City of Kenmore

City of Kenmore - 18120 68th Avenue NE - Kenmore, WA 98028
Phone: 425-398-8900 - E-mail: cityhall@kenmorewa.gov

Planning Commission Meeting
ON-SITE
September 5, 2023 - 7:00 PM
In addition, we try to provide access to the meeting virtually:
ZOOM LINK: https://kenmorewa-gov.zoom.us/j/86771540640

Or Telephone: Dial US: +1 253 205 0468 US
Callers please dial *9 to Raise/Lower Hand
Webinar ID: 867 7154 0640

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. 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 Planning Commission Clerk Shannon Tipple-Leen at stippleleen@kenmorewa.gov by 5:00 PM on Tuesday, September 5, 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 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.

3. APPROVAL OF MINUTES

08.15.23 Planning Commission Meeting Minutes

4. AGENDA ITEMS

Discussion on presentation to City Council for recommendation and approval of the updates to the Transportation Element of the Comprehensive Plan.
Staff Memo
3.7.23 Public Hearing Presentation
Proposed staff modifications to Figure T-17
Draft Transportation Element

Discussion on presentation to City Council for recommendation and approval of the updates to the Climate Action Element of the Comprehensive Plan.
Staff Memo
Draft Climate Action Element
Summary of Feedback From Department of Commerce

Discussion on presentation to City Council for recommendation and approval of the updates to the Public Services and Utilities Elements of the Comprehensive Plan.
Staff Memo
Draft Public Services Element
Draft Utilities Element

Discussion to potentially cancel September 18th and October 3rd meetings.

5. ADJOURNMENT

UPCOMING MEETINGS:
September 18, 2023, 7:00 p.m.

City of Kenmore
Planning Commission Meeting Minutes
August 15, 2023 @ 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 (Joined over Zoom)
Tracy Banaszynski
Nathan Loutsis
Saad Qadri (Joined over Zoom)
Derek Wyckoff

Staff

Debbie Bent, Community Development Director
Todd Hall, Principal Planner
Shannon Tipple-Leen, Planning Commission Clerk
Brian Randall, Co-Clerk

1. CALL TO ORDER

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

2. PUBLIC COMMENTS

No Public Comments

3. APPROVAL OF MINUTES

July 18, 2023 Meeting minutes were approved by unanimous consent.

4. PUBLIC HEARING

Comprehensive Plan Public Services & Utilities Elements

The Public Hearing was opened at 7:03pm

Staff introduced to the Comprehensive Plan Public Services & Utilities Elements.

Public Comment
Jon Culver gave public comment.

The Public Hearing was closed at 7:09pm.

5. AGENDA ITEMS

Comprehensive Plan Update: Public Services Element

Commissioners provided questions or comments:
- Map changes to figure PS1 noting Kenmore Middle School and Twin Springs Park
- Page 9-5 there is an addition of Mental Health language
- Page 9-9 there is an addition of the word “combined” to the Fire Departments listed
- How long is the contract with the fire department?
    - Staff will find out.
- The Patrol Districts map is outdated.
    - Staff will work with GIS staff to update the map. Commissioners will accept a new map as discussed without objection.
- Has Kenmore established a Community Court system in reference to 9-17?
    - Staff will find out. Commissioners will accept the update to 9-17 without objection.
- The Commission suggested, discussed, and decided to add UW Bothell and Cascadia College to line 14.
- Thank you to Chief Moen for addressing the concerns about differentiating felonies from misdemeanors in his memo.
- What are the police doing to address interacting with people who do not speak English?
    - They use the language line and the Sheriff’s office to assist with language identification and translation.
- Is there a place to add the language information to the Police Services section?
    - Staff replied that it makes the most sense in 9-11. Commission allows staff to make those changes before it sent to Council.
- Requested that the Police Memorandum is attached to the Public Services Element when sent to Council. Commission thought the Council will want to see it when they see the Element so they understand how the Commission came to their recommendations.

AGENDA ITEMS cont.

Comprehensive Plan Update: Utilities Element

Staff pointed out changes to the element including:

- 10-2 on line 23 changes were made to include gas and coal.
- A map from PSE was left at out 10-6 because it contained sensitive information.
- No changes to water, sewer, or property map.
- Policy U-2.1.3 added “and provided regularly and consistently.”
- Policy U-3.4.2 & 3.4.3 added wording about undergrounding electric in right of ways when feasible.
- Remove PSE in U-5.2.3 and use the “contracted” language as before.

Commissioners provided questions or comments:
- Is Goal U-5 a good place to add language about exploring a PUD option.
    - Staff replied that we do not know the feasibility but if it was stated as exploring it was better.
- Policy U-5.2.5 add the word “safe” to the storage of batteries.
    - Staff will make the change.
- Make changes U-5.2.2 to remove PSE and replace with “contracted energy provider.”
- Policy U-5.1.2 add “or similar program with contracted energy provider.”
- There were discussions about changing the wording on Policy 5.2.3 to address exploration of other Public Utilities Districts. There was additional discussion that determined it should be its own policy. Some language for a new Policy 5.2.6 was discussed. As the finalized goal was different from Objective U.5.2 it was moved to Objective U-3.
- A new Policy U-3.1.10 was added by unanimous consent.
“Evaluate Advantage of transitioning from private to publicly owned energy provider.”
- Permission was given to staff to make grammatical and numbering changes.

MOTION: Commissioner Loutsis moved to send the Public Services Element and the Utilities Element as amended be transmitted to the City Council for action. Commissioner Vanderlinde seconded the motion.
VOTE: 6 For, 0 Against, 0 Abstain. Motion Carried.

- Please forward any public comments related to the Elements to Council.

Planning Commission applications are open until Sept 30th.

Staff noted that the Planning Commission’s Scope and Rules are out of date. The Clerks have been working on them. There is a committee of Commissioners that will look at them now. They will then be forwarded to the City Attorney.

Upcoming dates:

Sept 5th - Planning Commission discussion topics for the Transportation and

Climate Action elements will be determined for the September 25 City Council meeting

Sept 18th - Transportation Element recommendation to Council

Sept 25th - Climate Action Element recommendation to Council

Oct 16th - Public Services and Utilities Element recommendation to Council

6. ADJOURNMENT

Chair Thompson adjourned the meeting at 8:19 PM

_____
Planning Commission
Approved by Planning Commission on: _____

City Of Kenmore, Washington

Memorandum

Date: September 5, 2023

To: Planning Commission

From: John Vicente, P.E., P.M.P., City Engineer

Regarding: Transportation Element

At your September 5 meeting, the Planning Commission will identify the presenters of various topics and content included in your April 4, 2023 recommendation regarding updates to the Comprehensive Plan Transportation Element and Capital Facilities Plan (See Attachment 3). Major changes to the current Transportation Element are summarized below.

The Existing Conditions section was updated to incorporate changes to the transportation network since adoption of the current element in 2015 including:

- *Roadway classifications.* Several roadways have been reclassified
- *Quantities and locations of sidewalks, crosswalks, and bicycle facilities.* Text and figures associated with these changes reflect anticipated existing conditions at the time the element will be adopted in 2024. These include the Juanita Drive (NE 143rd Street to NE 170th Street) and 68th Avenue NE bicycle/pedestrian projects.
- *Transportation facilities inventory.* A new figure displaying the Kenmore Air Harbor as a transportation facilities was developed.
- *Modifications to the transit network and services in Kenmore.* For this section, the updates describe both Spring 2019 as well as recent transit service and ridership. Transit service throughout King County was significantly impacted during the COVID-19 pandemic and, as a result, ridership declined and has not returned to pre-pandemic levels. It is uncertain when or how ridership will change in the future, however, the City is planning for transit-oriented development that will support Sound Transit's future Stride bus rapid transit (BRT) service and increased connections to the regional transit system. The draft element is meant to describe the demand for transit service, including park-and-ride needs, in Kenmore prior to the pandemic, with the expectation that ridership will increase again in the coming years.
- *Current traffic volumes and operations.* The volumes and operations serve as the baseline to evaluate how the transportation network is forecast to function in the future.
- *Current challenges and observations.* These changes address safety and comfort, especially for pedestrians and bicyclists, transit availability and access to high capacity transit, and limited transportation connectivity for all users.
- *Trends that impact Kenmore's transportation network.* These include anticipated development in downtown and regional growth.

Changes to the Goals, Objectives, and Policies, as well as the vision for the future transportation system, address:

- Prioritizing bicycle and pedestrian users and non-motorized connectivity

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- Emphasis and support of Kenmore as a high capacity transit community
- Changes to the names of roadway types to align with federal designations
- Standards for structured parking facilities to align with the City's vision for downtown
- New and evolving technologies addressing issues such as stormwater management, micromobility, and electric vehicles
- Level of Service in the Kenmore Countywide Growth Center to reinforce the City's prioritization of bicycle and pedestrian mobility in this area
- Regional planning for SR 522
- Support for expanded transit service in Kenmore, including planned changes to the regional transit network, such as Stride BRT, and implementation of water taxi service
- Equity in transportation services and infrastructure
- The environmental impacts of the transportation system and direction to be more proactive regarding minimizing impacts
- Alignment with other City plans and policies including the ADA Transition Plan, the Pedestrian Facilities Plan, and the CAP

Two new goals with associated objectives and policies were added to the element:

- Goal 7 addresses promoting equity in the planning and implementation of transportation services and infrastructure.
- Goal 8 addresses investments to minimize, mitigate and respond to the effects of climate change.

The Future Transportation System section includes new content that describes the forecast performance of the transportation network, including updated narrative describing traffic forecasts. The forecasts for future performance of the traffic network indicate that no new transportation improvements will be needed to accommodate automobile volumes and maintain the City's adopted levels of service (LOS), including the recommended threshold for the Kenmore Countywide Growth Center. The exception to this pertains to intersections along SR 522. The LOS for these intersections (LOS D) is established by the Washington State Department of Transportation (WSDOT). Several of these intersections are forecast to operate at LOS E, which would be consistent with the City's standard for this roadway category. Because the performance of these intersections is strongly influenced by regional growth and the needed improvements to address the LOS failure would be of a magnitude that they would conflict with the City's vision for downtown Kenmore, the element does not identify planned improvements at these locations. In acknowledgement of this, policies addressing regional planning on SR 522 have been added to the draft element update. Additionally, the draft element identifies LOS F for roadways in the Kenmore Countywide Growth Center, reflecting the City's vision for downtown as a pedestrian and bicycle oriented environment and discouraging development of significant roadway improvements that are focused on reducing traffic congestion.

The Future Transportation System section also describes the vision for the future pedestrian and bicycle networks in Kenmore, including the desired types of facilities within the network.

The Near Term and Long Term Capital Projects section has been revised to provide an updated narrative and costs regarding capital projects. This section summarizes the planned 6- and 20-year projects that have been identified to achieve the vision outlined in the draft element. Projects include those to improve safety, nonmotorized mobility, and maintain existing infrastructure. The prioritization for projects included in the Pavement Preservation Plan, ADA Transition Plan and Pedestrian Facilities Plan will determine the order of

implementation within those programs. As noted previously, there are no projects included that are needed for the City to maintain its adopted LOS standards for traffic operations.

The Implementation Strategies section remains largely the same. Estimates for all projects were prepared and/or updated to reflect current costs.

In addition to the recommended changes to the Transportation Element, the Planning Commission advanced recommended changes to the Transportation section of the Comprehensive Plan Capital Facilities Element (Table CF-C, Transportation Capital Improvements) These changes to Capital Facilities Plan Table CF-C included the estimated costs for all 6- and 20-year projects identified in the draft Transportation Element.

Several appendices accompany the draft Transportation Element update:

- Appendix D-1 describes the methodology used to perform the traffic modeling, including detailed modeling outputs showing forecast performance at select intersections.
- Appendix D-2 summarizes the process to distribute planned household and employment growth throughout the City, which was used as part of the travel demand modeling effort.
- Appendix D-3 provides additional details about the City's street typologies explained in the element.
- Appendix D-4 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.

The presentation made at the March 7th public hearing summarizing the major changes to the Transportation Element and draft Capital Facilities Plan Table CF-C is
Provided at Attachment 1.

Subsequent to the Planning Commission recommendation, staff identified two additional suggested changes to the content of the draft Transportation Element, summarized below.

Staff suggested change #1: Revise newly created Policy T-4.5.4 to incorporate transportation options in addition to carpools as methods to reduce SOV use.

Policy T-4.5.4: Encourage the use of transportation options such as carpools, transit, biking, and walking as an alternative to SOVs and implement educational programs to expand awareness of available programs.

Staff suggested change #2: Modify Figure T-17 to include three roadways for which the City would like to pursue reclassification. These roadways are displayed on Attachment 2. The text immediately preceding this figure would be updated to note that Figure T-17 displays the current roadway classifications as well as those proposed for reclassification.

These changes will be noted to City Council as suggested changes in addition to your recommended update.

Staff recommends the Planning Commission identify members who will present the recommended updates to the Transportation Element and draft Capital Facilities Plan Table CF-C to the City Council.

