside of Kenmore, which serve Kenmore residents, are shown in **Table PS-DC**. To provide planning time and space for teacher preparation, and meet required instructional needs, some facilities will only support a design capacity utilization of 85%. Scheduled capacity reflects the specific programs that take place in each room.

Capacity information includes portables at the school. To optimize instructional program flexibility and maximum service levels in the most cost-effective way possible, the District maintains 10-15% of its total design capacity in portables.

TABLE PS-DC
NORTHSHORE – SCHOOL STUDENT CAPACITIES AND ENROLLMENT

SCHOOL	DESIGN TOTAL INSTRUCTIONAL CAPACITY	2016 SCHEDULE D CAPACITY⁴	2016 DECEMBER 2022 ENROLLMENT (FTEs)	% UTILIZED SCHEDULED INSTRUCTIONAL CAPACITY
ELEMENTARY				
Arrowhead	597402	453	423276	9369%
Kenmore	646474	571	561379	9880%
Lockwood	669640	561	612586	11092%
Moorlands	765784	704	787625	11280%
Shelton View	574474	503	527464	10598%
Westhill	598496	527	493398	9480%
JUNIOR-HIGH MIDDLE SCHOOL				
Canyon Park	1,258988	1,063	809887	7690%
Kenmore	1,054822	940	623715	6687%
Northshore	1,195966	1,066	737822	6985%
SENIOR-HIGH SCHOOL				
Inglemoor	2,1251,494	1,873	1,3501,419	7295%
Bothell	2,2511,515	1,960	1,6381,600	84106%

⁴Sources: 20162022 Capital Facilities Plan, Northshore School District 417. Reflects the different types of school spaces (classrooms, gym, music room, etc.) and programmatic requirements that may limit number of students per class and <https://resources.finalsite.net/images/v1671061195/nsdorg/nrzqgiwwsygphsj40eep/Enrollment-December2022.pdf>

**Figure PS-3
Northshore School District**

The figure is being updated

Figure PS-4
Lake Washington School District

This figure is being updated

Future Growth

To determine planned improvements, the District projects student enrollment at the elementary, junior and senior high levels. Increases in enrollment at the elementary level continue to drive capacity challenges, particularly in the north half of the district (Northshore School District 417, 2014 Capital Facilities Plan). Projected enrollment in 2025 is 22,798 FTE, compared with a projected enrollment of 19,753 FTE in 2015. According to the School District, growth continues to outpace school capacity and has fully exhausted capacity increases from relocating building programs, portable additions, grade reconfiguration, and boundary changes. Growth has been concentrated in northern, central, and southern portions of the District and is accelerating at the secondary level.

A \$425 million 2022 capital bond approved by voters includes eight new projects to add permanent capacity across the District at all grade levels. Improvements planned for schools in the District that may impact Kenmore include:

- Construction of the new North Creek comprehensive high school;
- Construction of a new elementary school in the north end of the district;
- Improvements to existing District facilities including but not limited to mechanical systems, flooring, building controls, roofing, boilers, circulation, security, casework and seismic upgrades;
- Improvements to District facilities to meet current ADA requirements;
- Energy efficiency improvements; and
- Upgrades to playfields and gymnasiums, including tracks, tennis courts, athletic fields, and artificial turf.
- The Inglemoor High School modernization project that proposes replacing the 6 portables on site with permanent classrooms and adding 10 additional permanent classrooms. Also proposed are a new athletic support space, a new commons, and a new main office complex to support increased capacity. Part 1 completion is estimated in 2026.
- The Kenmore Elementary School modernization project that proposes replacing 9 portables with permanent classrooms and adding 2 additional permanent classrooms. Also proposed are a new gym, commons, main office complex, a fully inclusive playground, and improved site circulation to support increased capacity. Estimated completion is 2025.

Impact Fees

Impact fees are calculated based upon the District's cost per dwelling unit and from new development can be used to purchase land for school sites, make site improvements, construct schools and purchase/install temporary facilities (portables).

Northshore School District updated its student-generation factor for both single family and multi-family and townhome units in early 2022. The townhome generation factor was new with the 2022 update. The District's student-generation rate for multi-family dwelling units is much lower than for single-family homes. The student-generation rate, when isolated for townhomes only, shows that more students are residing in those units than in traditional multi-family units.