Attachments:
Attachment 1: March 7 2023 Planning Commission Public Hearing Presentation
Attachment 2: Proposed staff modifications to Figure T-17
Attachment 3: DRAFT Transportation Element

FRAMING THE FUTURE

KENMORE 2044

TRANSPORTATION ELEMENT AND CAPITAL FACILITIES PLAN UPDATE

March 7, 2023

KENMORE BY THE LAKE

Agenda

- Public hearing regarding proposed updates to the Transportation Element and Capital Facilities Plan
- Changes since January 17 meeting
- Discussion and development of recommendation

Purpose of the Transportation Element

- **Reflects and supports recently adopted land use element**
  - High capacity transit community
  - Activated, thriving downtown
  - Supports multimodal travel – bicycle, walking, rolling, transit, auto
  - Supports City Diversity, Equity and Inclusion Policy
  - Reflects goals in the Climate Action Plan

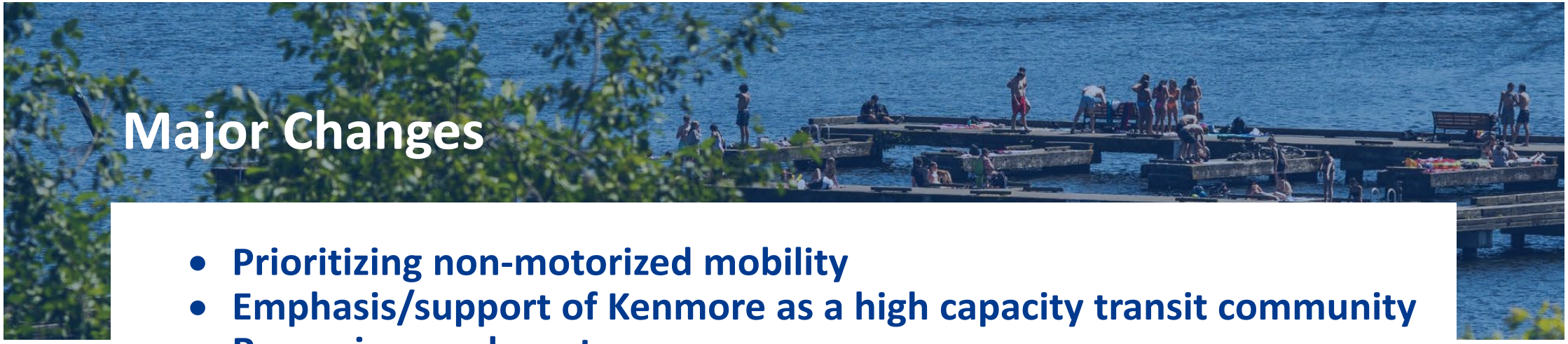
Transportation Element Overview

- Introduction
- Existing Conditions
- Goals, Objectives, and Policies
- Future Transportation System
- Near Term and Long Term Capital Projects
- Implementation Strategies

FRAMING – THE – FUTURE

KENMORE 2044

KENMORE BY THE LAKE

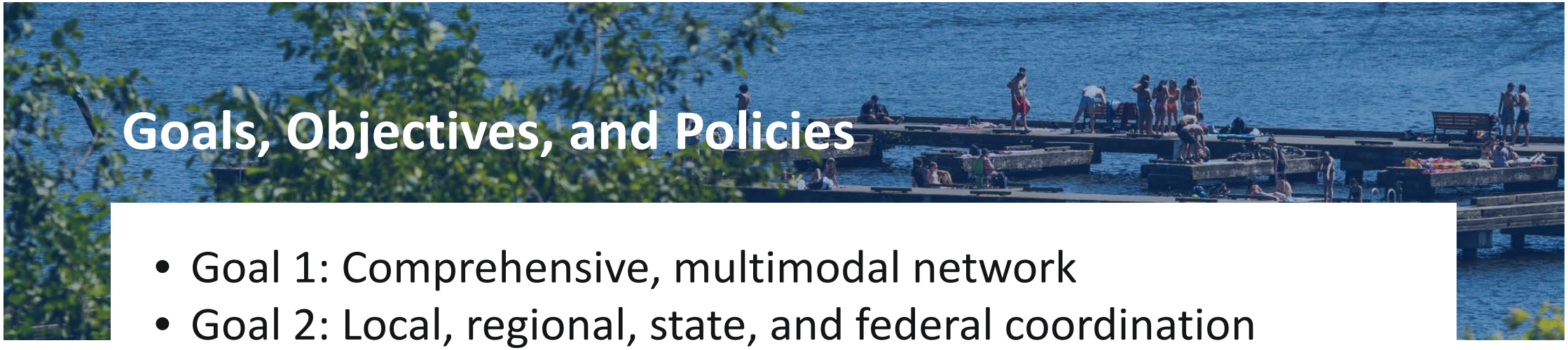


Major Changes

- Prioritizing non-motorized mobility
- Emphasis/support of Kenmore as a high capacity transit community
- Renaming roadway types
- Standards for structured parking facilities
- New and evolving technologies
- Level of Service for all modes
- Regional planning for SR 522
- Support for expanded transit service in Kenmore
- Environmental impacts of the transportation system and proactive direction
- Alignment with other City plans and policies

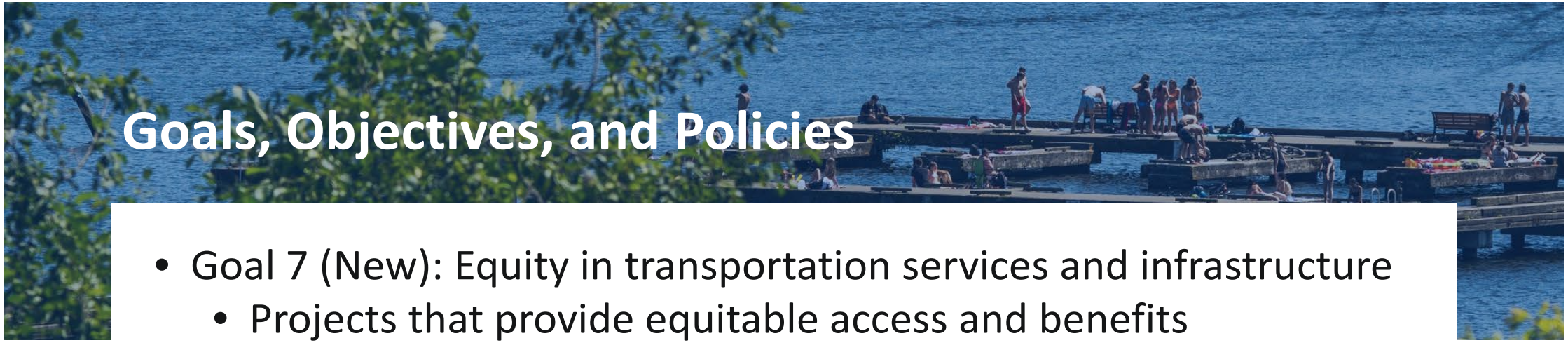
Existing Conditions

- Transportation Network Overview
- Current Challenges and Observations
  - Bicycle and pedestrian safety
  - Transit availability
  - Limited nonmotorized connectivity
- Trends
  - Transportation related climate impacts
  - Downtown development
  - Regional growth



Goals, Objectives, and Policies

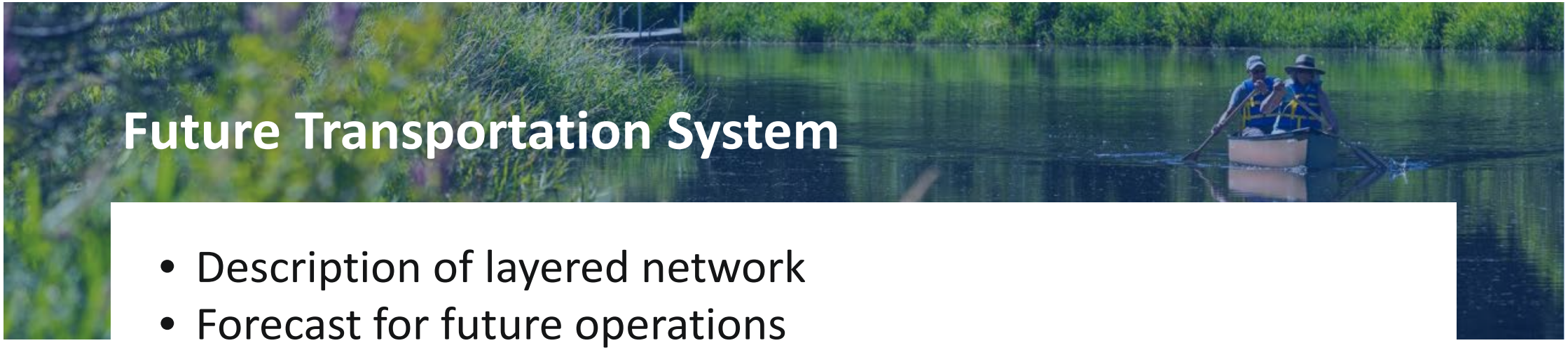
- Goal 1: Comprehensive, multimodal network
- Goal 2: Local, regional, state, and federal coordination
- Goal 3: Fiscal, environmental, and equitable sustainability
- Goal 4: Encourage travel other than single occupancy vehicles
- Goal 5: Maintain safe air travel services
- Goal 6: Facilitate freight mobility



Goals, Objectives, and Policies

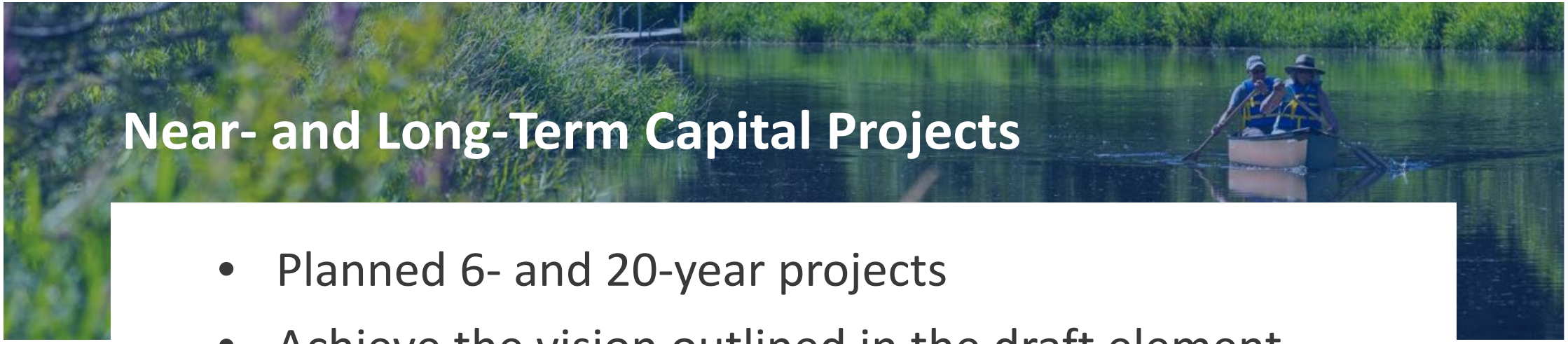
- Goal 7 (New): Equity in transportation services and infrastructure
  - Projects that provide equitable access and benefits
  - Promote inclusive and affordable services
  - Collaborative planning process

- Goal 8 (New): Minimize, mitigate, and respond to effects of climate change
  - Balance demands with sustainable growth strategies
  - Reduce vehicle miles traveled



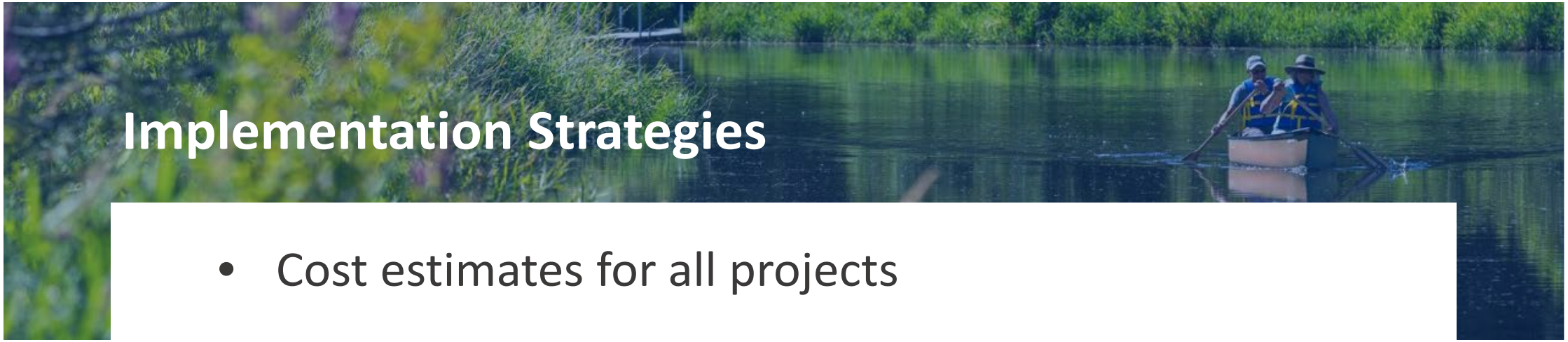
Future Transportation System

- Description of layered network
- Forecast for future operations
- Roadway typologies
- Vision for modal networks



Near- and Long-Term Capital Projects

- Planned 6- and 20-year projects
- Achieve the vision outlined in the draft element
- Projects address safety, nonmotorized mobility, and water quality
- No projects needed to maintain adopted LOS standards for traffic



Implementation Strategies

- Cost estimates for all projects

Appendices

- Appendix D-1 Traffic modeling methodology and outputs
- Appendix D-2 Land use distribution
- Appendix D-3 Roadway typologies
- Appendix D-4 Conceptual Design and Cost Estimates
- Appendix D-5 Funding Sources

Draft Capital Facilities Plan

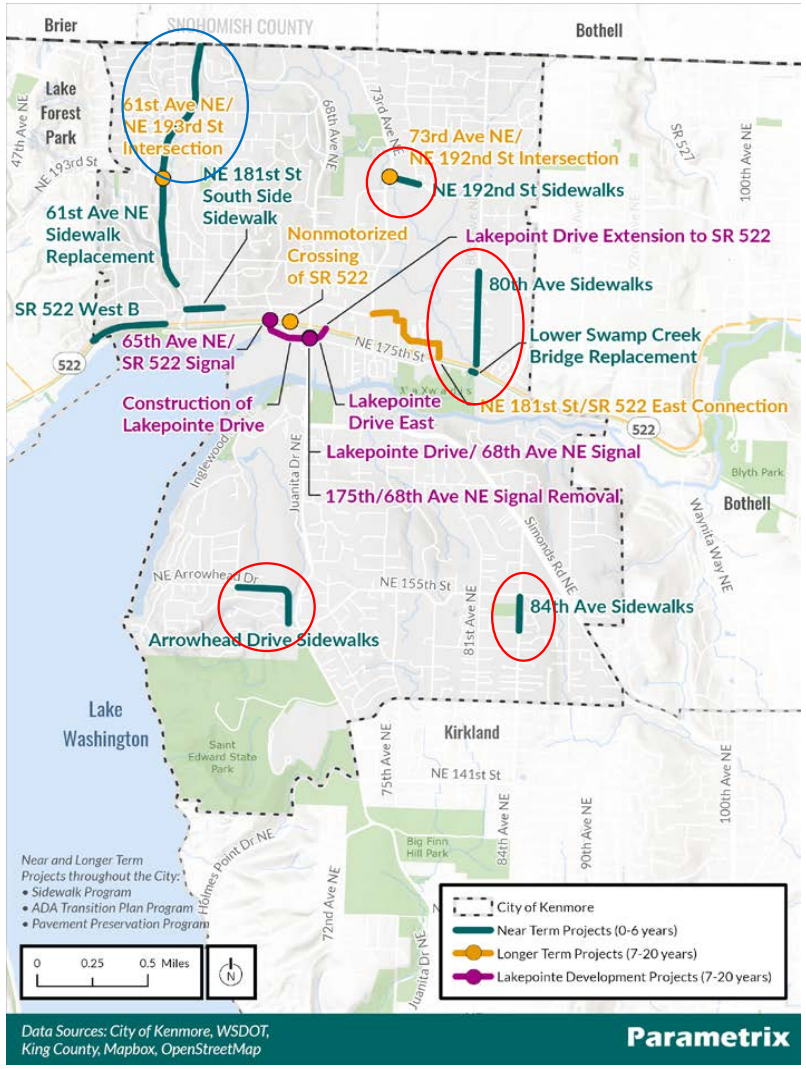
- All projects included in 6- and 20-year plans
- Costs in 2022 dollars

TABLE CF-C 2024-2044 TRANSPORTATION CAPITAL IMPROVEMENTS

Projects	Total Cost (2022 $)
SR 522 West B (West boundary to 61st Ave NE)	$2,200,000
NE 181st St South Side (61st-63rd) Sidewalk	$1,300,000
61st Ave NE Sidewalk Replacement (181st-62nd)	$5,110,000
80th Ave NE Sidewalks (SR 522-NE 185th St)	$2,470,000
NE 192nd St Sidewalks (73rd Ave NE - 75th Ave NE)	$800,000
Arrowhead Drive Sidewalks (NE 151st St - 64th Ave NE)	$2,220,000
84th Ave NE Sidewalks (NE 150th St - NE 155th St)	$2,370,000
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)	$33,000,000
Lakepointe Development Mitigation	To be determined/Developer Funded
61st Ave NE/NE 193rd 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	**$118,490,000**

Changes to Draft Transportation Element Since November 1

- Pedestrian LOS standard applicable to facilities in downtown
- Four new sidewalk projects:
  - 80th Ave NE
  - NE 192nd St
  - Arrowhead Drive
  - 84th Ave NE
- Correction for sidewalk project on 61st Avenue NE
- Revision to Figure T-4 - reflects the two types of designated pedestrian facilities
- Update to Pedestrian Priority Network - new green standard sidewalk: 67th Avenue NE from SR 522 to NE 181st Street
- LOS F for roadways in the Kenmore Countywide Growth Center
- Updated costs for two projects



Draft Capital Facilities Plan Appendices D-4 and D-5

- Added new sidewalk projects and costs
- Updated project costs
  - SR 522 West B
  - Pedestrian Facilities Plan Program

Public Engagement

- In person drop in – January 19
- Online open house – January 9-March 1
- Postcards, newsletter, and website

Public Engagement

- 138 surveys and 4 emails received

- How do you travel around Kenmore
  - Walking/Rolling – 74%
  - Driving – 94%
  - Biking – 36%
  - Transit/Ride Share – 21%

- How do you travel outside of Kenmore
  - Walking/Rolling – 10%
  - Driving – 28%
  - Biking – 94%
  - Transit/Ride Share – 60%

Public Engagement

- 91% do not use assisted mobility devices
- Supported the proposed changes
  - Strongly supported/supported – 55%
  - Neutral – 28%
  - Oppose/Strongly oppose – 17%
- Support level comments
  - Project specific
  - More transit
  - Alternative modes of travel
  - A lot to absorb/comprehend
  - Need parking and balance with automobiles
  - More pedestrian and bicycle improvements

Public Engagement

- Most important policies
  - Non-motorized – 44%
  - Expanded bus service – 28%
  - New/evolving transportation technologies – 11%
  - Climate change – 8.5%
  - Equity – 8.5%

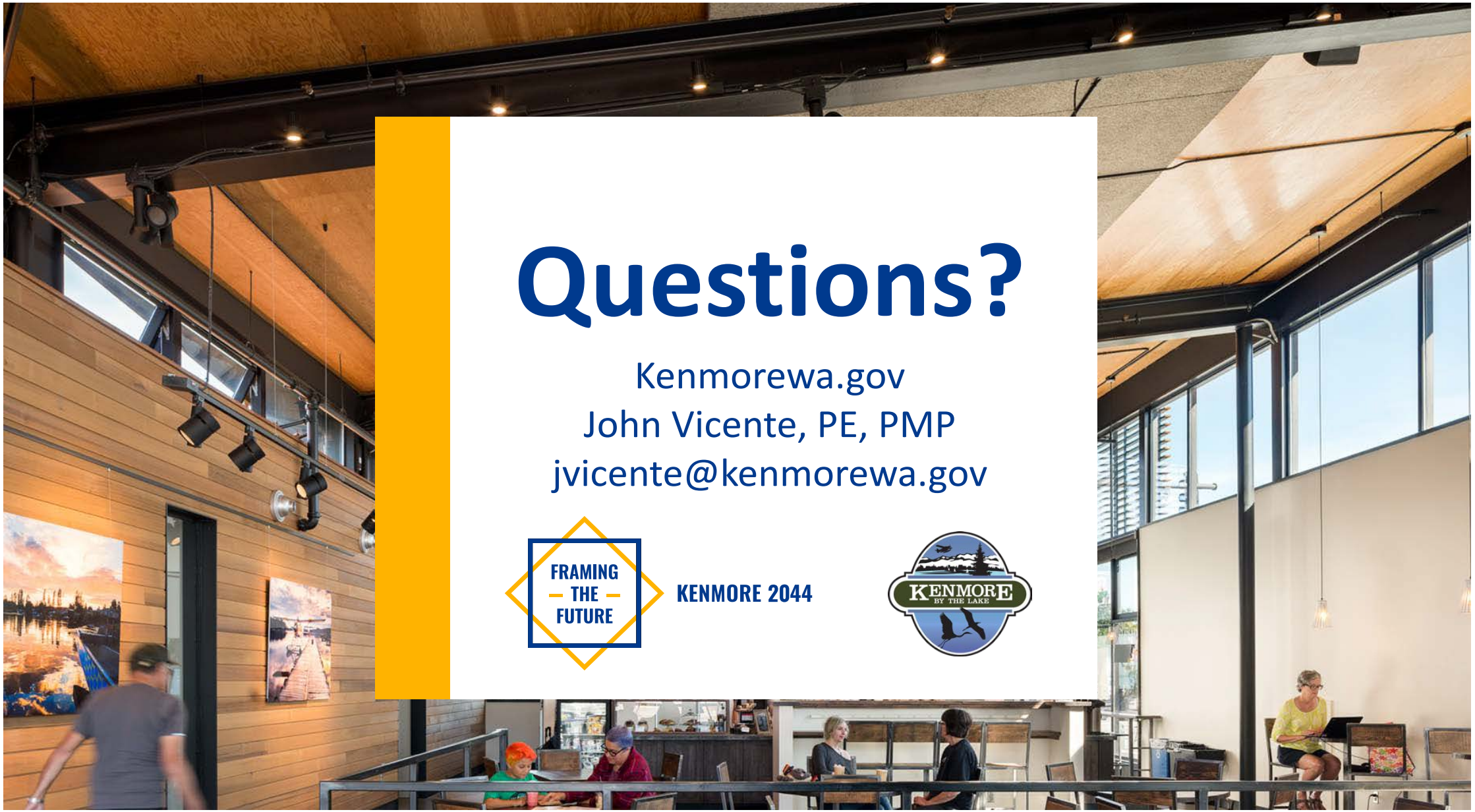
- General comments:
  - Focus on automobiles
  - More parking
  - More sidewalks and bicycle infrastructure
  - More transit and light rail

PSRC Feedback

- Language about the air harbor
- Funding sources
- Confirm jobs listed in appendix

Next Steps

- Planning Commission recommendation to City Council



Questions?

Kenmorewa.gov

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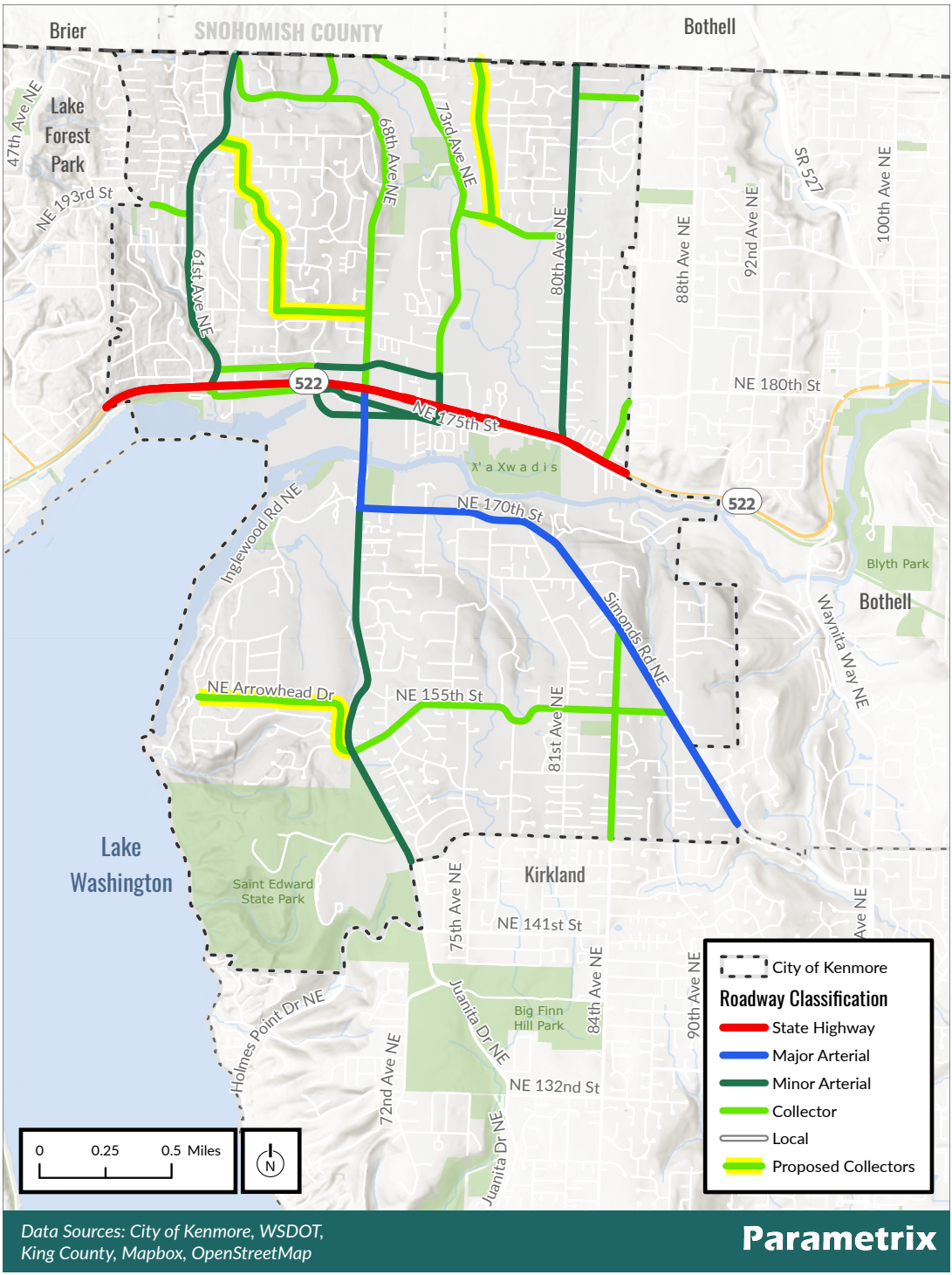
KENMORE 2044

KENMORE BY THE LAKE



4. Discussion on presentation to City Council for recommendation and app...

TRANSPORTATION ELEMENT

INTRODUCTION

Since its incorporation in 1998, the City of Kenmore has continuously made investments that enhance its position as a vibrant community in which to live, work, and play. New civic facilities in downtown and multimodal transportation facilities throughout the City have been key contributors to the City's vitality. Building on previous improvements, this Transportation Element aims to support the vision of Kenmore as a high-capacity transit community with an activated, thriving downtown, as described in the Land Use Element. It also describes a network that supports travel by walking, biking, and riding transit throughout Kenmore, in addition to supporting adequate mobility when traveling by car in Kenmore through 2044. The Element supports the City's Diversity, Equity, and Inclusion Policy, adopted in 2020, to allocate resources in areas with historically disadvantaged communities. Recognizing that vehicle emissions are Washington State's largest contributor to greenhouse gases, the Element reflects the goals and policies described in Kenmore's Climate Action Plan (CAP), emphasizing a shift to transportation modes and technologies that reduced vehicle emissions.