Along with the opening of North Creek High School and grade reconfiguration, the District is making several boundary line adjustments in 2017 to increase District-wide facility utilization and accommodate planned growth. They also have identified the need for a new elementary school in the northern part of the District.

Bastyr University

Bastyr University is located along Juanita Drive on privately owned property adjacent to St. Edward State Park. The University was founded in 1978 in Seattle by practicing naturopathic physicians and moved to its location in Kenmore in 1996. In 2012, the University opened a second campus in San Diego, California.

The University is a leading institution of science-based natural medicine and is the largest university for the natural health arts and sciences fields in the U.S. The University offers 18 baccalaureate, masters and doctoral degree programs, along with two certificate programs, in the following. Areas of study include:

- Naturopathic Medicine
- Nutrition
- Acupuncture and Oriental Medicine
- Exercise Science
- Counseling Psychology
- Health Psychology
- Herbal Sciences
- Holistic Landscape Design
- Integrated Human Biology
- Midwifery
- Ayurvedic Sciences
- Maternal-Child Health Systems
- Public Health

In 2013/20142022, the University estimated an enrollment of over 1,123742 students over the two campuses. There is a full-time faculty of 76, part-time adjunct faculty totaling 189, and 8 research faculty. The average student to faculty ratio is 9:1.

The University has a ten-year Master Plan, approved by the City, which sets out future enrollment projections and proposed development. The Master Plan approval extends through December 31, 20202025.

GOALS, OBJECTIVES, AND POLICIES

Following are the public services goals, objectives and policies.

GOAL PS-1. ENSURE THAT CITY GOVERNMENT REMAINS OPEN AND RESPONSIVE TO ITS INFORMED-CITIZENRYCOMMUNITY.

OBJECTIVE PS-1.1 Strengthen communication between government and the people.

Policy PS-1.1.1 Strive for communication with citizensresidents, business owners, property owners, and others by:

- Providing a-newsletters to the general public and working with local newspapers to provide information about the City, public meetings, plans, programs, policies, and regulations.
- Using signage, as appropriate, to alert citizensthe community to City meetings and events.

- Using the City web site and social media to provide information about the City, its elected officials, public meetings, plans, programs, policies and regulations.
- Using other methods of communication, such as focus groups, advisory committees, and consultations to inform the community, business, and development community about City plans, programs, policies, and regulations.
- Coordinating with public and private schools to involve youth in the City's plans and programs, such as park and recreation plans, volunteer programs, and other aspects of City plans and programs that would benefit from youth involvement.

Policy PS-1.1.2 Prior to action on City plans and regulations, seek and integrate public input through public workshops, meetings, and hearings.

Policy PS-1.1.3 Support community engagement techniques that will encourage a diversity of voices, including those that have historically been underrepresented.

Policy PS-1.1.4 Provide translation and interpretation services whenever possible to involve community members who do not speak English.

OBJECTIVE PS-1.2 Actively seek public involvement.

Policy PS-1.2.1 Encourage City staff and elected officials to regularly attend civic and community organization meetings.

Policy PS-1.2.2 Seek broad representation on boards, commissions, and advisory groups.

Policy PS-1.2.3 Work with civic organizations to educate the general public on the responsibilities of government and their participation.

Policy PS-1.2.4 Establish ongoing communications with community-based organizations representing constituencies whose voices are not regularly heard.

OBJECTIVE PS-1.3 Encourage and facilitate charitable giving, community service and volunteerism.

Policy PS-1.3.1 Provide for recruiting, training, organization, and recognition of volunteers within the community to address appropriate public needs.

GOAL PS-2. PROVIDE EFFICIENT MUNICIPAL SERVICES THAT MEET THE NEEDS OF THE COMMUNITY.

OBJECTIVE PS-2.1 When appropriate, contract with other cities, public agencies and private providers for the cost-efficient delivery of quality municipal services.

Policy PS-2.1.1 Establish clear level of service standards, and regularly evaluate alternatives for the cost-effective delivery of services.

Policy PS-2.1.2 On a regular basis, evaluate contracts for the delivery of service.

OBJECTIVE PS-2.2 Provide sufficient resources, staffing, and procedures to provide quality City-managed services to the community.

Policy PS-2.2.1 ~~Prepare an annual report on~~Annually review the achievement of Comprehensive Plan goals, objectives and policies, as well as progress towards implementing functional and capital facility plans. Determine through the budget review process if resources and staffing are sufficient to meet desired outcomes.

OBJECTIVE PS-2.3 Develop and implement permit processes that are timely, predictable, and fair to all affected parties.

Policy PS-2.3.1 Review development regulations to ensure they are necessary and directly relate to implementation of the Comprehensive Plan and other State and Federal mandates. Eliminate duplicative and unnecessary regulations.

Policy PS-2.3.2 Provide procedures to process permits in a timely fashion.

Policy PS-2.3.3 Implement uniform application, public notice, permit review, and appeal procedures.

Policy PS-2.3.4 Strive to involve the public in the permit process such that their comments may be heard and considered:

- a. Provide public notice of major development proposals;
- b. Encourage, and facilitate where possible, early communication between developers and neighbors about the project and its impacts; and,
- c. Educate the ~~citizens~~public about development rules and help them effectively participate in the development and land use regulation process. Reports and documents should be made available in advance and available on the City's website, at City Hall, the library, and other appropriate locations. Translation and interpretation services should be provided whenever possible.

GOAL PS-3. SUPPORT AND PROVIDE A HIGH LEVEL OF POLICE PROTECTION, FIRE SUPPRESSION, AND EMERGENCY SERVICES.

OBJECTIVE PS-3.1 Provide and maintain a police system sufficient to meet the community's public safety needs.

Policy PS-3.1.1 Provide community crime education programs. Provide or encourage those programs or activities that stimulate neighborhood cohesiveness such as Neighborhood Watch programs, community clubs, and others.

Policy PS-3.1.2 Include "Crime Prevention through Environmental Design" components in site design guidelines for new development ~~as discussed in the Land Use Element.~~

Policy PS-3.1.3 Enhance the public safety system by providing support services to persons in crisis with underlying behavioral health conditions during incident response.

OBJECTIVE PS-3.2 Support the fire service provider in its efforts to provide a Fire Prevention, Fire Suppression and Emergency Medical Services response system sufficient to meet the community's public safety needs.

Policy PS-3.2.1 Continue to coordinate review of development plans with the Northshore Fire Department and the Northshore Utility District to ensure Uniform Fire Code and fire flow requirements are met.

Policy PS-3.2.2 Continue to coordinate efforts to maintain an effective fire code inspection program with the Northshore Fire Department, to ensure that all commercial, multifamily, and public facilities developments provide safe environments for ~~citizens~~the public to live, work and visit.

OBJECTIVE PS-3.3 ~~In coordination with surrounding jurisdictions and special districts, E~~establish an ~~effective~~ emergency management ~~office and~~ system.

Policy PS-3.3.1 Establish emergency management procedures for the City in consultation with the Northshore Utility District, the Northshore Fire Department, adjacent jurisdictions, King County, Snohomish County, and the State.

Policy PS-3.3.2 Participate in regional emergency management programs.

Policy PS-3.3.3 Work with the community to educate ~~citizens~~the public about emergency preparedness and encourage ~~citizens~~community members to be prepared for natural disasters.

GOAL PS-4. SUPPORT THE PROVISION OF QUALITY EDUCATIONAL OPPORTUNITIES TO THE KENMORE COMMUNITY.

OBJECTIVE PS-4.1 Support public and private education providers in providing the best education for members of the community.

~~Policy PS-4.1.1 Inventory public and private education facilities.~~

Policy PS-4.1.~~2~~1 Coordinate and communicate with the appropriate school districts on issues of mutual interest including, school facility location/expansion, impacts of new development, impacts of school facilities and activities on the community, parks and recreation programs, population and growth projections, and school involvement in the community.

OBJECTIVE PS-4.2 Encourage diverse and continuing education opportunities.