Purpose

The purpose of the Transportation Element is to describe the City's vision for a safe, balanced, and efficient multi-modal transportation system that supports the Land Use element. The Transportation Element includes goals, policies, and objectives for maintenance and development of Kenmore's transportation system. It also identifies future transportation investments needed to realize the city's vision for multi-modal mobility within Kenmore. The Transportation Element informs the development of the Capital Improvement Program (CIP) by identifying the types of projects the City should undertake to support future transportation needs in the 6- and 20-year horizons. The plan also evaluates how these projects coincide with the City's financial resources.

This Transportation Element includes the following sections:

- ***Existing Conditions***: Describes conditions for all travel modes in the existing transportation system. This section also identifies current challenges and trends that will affect Kenmore's transportation network in the future.
- ***Goals, Objectives, and Policies***: Explains Kenmore's vision for transportation and the goals that serve as the basis for the Transportation Element.
- ***Future Transportation System***: Describes the City's layered transportation network concept to create a complete, multimodal transportation network in Kenmore. This section also establishes the City's level of service (LOS) standards.
- ***Near Term and Long Term Capital Projects:*** Provides near-term and long-range project lists based on the community values expressed in the transportation goals and layered network.
- ***Implementation Strategies***: Evaluates Kenmore's financial conditions over the next 20 years and provides guidance on plan implementation.

DRAFT

Regional Context

The Transportation Element sets a framework for understanding, prioritizing, measuring, and creating a transportation network to help Kenmore achieve its land use vision. Kenmore's regional setting, shown in **Figure T-1**, is important. Nestled on the north shore of Lake Washington, the City forms the northern edge of King County and is bisected by State Route 522 (SR 522), a Highway of Statewide Significance. Given this strategic location, transportation conditions in the City are strongly influenced by pass-through traffic travelling between Seattle and east side cities, as well as growth in Snohomish County. The Kenmore Air Harbor provides connections to additional regional destinations, such as the Olympic Peninsula, the San Juan Islands, and British Columbia. The City must coordinate its transportation planning with a variety of jurisdictions, including neighboring cities, King County (including King County Metro), Sound Transit, the Puget Sound Regional Council (PSRC), and the Washington State Department of Transportation (WSDOT).

DRAFT

Figure T-1: City of Kenmore and Surrounding Area

4. Discussion on presentation to City Council for recommendation and app...

Growth Management Act (GMA)

The State's Growth Management Act (GMA) of 1990 requires communities to prepare a transportation plan consistent with the City's Land Use Element. Specific GMA requirements for the Transportation Element include addressing:

- Land use assumptions used in estimating travel
- Estimated traffic impacts to state-owned transportation facilities resulting from growth
- Future transportation facilities and services needs, including those for air, water, and ground transportation
- LOS standards for arterials, state highways, and transit routes
- Specific actions and requirements for bringing locally owned transportation facilities and services into compliance with established LOS standards
- Forecasts of future traffic based on the adopted land use plan
- State and local system needs to meet current and future demands
- Financing capability to judge needs against probable resources
- A multiyear financing plan based on needs, which will serve as the basis for the City's six-year transportation program
- Strategies to address issues if probable funding falls short of meeting identified needs
- Intergovernmental coordination efforts
- Demand-management strategies
- Bicycle and pedestrian improvements

This Transportation Element addresses the required transportation components of the GMA.

VISION 2050

PSRC is the region's metropolitan planning organization. Comprising cities, towns, counties, ports, tribes, transit agencies, and major employers, PSRC sets regional growth policies for King, Pierce, Snohomish, and Kitsap Counties. Adopted in 2020, VISION 2050, establishes the long term goals for growth management, economic, and transportation issues. This Transportation Element is consistent with the VISION 2050 priorities.

VISION 2050 identifies several key goals for transportation in the region:

- **Maintenance, Management, and Safety** – Maintain, preserve, and operate the existing transportation system in a safe and usable state.
- **Support the Growth Strategy** – Support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network.
- **Greater Options, Mobility, and Access** – Invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy.

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Countywide Planning Policies (CPPs)

The Regional Growth Strategy identifies a network of walkable, compact, and transit-oriented communities, including the City of Kenmore, that are the focus of urban development. The Regional Growth Strategy envisions an efficient, multimodal transportation system that provides various options for moving people and goods into and among centers.

The overarching transportation goal in the Countywide Planning Policies (CPPs) is that "the region is well served by an integrated, multimodal transportation system that supports the regional vision for growth, efficiently moves people and goods, and is environmentally and functionally sustainable over the long term". The CPPs support the transportation vision in the Regional Growth Strategy with policies focused on:

- Supporting Growth – focusing on serving the region with a transportation system that furthers the Regional Growth Strategy;
- Mobility – addressing the full range of travel modes necessary to move people and goods efficiently within the region and beyond; and
- System Operations – encompassing the design, maintenance, and operation of the transportation system to provide for safety, efficiency, and sustainability.

Other Plans

WSDOT controls SR 522, which runs east-west through Kenmore. As such, the City coordinates with WSDOT and neighboring communities regarding impacts to and needed investments on SR 522.

Sound Transit provides regional, high capacity transit service throughout the Puget Sound via Link light rail, Sounder commuter rail, and ST Express bus service. Sound Transit is currently advancing the capital and service investments included in the ST2 and ST3 ballot measures approved in 2008 and 2016, respectively. The ST2 ballot measure included funding for the Lynnwood Link light rail extension, planned for completion in 2024. The Shoreline South/148th Street and Shoreline North/185th Street stations will be the closest light rail stations to Kenmore, providing nearby access for Kenmore residents wishing to ride transit to destinations throughout the Puget Sound region. Sound Transit's Stride bus rapid transit (BRT) service on SR 522 was funded by the ST3 ballot measure. Planned for implementation in 2026, Stride will provide high-capacity transit service directly in Kenmore, providing residents with a direct connection to light rail in Shoreline and Stride service on I-405.

Metro Connects is King County Metro's (Metro's) 30-year vision for mobility. It is a long-range service and capital vision that describes planned future service networks and the capital investments needed to support those networks. The plan envisions multimodal connections to the places people want to go with safe and secure operations and facilities for passengers, employees, and communities. Metro Connects emphasizes Metro's core values of safety, equity, and sustainability, incorporates the recommendations of the King County Metro Mobility Framework, and aligns with Metro's Strategic Plan for Public Transportation and its Service Guidelines. The service networks envision changes to Kenmore's transit services, particularly in

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relation to the implementation of Sound Transit's investments in the regional high capacity transit (HCT) system.

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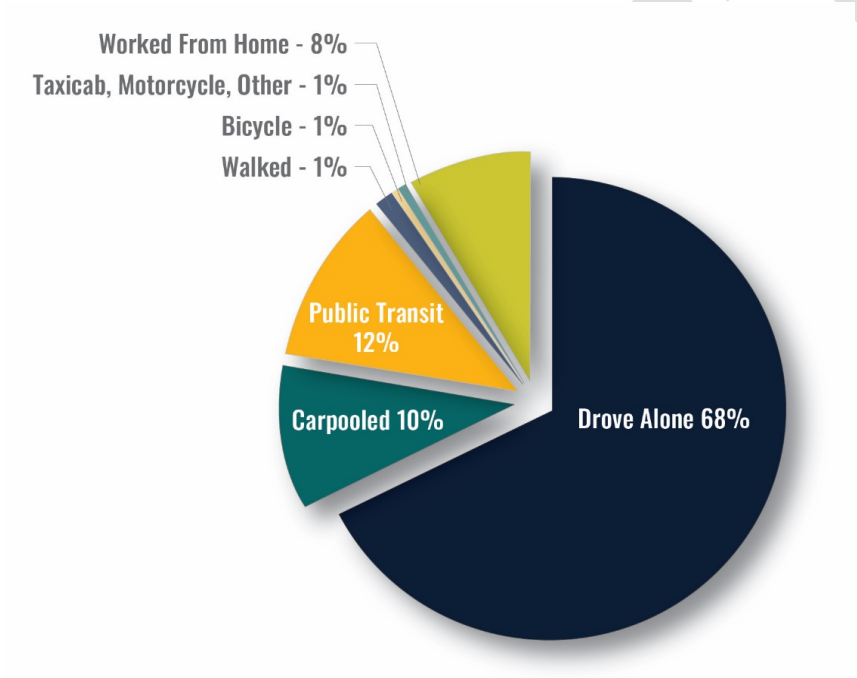
EXISTING CONDITIONS

Transportation Network Overview

Kenmore's transportation network accommodates many modes of travel, including walking, bicycling, public transit, driving, and flying. Vehicular travel for commuting to work, which generally occurs during the morning (AM) and evening (PM) peak when traffic volumes are highest, is the primary choice for many travelers in and around Kenmore, as shown in the Census journey-to-work data (see **Figure T-2**). The peak volumes for vehicles, pedestrians, bicyclists, and transit can occur during different times by location. For example, areas near schools are influenced by the start and end of classes, resulting in increased pedestrians and vehicles volumes during these times.

Figure T-2: Commute Mode to Work



Source: American Community Survey 2019 5-Year Journey to Work Data

4. Discussion on presentation to City Council for recommendation and app...

City streets form the backbone of the transportation framework with roadways shaping how residents and visitors experience Kenmore. The City of Kenmore currently classifies its roadways into major arterials, minor arterials, collectors, and local streets, as shown in **Table T-1** and displayed in **Figure T-3**. Examples of each roadway type and the intended uses served are described in **Table T-1**.

Table T-1. Functional Classification of Roadways

Roadway Type	Description / Purpose	Example
Major Arterial	A roadway that serves through trips and connects Kenmore with the rest of the area.	• Simonds Road NE • 68th Avenue NE (SR 522 to NE 170th Street)
Minor Arterial	Minor arterial streets provide inter-neighborhood connections and serve both local and through trips.	• 61st Avenue NE • NE 181st Street (65th Avenue NE to 73rd Avenue NE) • Juanita Drive NE
Collectors	Collectors distribute trips between local streets and arterials and serve as transition roadways to or from residential areas.	• 68th Avenue NE (north of SR 522) • 73rd Avenue NE • NE 153rd Place
Local	Local streets provide circulation and access within residential neighborhoods.	• 62nd Avenue NE • NE 150th Street

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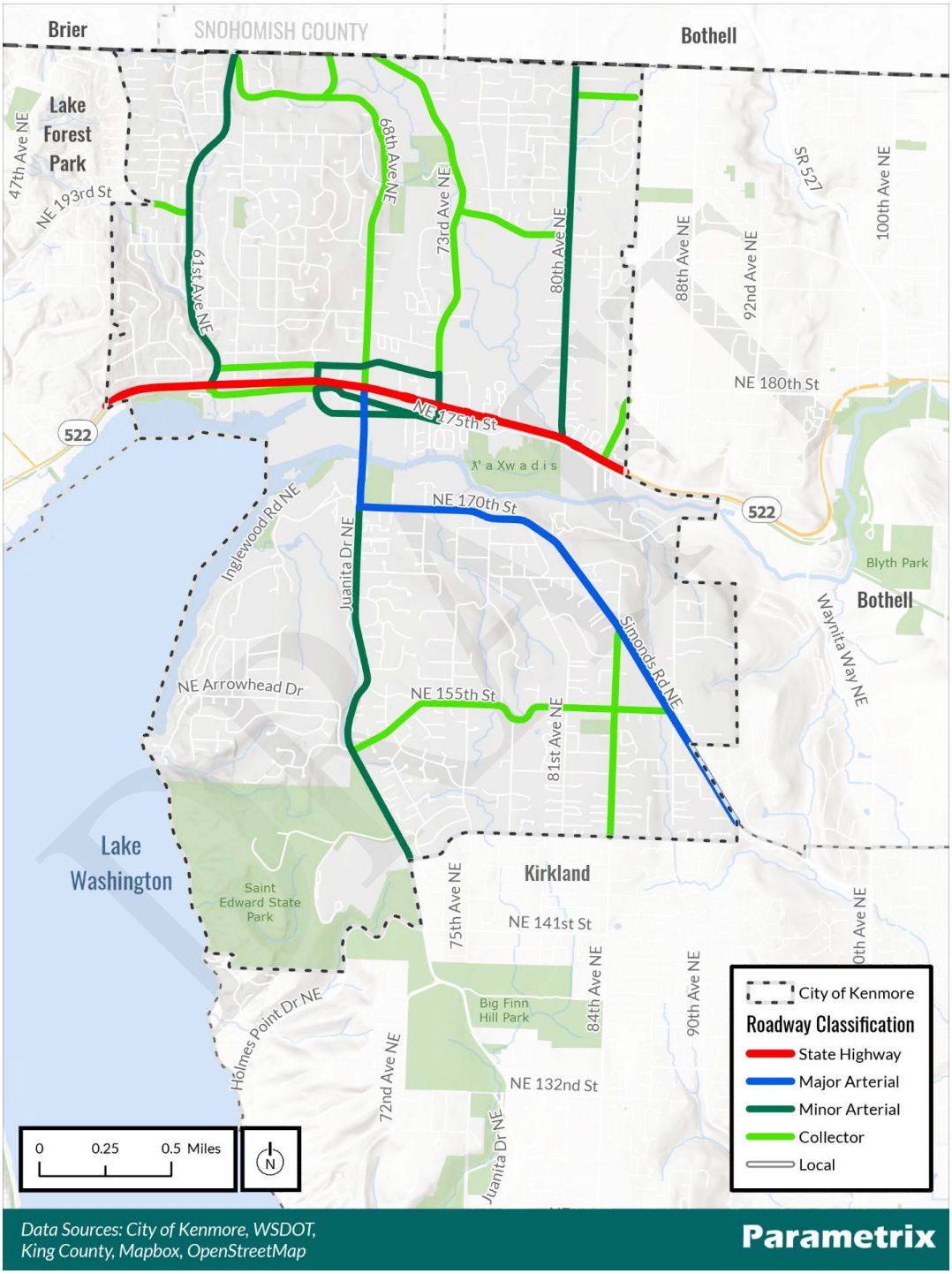
Figure T-3: Roadway Functional Classification



4. Discussion on presentation to City Council for recommendation and app...

There are approximately 45 linear miles of concrete sidewalks and 120 marked crosswalks in the City, but sidewalks are still absent from many streets. On quiet residential streets, sidewalks may not be necessary; however, Kenmore has a number of arterials connecting residents from their homes to commercial areas, employment centers, schools, and transit stops that lack adequate pedestrian facilities.

Figure T-4 displays different types of existing pedestrian infrastructure in Kenmore. **Figure T-5** shows where existing sidewalks and trails are located, as well as average pedestrian volumes (2022) at key intersections during the 2-hour evening peak for vehicular traffic.

Figure T-4: Existing Sidewalks and Trails

Source: Google Maps, City of Kenmore

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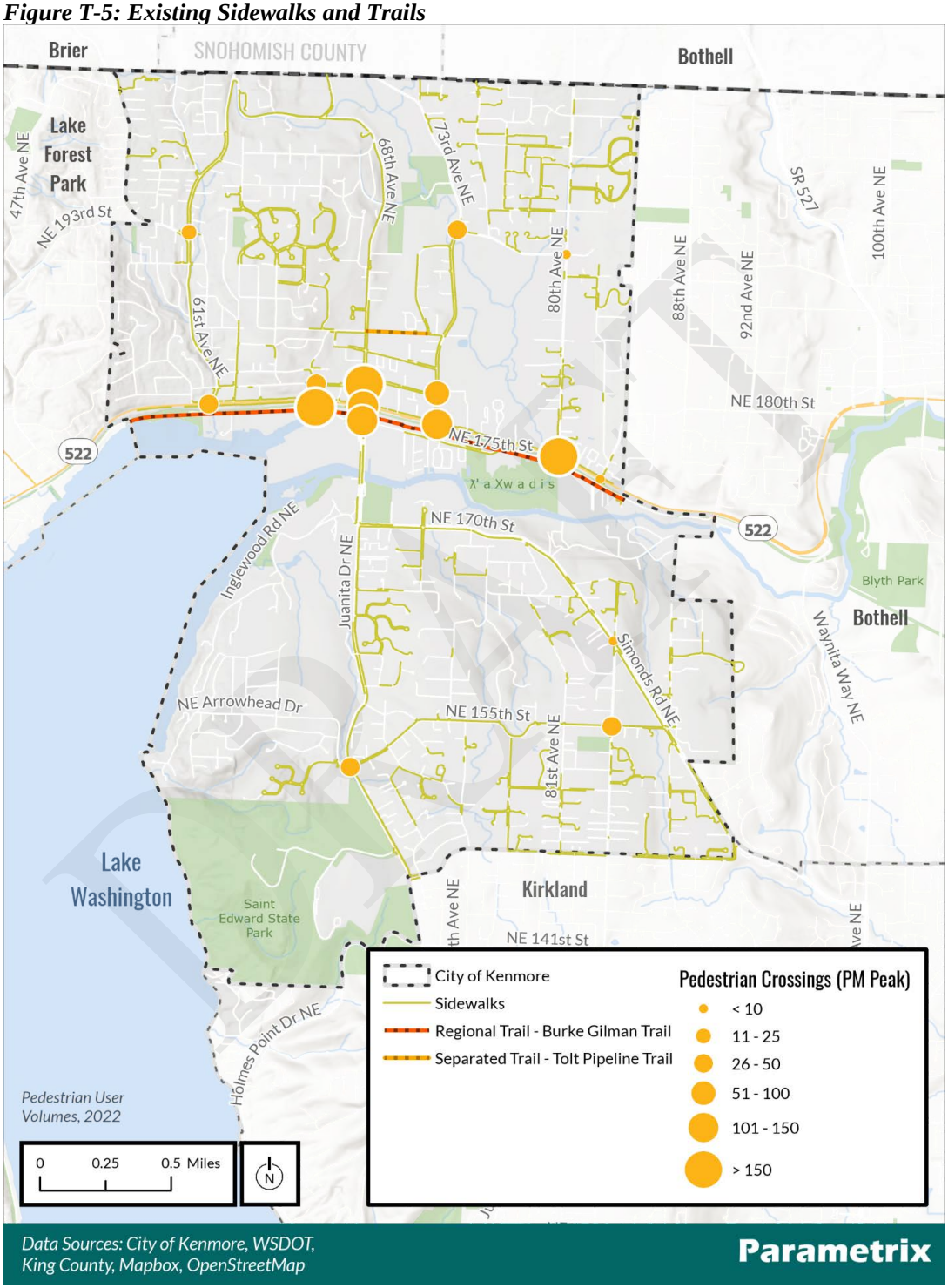
Figure T-5: Existing Sidewalks and Trails



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Kenmore hosts a section of the Burke-Gilman Trail, a regional multi-use trail that connects residents to Seattle and other area cities. However, for many Kenmore residents, connecting from home to the Burke-Gilman Trail or other non-motorized facilities can be challenging due to the topography and curvilinear streets in parts of the city. SR 522 and 68th Avenue NE / Juanita Drive NE create additional barriers to bicycling in Kenmore due to their high traffic volumes and difficult crossings. **Figure T-6** presents Kenmore's existing bicycle facilities, well as average bicyclist volumes (2022) at key intersections during the 2-hour evening peak for vehicular traffic.

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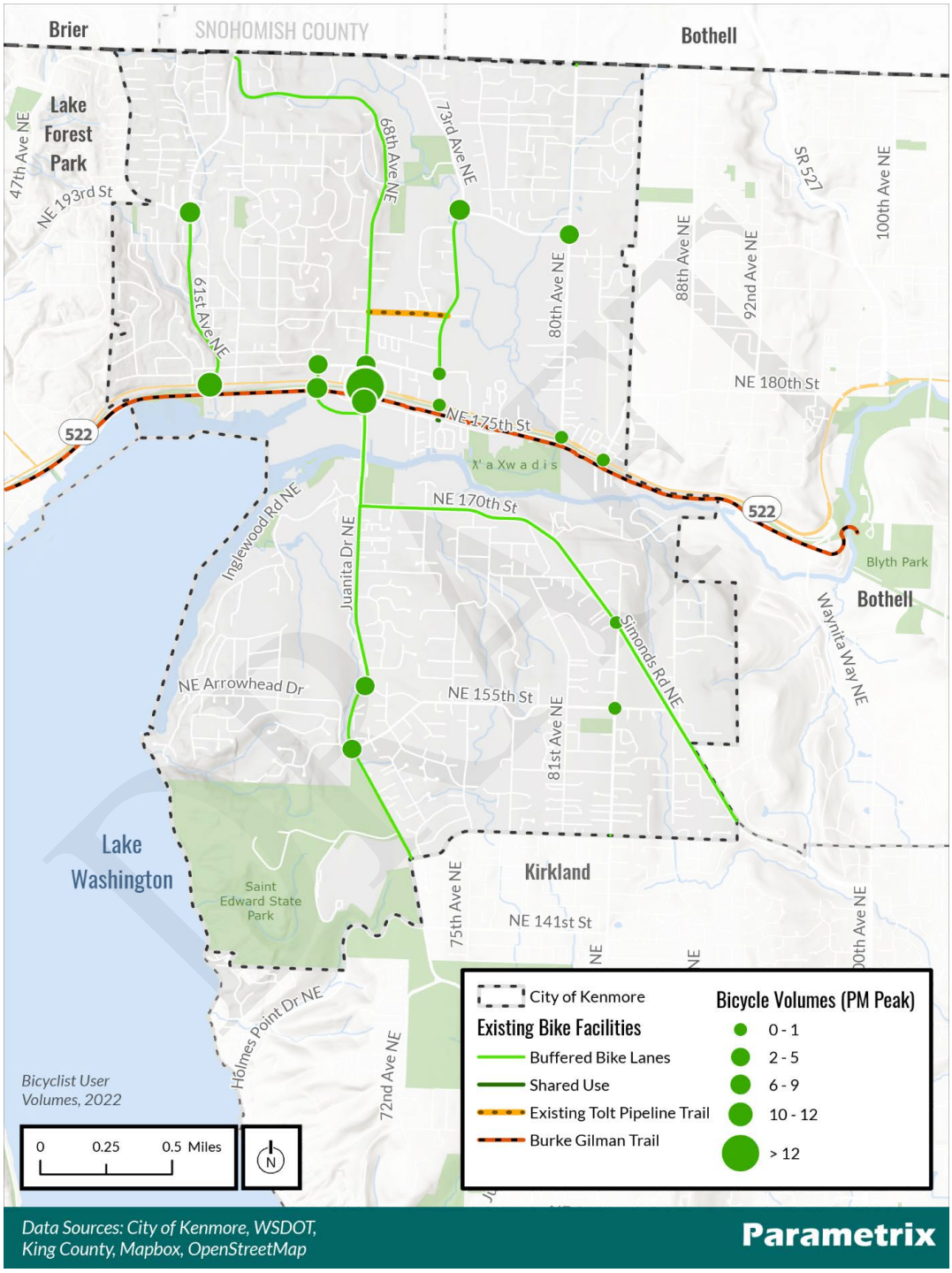
Figure T-6: Existing Bicycle Facilities and Volumes



4. Discussion on presentation to City Council for recommendation and app...

Many Kenmore residents and employees use public transit for trips around and outside of the City. Public transit in Kenmore consists of fixed-route and dial-a-ride bus service provided by Metro and Sound Transit. Metro also provides on-demand, point-to-point transportation between south Kenmore, North Kirkland, and downtown Bothell. The Northshore Senior Center also provides door-to-door shuttle service to many of its patrons.

Figure T-7 and **Table T-2** display the Spring 2019 transit routes serving Kenmore, average daily boardings at each stop, and park and ride utilization. These volumes reflect a high level of bus ridership in the City, particularly on routes that serve SR 522. SR 522 and the corridor south of SR 522 currently served by Route 225 (previously served by Routes 234 and 244) have been designated as high capacity transit lines by PSRC. The Kenmore Park and Ride and the park and ride at the Vine Church, both located on SR 522, were 100 and 96 percent full, respectively, on an average weekday. As shown, there was no service in the City north of SR 522/NE 181st Street.

Transit ridership declined dramatically throughout the Puget Sound region during the COVID-19 pandemic. Metro and Sound Transit reduced service levels across their networks, including the elimination of several routes in Kenmore. Additionally, both transit agencies restructured several routes that serve the city in conjunction with the opening of the North Link light rail extension in October 2021. Sound Transit Route 522, which previously provided service between Woodinville and downtown Seattle, was revised to serve the Roosevelt Link station. This change required riders to transfer to light rail to continue to downtown Seattle. A new peak only route, Route 320, was created, providing service connecting Kenmore to the Northgate Link station, South Lake Union, and downtown Seattle. Additionally, a new leased park and ride was opened at the Kenmore Community Club. Fall 2021 ridership in Kenmore is summarized in **Table T-2.**

Table T-2. Bus Service in Kenmore

Route	Service Type	2019 Average Daily Weekday Spring Boardings	2021 Average Daily Weekday Fall Boardings
225	All Day	N/A	100
234	All Day	249	N/A
243	Peak Only	1	N/A
244	Peak Only	28	N/A
309	Peak Only	110	N/A
312	Peak Only	440	N/A
320	Peak Only	N/A	21
331	All Day	98	72
342	Peak Only	36	8
372	All Day	527	204
522	All Day	680	154
981	DART	1	2

Source: King County Metro

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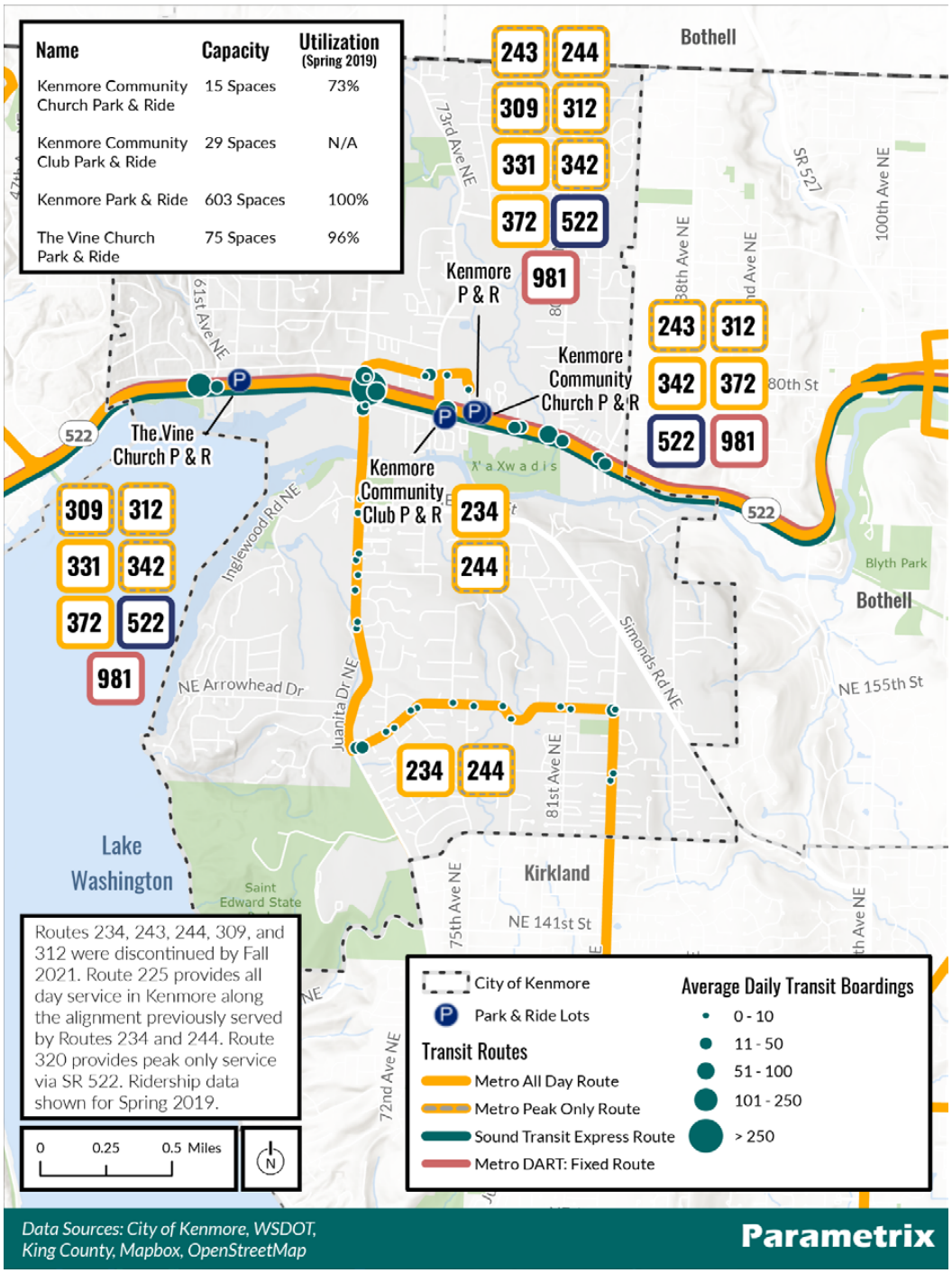
Figure T-7: Existing Transit Routes, Facilities, and Boardings (2019)



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Washington State's Freight and Goods Transportation System (FGTS) classifies the state's freight corridors by modes based on annual freight tonnage moved through truck, rail and waterway freight corridors. Goods movement in Kenmore runs predominantly along the City's major arterials of 68th Avenue, NE 170th Street, Simonds Road NE, and SR 522. Because 68th Avenue provides the only Sammamish River crossing option in Kenmore, this roadway plays a particularly important role in facilitating commerce. FGTS classified routes in the City of Kenmore are shown in **Figure T-8**.