~~Policy PS-4.2.1 Inventory public and private education programs that serve Kenmore.~~

Policy PS-4.2.~~2~~1 Recognize Bastyr University as an important institution providing higher education in the region. Establish regular communication with the University regarding traffic and circulation, parks and recreation, and other areas of community concern.

Policy PS-4.2.~~3~~2 Support continuing education programs offered by the University of Washington – Bothell campus, Bastyr University, Shoreline ~~Community College,~~ and Cascadia College, ~~the King County Library System,~~ and other providers.

OBJECTIVE PS-4.3 Provide adequate library services in the community.

- Policy PS-4.3.1 In partnership with the King County Library System, encourage increased local library services to the Kenmore community.

GOAL PS-5. SUPPORT THE PROVISION OF EQUITABLE, EFFECTIVE AND ACCESSIBLE HUMAN SERVICES THAT ADDRESS COMMUNITY CONCERNS/NEEDS

OBJECTIVE PS-5.1 Coordinate/Collaborate with existing human service providers to make the most effective use of resources committed to provide a robust network of human services including those for families, seniors, and youth, health, etc. in the Kenmore community.

- Policy PS-5.1.1 Increase coordination among providers of services with the aim of expanding services to Kenmore residents. Work with the talent base already available in the service provider community to develop comprehensive approaches to meet the needs of residents. Consider the following roles for active City involvement:
- a. Convene meeting(s) of providers serving Kenmore to develop plans for increased or more focused services in Kenmore.
 - b. Encourage service providers to offer services, classes, outreach materials, and information in multiple formats and languages.
 - c. Improve community information on services available to Kenmore residents. City Hall should continue to be a central source for information on services available to Kenmore residents.

OBJECTIVE PS-5.2 Make health and human services more accessible to the Kenmore community.

- Policy PS-5.2.1 Help make health and human services more accessible and less subject to the barriers of inadequate transportation and facilities space. Consider the following roles for active City participation:
- a. Facilitating improved transportation services for Kenmore residents. The City should meetwork with Metro transportation services and Sound Transit staff to develop increased transit service within Kenmore and routes between Kenmore and neighboring communities.
 - b. Supporting partnerships between schools and local service agencies for space to operate youth programs and services at school sites.
- Policy PS-5.2.2 Support the efforts of the Kenmore Senior Program, and the Northshore Senior Center, including the Kenmore Senior Center, to provide a variety of recreational, social, educational, and wellness programs to the Kenmore Ccommunity.
- Policy PS-5.2.3 Help prevent obesity through programs that mMake Kenmore a healthy place to live, learn and thrive by providing parks and open space for active and passive recreation, protecting air and water quality, supporting opportunities to walk and

bicycle, and organizing community events that celebrate all ages, abilities, and cultural backgrounds.

OBJECTIVE PS-5.3 Recognize the City’s limited resources by applying municipal funds to fill gaps in services or to leverage federal, state or regional funding received.

Policy PS-5.3.1 Encourage agencies and human services providers to update information on community needs and available services, with recommendations on how providers might reduce or eliminate gaps in service for Kenmore residents.

Policy PS-5.3.2 Utilize Federal and State funding, or other grant funding, to help expand programs to fill gaps in services.

IMPLEMENTATION STRATEGIES

These Public Services policies would require new or increased commitments of City resources to prepare new regulations, review/amend existing regulations, create educational or incentive programs, or coordinate with adjacent jurisdictions.

New programs, rules, or regulations would be needed to address:

- ~~Preparation of an annual report on the status of Comprehensive Plan goals, objectives, and policies, and implementing plans~~
- ~~Inventorying educational facilities and programs serving Kenmore.~~
- Encouraging agencies and human services providers to update information on community needs and available services, with recommendations on how providers might reduce or eliminate gaps in service for Kenmore residents.
- Development of a recreational guide to promote locations and opportunities for physical activity.
- ~~Development of a translation/interpretation protocol for City projects and programs.~~

Additional or continuing efforts would need to be made to coordinate with adjacent jurisdictions or participate in regional programs, including:

- Coordinate with the Northshore Fire Department in their development review and inspection programs
- Participate in regional emergency management systems
- Coordinate with school districts and Bastyr University
- Coordinate with the Library District
- Facilitate meeting(s) with human service providers.

REFERENCES

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