Beyond these primary routes, delivery vehicles use many other streets to reach their final destination. For example, although it is not an FGTS classified route (and thus not displayed on **Figure T-8**), NE 175th Street sees a fair amount of freight traffic due to the nature of the surrounding land uses it serves. Additionally, a wide array of freight companies provide deliveries to residents and businesses using all types of roadways, including local streets.

The Kenmore Air Harbor is also a facility of the City's transportation network. The location of the Kenmore Air Harbor is displayed on **Figure T-9** and a description of its area, fleet size, operations, and travel take-off and landing areas on Lake Washington and general aircraft flight paths used on take-off and landing can be found in the Land Use element.

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Figure T-8: WSDOT FGTS Classified Truck Routes

4. Discussion on presentation to City Council for recommendation and app...

Figure T-9: Kenmore Air Harbor

4. Discussion on presentation to City Council for recommendation and app...

Most Kenmore residents (about 68 percent) choose motor vehicles as their primary mode of transportation to work. Moreover, many more non-resident travelers pass through the City on SR 522 / 68th Avenue / Juanita Drive / Simonds Road. Severe congestion during peak hours illustrates this issue with many intersections experiencing long delays (see **Figure T-10**).

Analysis of Kenmore's congestion for motorists is based on the traffic counts collected in January 2022. Since March 2020, traffic volumes have decreased in response to COVID-19 related initiatives. As future traffic volumes are built from forecasting from baseline conditions, the goal is to model an existing 2022 baseline condition that best reflects overall trends from the past several years. Overestimating volumes can lead to future forecasts that may be too high, potentially leading to infrastructure that is overbuilt for future conditions. Conversely, underestimating baseline conditions could lead to future forecasts that may be too low, leading to infrastructure that would be potentially underbuilt for future conditions.

To monitor changes in travel volumes related to the COVID-19 pandemic, the City of Kenmore collected weekly travel data between May 2020 and August 2021. The data shows as of August 2021, the annual average daily traffic volumes in 2021 were 7 percent lower than 2019 volumes. Therefore, to be conservative, traffic counts collected in January 2022 for this analysis were adjusted upward by 7 percent.

To understand the level of congestion experienced during the evening commute, 19 intersections were evaluated based on their ability to accommodate PM peak hour demand in their existing configuration (number of lanes, traffic control, etc.). As noted previously, the peak volumes for vehicles, pedestrians, bicyclists, and transit can occur during different times by location. The PM peak period in Kenmore generally ranges between 3:00 PM and 6:00 PM. The PM peak period for each analyzed intersection is summarized in **Appendix D-1**. Based on this analysis, intersections were scored into one of six LOS categories that describe their operations in terms of vehicle delay. **Table T-3** describes the LOS definitions laid out in the Highway Capacity Manual 6th Edition (Transportation Research Board, 2016), which is the methodology currently applied to Kenmore's transportation network.

Table T-3. Level of Service Definitions

Level of Service	Description	Average Control Delay at (seconds per vehicle)	
		Signalized/Roundabout Intersections	Unsignalized Intersections
A	Free-flowing conditions.	< 10	< 10
B	Stable operating conditions.	> 10 and < 20	> 10 and < 15
C	Stable operating conditions, but individual motorists are affected by the interaction with other motorists.	> 20 and < 35	> 15 and < 25
D	High density of motorists, but stable flow.	> 35 and < 55	> 25 and < 35

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Level of Service	Description	Average Control Delay at (seconds per vehicle)	
E	Near-capacity operations, with speeds reduced to a low but uniform speed.	> 55 and < 80	> 35 and < 50
F	Over capacity, with delays.	> 80	> 50

The City's LOS policy sets the following standards for its roadways:

- Major Arterials – LOS E or better
- Minor Arterials and collectors – LOS D or better
- Local roads – LOS C or better
- Roadways in Kenmore Countywide Growth Center
    - Signalized intersections shall operate at LOS F or better and not exceed 100 seconds of average total vehicle delay of all movements
    - Unsignalized intersections shall operate at LOS F or better on the minor street approach until a signal warrant is met using the current version of the Manual for Uniform Traffic Control Devices

It should be noted that as a highway of statewide significance, SR 522 is exempted from the City's LOS standards.

Figure T-10 shows weekday traffic volumes and **Figure T-11** shows the calculated LOS at each of the 19 intersections. As the figures show, Kenmore's major arterials see high traffic volumes and lower levels of service. Detailed reports of LOS are available in **Appendix D-1**.

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Figure T-10: Auto Average Daily Volumes

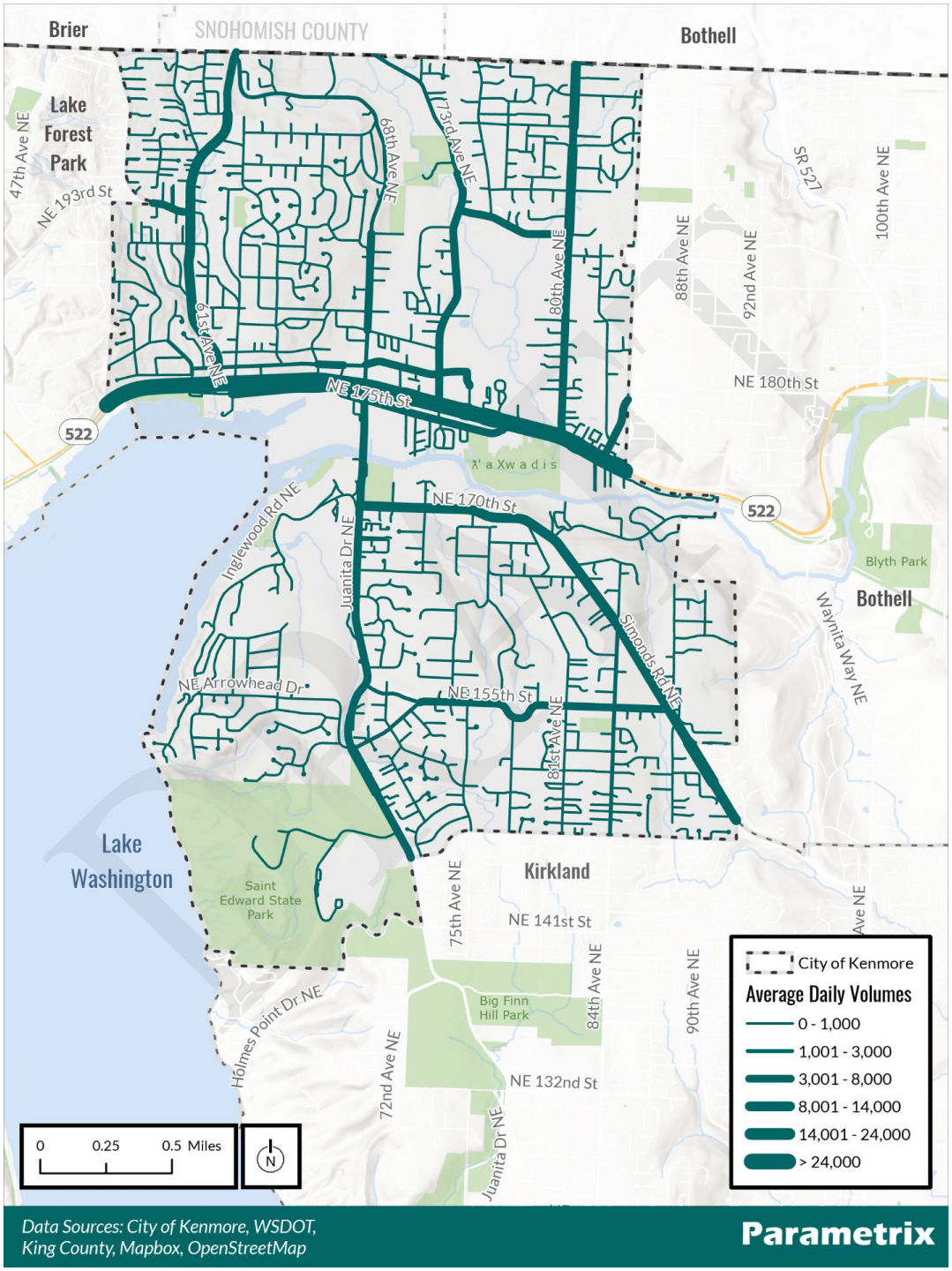

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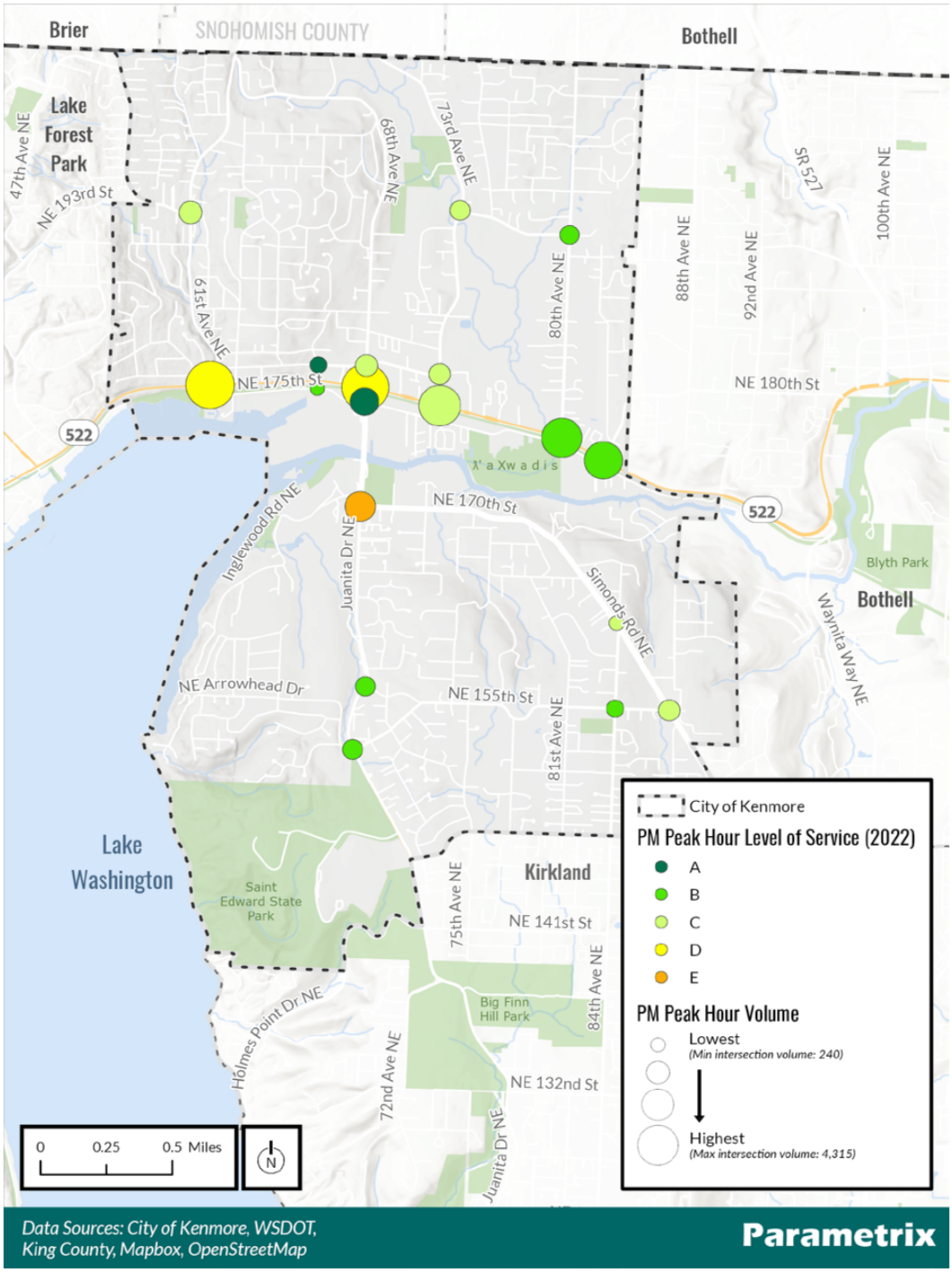
Figure T-91: Auto Level of Service and Volumes



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Current Challenges and Observations

The City of Kenmore has several important challenges to face as it prepares for future growth and the development of its downtown core. Although Kenmore continues to invest in its multimodal transportation system, motor vehicle travel dominates the City's transportation framework currently and many travelers view Kenmore as a "pass-through town." Kenmore is planning to be a walkable, bikeable, high-capacity transit community with a vibrant downtown and addressing the following transportation challenges will be a key to the City's success:

- Safety and comfort, especially for pedestrians and bicyclists
- Transit availability and access to high capacity transit
- Limited connectivity for all users

Bicycle and Pedestrian Safety

Since 2017, Kenmore has experienced nearly 175 traffic collisions per year. Of the 871 collisions in Kenmore from January 2017 to August 2021, 325 occurred on SR 522 and 207 occurred on the 68th Avenue / Juanita Drive corridor – 61 percent of the total city-wide.

Highlighting this issue, the period from Winter 2017 through Summer 2021 saw 41 crashes that involved vehicles hitting pedestrians and bicyclists, including one pedestrian fatality. **Figure T-12** displays traffic crashes for all modes within the City, **Figure T-13** shows injury severity and **Figure T-14** shows crashes involving bicycles and pedestrians over a five-year period spanning 2017-2021.

Crash severity is categorized by WSDOT into the following five categories:

- Fatal Injury: Any injury that results in death within 30 days after the motor vehicle crash in which the injury occurred.
- Suspected Serious Injury: Any injury other than fatal which results in one or more of the following: Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood; broken or distorted extremity (arm or leg); crush injuries; suspected skull, chest or abdominal injury other than bruises or minor lacerations; significant burns (second and third degree burns over 10 percent or more of the body); or unconsciousness when taken from the crash scene.
- Suspected Minor Injury: Any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle).
- Possible Injury: Any injury reported or claimed which is not a fatal injury, suspected by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.
- No Apparent Injury: Situation where there is no reason to believe that the person received any bodily harm from the motor vehicle crash. There is no physical evidence of injury and the person does not report any change in normal function.

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Figure T-12: Crash Density

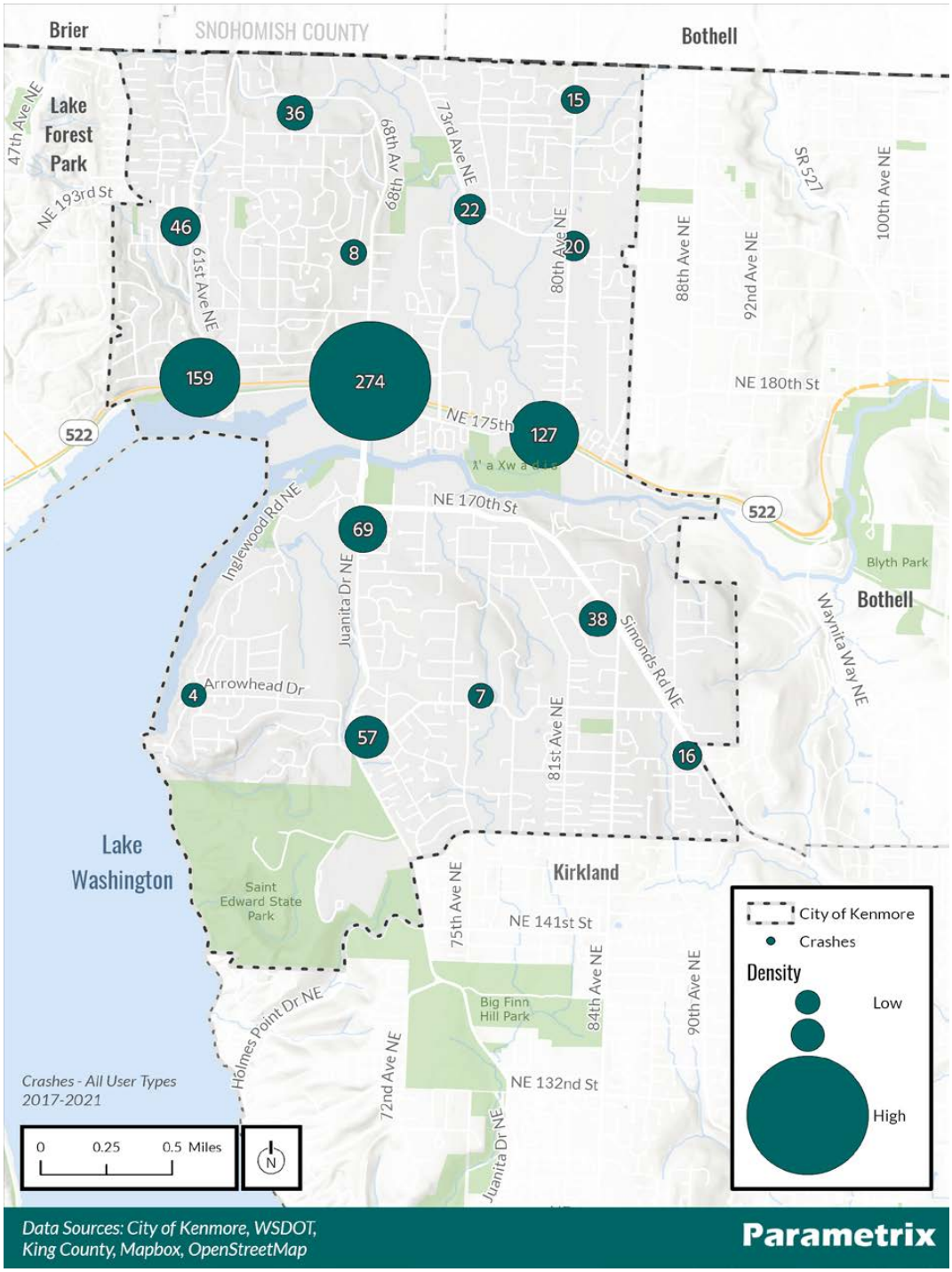

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Figure T-13: Crash Severity

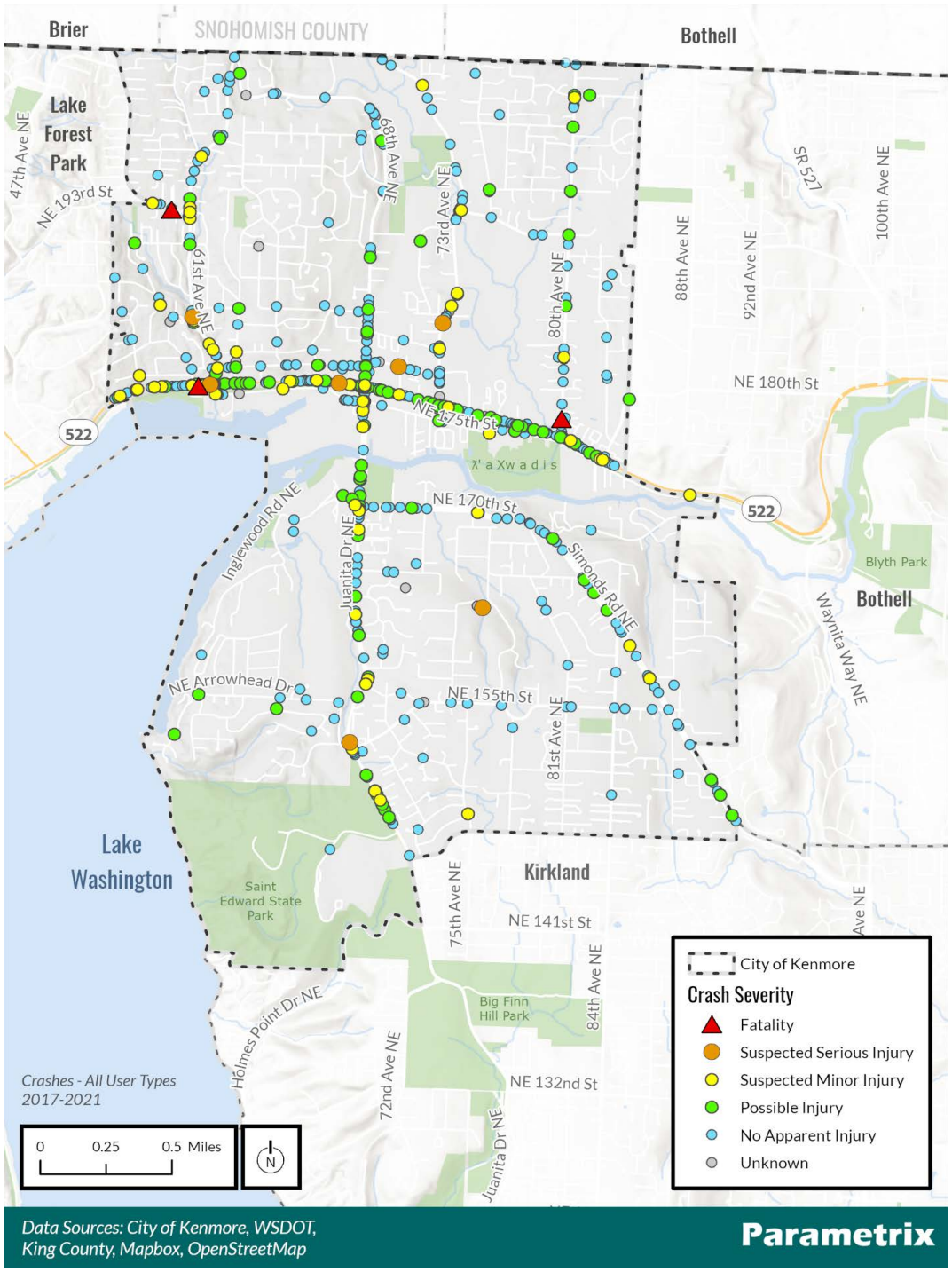

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Figure T-14: Crashes Involving Bicycles and Pedestrians

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The City of Kenmore's Target Zero Initiative was adopted in April of 2014. The goal of this program is to achieve zero pedestrian and bicyclist fatalities and serious injuries in Kenmore by 2025 by increasing awareness of pedestrian, bicyclist, and driver safety issues. The City works toward its Target Zero goal by engaging the Three E's: Engineering, Enforcement, and Education. These efforts include creating safer pedestrian and bicycle pathways, offering helmets at a low price, educating bicyclists, pedestrians, and drivers through events and pamphlets, offering safety vests annually at no charge (while supplies last), and enforcing traffic safety laws for all road users - among many other citywide improvements.

Kenmore has made many pedestrian improvements in recent years as the City strives for a more walkable/bikeable city. Sidewalk and crosswalk improvements along SR 522 have created a better environment for pedestrians moving around the City's commercial areas and connecting with public transit services or the Burke Gilman Trail. There are seven pedestrian actuated crossings that are also Americans with Disabilities Act (ADA) compliant. Four are located near SR 522 and 61st Avenue NE and three are located near Juanita Drive and NE 170th Street.

The Burke-Gilman Trail provides a major bicycle route through Kenmore and is a major asset to the community for both transportation and recreational purposes. Creating safer and more attractive connections from neighborhoods to the trail will encourage residents to make more walking and biking trips and visitors to patronize local businesses near the trail.

As a part of Walkways & Waterways, a voter-approved bond passed in 2016, the 68th Avenue/Juanita Drive corridor received pedestrian and bicycle safety treatments:

(1) Juanita Drive NE Pedestrian and Bicycle Safety Improvements: 1.5 miles of new sidewalk on the east side of Juanita Drive from 143rd Street to NE 170th Street, buffered bicycle lanes in each direction, bus stop improvements, improved lighting, and some traffic signal modifications.

(2) The 68th Avenue NE Pedestrian and Bicycle Improvements: 1.5 miles of new sidewalk on one side of 68th Avenue NE from NE 182nd Street to 61st Place NE, new bicycle lanes in each direction, and lighting improvements.

In addition to the Walkways and Waterways projects, several other projects were initiated and completed that provided sidewalk and/or bicycle safety treatments:

(1) The West Sammamish River Bridge Replacement Project: New sidewalk and bike facilities on the west side of the road between NE 170th Street and NE 175th Street, lighting improvements and some traffic signal improvements.

(2) SR522 West A Project: New sidewalk on the north and south side of SR522 from 61st Avenue NE to 65th Avenue NE along with street lighting and traffic signal improvements.

(3) Simonds Road Overlay: New bike lanes added from 92nd Avenue NE to 84th Avenue NE.

(4) 62nd Avenue NE Sidewalk Project: New sidewalk on the east side of 62nd Avenue NE from SR522 to 185th Avenue NE.

(5) NE 181st Street Sidewalks: New sidewalk along the north and south side of NE 181st from 68th Avenue NE to 73rd Avenue NE and new sidewalk on the north side from 65th Avenue NE to 67th Avenue NE. Improvements included new street lighting.

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(6) 73rd Avenue NE Overlay: New bike lanes added from NE 181st St to NE 192nd St.

(7) NE 153rd Street Sidewalks: New sidewalks on the south side of NE 153rd Street from 70th NE to Juanita Drive.

Transit Availability and Access to High Capacity Transit

Many people use public transit in Kenmore, as evidenced by 2019 ridership and park-and-ride occupancy levels. The opening of the Lynnwood Link light rail extension in 2024, particularly the Shoreline South/148th Street station, will provide an opportunity to greatly expand options for Kenmore residents wishing to ride transit to destinations throughout the Puget Sound region. Sound Transit's BRT Stride service on SR 522, planned for implementation in 2026, will provide high-capacity transit service directly in Kenmore, providing residents with a direct connection to light rail in Shoreline and Stride service on I-405. There are no planned improvements to parking capacity in Kenmore, by Sound Transit or Metro, until 2034. Robust local transit options and nonmotorized access improvements that connect Kenmore neighborhoods to bus service on SR 522 will be critical components to facilitating reliable access to these regional transit investments.

Kenmore is also interested in creation of a Metro-operated water taxi route that would connect the City to the University of Washington, providing another transit option for residents to access this regional employment and education center.

Service cuts are likely to hurt public transit as an attractive travel mode so the City should closely monitor these developments and advocate for its desire to maintain quality service. Additionally, infrequent or poorly timed service connections might further dissuade residents from using transit if it does not provide a fast and reliable trip compared with auto travel. While Kenmore cannot control transit service levels, the City's land use vision is designed to create a supportive environment for transit.

Limited Nonmotorized Connectivity

The existing transportation network in Kenmore was developed with limited facilities that can accommodate travel across the City. The 68th Avenue Bridge is the only public crossing over the Sammamish River in the City and currently acts as one of Kenmore's most congested points for all roadway users. In 2022, the City completed replacement of the southbound bridge, which included construction of new sidewalk and bicycle facilities on the west side of the road between NE 170th Street and NE 175th Street. Even with the bridge improvements, the intersection with SR 522 frequently backs up traffic for long stretches during peak hours.

Similarly, SR 522 serves as another major barrier to north-south connectivity. Its wide cross-section and limited number of signalized crossings affect all modes of travel, particularly pedestrians and cyclists. Additional signalized mid-block pedestrian crossings where warranted would improve crossing options for nonmotorized travelers.

East-west travel is also challenging, particularly north of SR 522 east of 73rd Avenue NE. A lack of walkways or paths for non-motorized users results in long, circuitous routes for pedestrians and cyclists wishing to travel in this area. Development of new non-motorized facilities could help to provide these connections.

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Trends

Aside from existing conditions and challenges, there are other factors that will affect Kenmore's transportation system. Growth in downtown Kenmore and throughout the region generally plays a role in how the City will plan the improvements to its transportation network for the future.

Transportation Related Climate Impacts

The City of Kenmore's CAP establishes a multi-faceted approach for reducing greenhouse gas (GHG) emissions associated with transportation. The CAP describes policies, programs, and infrastructure investments that will help the City achieve its goal of net zero GHG emissions by 2050. Changes to municipal operations, construction of dense, mixed-use, and transit-oriented development (TOD), reduced single-occupancy vehicle (SOV) trips, and incentives for drivers to use electric vehicles (EVs) are the key transportation-focused strategies included in the CAP.

Downtown Development

In 2021, King County updated the 2021 Countywide Planning Polices to include a new category—Countywide Growth Centers—with zoned densities that support high capacity transit along existing or planned transit corridors. Designated countywide growth centers make efficient use of urban land by sufficiently providing housing, employment, and services in a compact form and density near the high capacity transit areas. Additionally, designated countywide growth centers use strategies to mitigate identified displacement impacts of residents and businesses, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees; low-income populations; people with disabilities; and other communities at greatest risk of displacement.

Downtown Kenmore is preliminarily designated as a Countywide Growth Center. Policies focus on mixed use, higher density development, including affordable housing, in the downtown area as it develops along the SR 522 high capacity transit corridor. Future redevelopment will add mixed use projects to provide housing, dining, shopping, and other services in the downtown. These land uses will generate additional travel in the downtown area and, while many people will be able to walk or use public transit for these trips, the transportation network must be able to support this concentrated growth.

Regional Growth

Regional development outside of the City itself is the other major aspect of growth affecting Kenmore by 2044. South Snohomish County, Bothell, and Woodinville are all expected to add a substantial number of residents and jobs during this time period and many of them travel through Kenmore en route to other regional destinations. The continued tolling of SR520 bridge and expected regional growth south of Kenmore are likely to have a continued impact on SR522.

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Kenmore Travel Demand Forecasting

The GMA requires that the Transportation Element supports the land uses envisioned in the Comprehensive Plan. Thus, an important component of the work was forecasting how the future land uses envisioned in the City, as well as regional growth, would influence demand on Kenmore's transportation network. A description of the travel demand modeling process is summarized below with more detail about land use assumptions in **Appendix D-2.**

- **The Tool.** The PSRC regional Activity Based Travel Demand model was used for travel demand forecasting.
- **Estimate Land Use Growth in the City.** The City is planning for expected growth in housing units and employment over the next 20 years through 2044. The City allocates the growth throughout Kenmore based on adopted zoning, observed development patterns, and other city policies.
- **Capture Regional Growth Patterns.** Other communities throughout the region are going through this very same process, based on direction from PSRC. Since travel does not stop at a jurisdiction's borders, it is important to capture how regional growth could influence travel patterns on Kenmore's streets.
- **Translating Land Uses into Trips.** The next step is evaluating how the City and regional growth assumptions described above translate into walking, biking, transit, and auto trips. The travel model represents the number of housing units and employees in spatial units called traffic analysis zones (TAZs). TAZs can be as small as a few street blocks to as large as an entire neighborhood. They provide a simplified means to represent trip making rather than modeling individual parcels. The travel model estimates trips generated from each TAZ (both inside and outside of the City) using established relationships between different land use types with trip making. These trips are then assigned onto the roadway network to estimate how much traffic would be on each street during the evening commute hour.
- **Model Refinements.** The final step is refining the forecasts based on reality checks that the travel model may not capture. In this case, forecasts were refined to reflect the more walkable, urban characteristic planned for Kenmore's downtown, by recognizing that some short trips could be made by walking and biking, rather than driving. Moreover, travel patterns were refined to reflect existing driver preferences, including recognizing the relative attractiveness of the Simonds Road / 170th Corridor over Juanita Drive.

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GOALS, OBJECTIVES, AND POLICIES

Kenmore has established eight goals to accomplish its overall vision for transportation in the future. The goals establish overarching priorities that serve the vision of this Transportation Element while objectives and policies lay out specific actions. The consolidated set of goals, objectives, and policies is included in this chapter.

GOAL 1. PROVIDE A COMPREHENSIVE TRANSPORTATION NETWORK THAT SAFELY ACCOMMODATES LOCAL AND REGIONAL TRAVEL FOR PEDESTRIANS, BICYCLISTS, TRANSIT USERS, AND MOTORIZED VEHICLES.

OBJECTIVE 1.1: Develop and maintain a Layered Network that provides connectivity and recognizes that not all streets provide the same quality of travel experience. Classify streets as State Highways, Major Arterials, Minor Arterials, Collectors, and Local Roads.

Policy T-1.1.1: Ensure that the Layered Network continues to provide for all varieties of street uses including regional mobility and cross-town trips, commuting, shopping, recreational travel, property and business access, and parking, regardless of mode.

Policy T-1.1.2: Guide the development of new streets and maintenance of existing streets to form a well-connected network that accommodates safe, direct, and convenient access to the existing roadway network for pedestrians, bicyclists, transit, and automobiles. Prioritize non-motorized connections to reinforce the City's vision of a pedestrian-friendly and robust downtown.

Policy T-1.1.3: New development should be consistent with the Future Roadway Network. Cul-de-sac construction should require the approval of the City Engineer. Pedestrian facilities identified in the City's Sidewalk Priority Network should be prioritized using the Pedestrian Facilities Plan. Bicycle facilities should be considered for streets identified within the Bicycle Priority Network.

Policy T-1.1.4: Coordinate with park-and-ride and transit service providers to reinforce the City's designation as a high capacity transit community, attracting residential and employment densities that support ridership along the high capacity corridors. Pursue improvement projects that are consistent with the Layered Network and which benefit transit users in Kenmore.

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Policy T-1.1.5: Continue to enhance the City's Layered Network by using the following methods:

a. Require dedication of rights-of-way as a condition for development when the need for such rights-of-way is linked to the development or where shown on the Future Roadway Network;

b. Request donations of rights-of-way to the public;

c. Purchase rights-of-way in accordance with State laws and procedures

d. Acquire development rights and easements from property owners; and

e. Implement traffic impact fees with new development consistent with the City's Traffic Impact Analysis Guidelines to allocate funding for new multimodal facilities.

Policy T-1.1.6: Maintain criteria to consider street vacations. Criteria should address:

a. State laws regarding street vacations;

b. Consistency with the Layered Network, including the effects of the street vacation on existing and future circulation;

c. Ability to utilize excess right-of-way for other public purposes such as parks, recreation, waterfront access, viewpoints, stormwater management, or affordable housing;

d. Public benefit of the street vacation; and

e. Fair compensation.

OBJECTIVE 1.2: Design and maintain transportation facilities consistent with the community vision.

Policy T-1.2.1: Consider the environmental consequences of street design standards and maintenance practices. Design City-sponsored transportation projects to minimize impacts to wildlife habitat, the environment and water quality to the greatest extent feasible. When preparing City-sponsored transportation project designs or reviewing development proposals, the City should follow steps outlined in the *Street Planning Toolkit (**Figure T-15**).*

Policy T-1.2.2: Require new development to minimize and consolidate access points along all major and minor arterials, especially along SR 522 and any new arterials that may be developed. Coordinate this effort with local businesses, property owners, and WSDOT.

Policy T-1.2.3: Protect rights-of-way from encroachment by structures, fences, retaining walls, substantial landscaping, or other obstructions to preserve the public's use of the right-of-way, safety, and mobility. Protection methods may include minimum setback requirements for property improvements allowing future roadway expansion, street use agreements, and

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development of specific guidelines regarding installation and maintenance of landscaping within the public right-of-way.

Policy T-1.2.4: Maintain a right-of-way use permit application process and criteria to ensure that temporary development and utility construction activities do not create adverse safety, environmental, or traffic impacts.

Policy T-1.2.5: Ensure pedestrian facilities are designed consistent with ADA guidelines and that existing infrastructure is updated per the city's *ADA Transition Plan* to accommodate users of all ages and abilities. Design curb cuts, ramps, and other facilities to accommodate pedestrians with a disability or mobility challenges.

Policy T-1.2.6: Implement the Street Planning Toolkit to provide uniform street design and maintenance methods that enhance safety for pedestrians, bicyclists, and motorists.

Policy T-1.2.7: Ensure structured parking facilities incorporate context sensitive, preemptive designs that can accommodate changing parking demand as a result of increased walkability in high-density areas, such as downtown.

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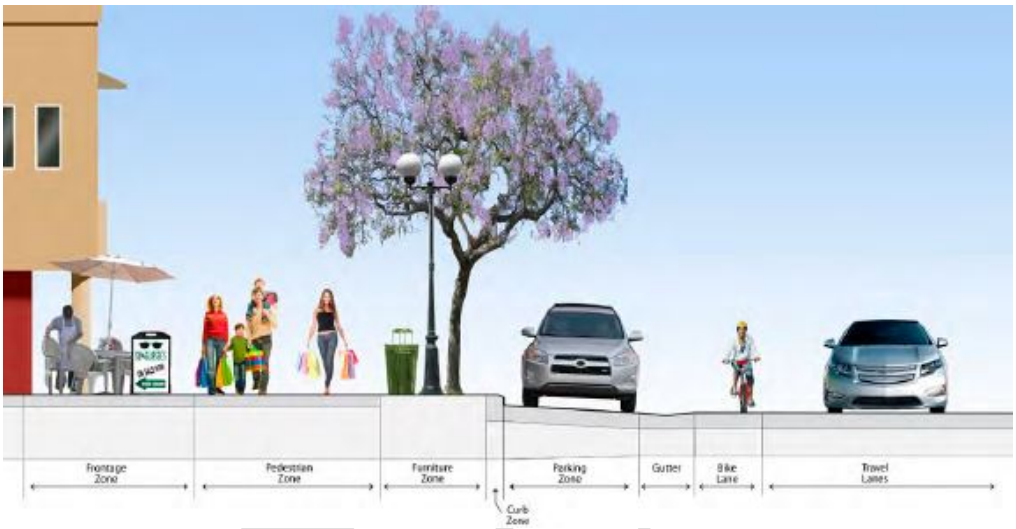
Figure T-15: Street Planning Toolkit

When planning for new streets or redesigning existing ones, the City should implement uniform designs and maintenance methods that create a safe, effective, environmentally sensitive, and welcoming transportation system for all users in line with the City's vision and Comprehensive Plan policies. Throughout this process, the City must consider the various financial and non-financial costs of development and operation of the transportation system in addition to the concerns of interested parties.



- Align and locate transportation facilities away from environmentally sensitive areas, consistent with other Comprehensive Plan policies;
- Minimize and mitigate significant environmental impacts whenever possible, including the incorporation of improvements, such as larger stormwater treatment facilities, to respond to the impacts of climate change. Minimize and mitigate impacts from the transportation network to the environment, terrestrial animal habitat, and aquatic habitats.
- Whenever practical, incorporate the use of native grasses, shrubs, and trees, and drought-resistant species in the design of streets, landscape strips, and medians.
- Enhance the safety of pedestrians, bicyclists, and motorists through sidewalk or other separated pedestrian facilities and on-street facility location, design, and maintenance, lighting requirements, signs, lane widths and geometrics, and access to properties using the Layered Network as a guide.
- Consider the conflicts between different users in the design of multi-purpose paths, including the use of separate paths, striping different lanes for pedestrians and cyclists, speed limits, and increased use of protected bicycle facilities on streets to provide additional options for cyclists.
- Establish standards that discourage excessive parking. Provide options or incentives to reduce underutilized parking lots and encourage alternate modes of travel.

OBJECTIVE 1.3: Improve street safety and function with a particular reference to the "Target Zero" goal (adopted City Resolution 14-235) to have no pedestrian or bicycle deaths or serious injuries as the result of a collision with a motorized vehicle.

Policy T-1.3.1: Continue to collect data on traffic speed and volume and collisions to support studies, operational changes, and designs, enhance efforts when possible.

Policy T-1.3.2: Include emergency service providers in review of roadway designs to ensure emergency vehicle passage. Design considerations include dead-end street lengths, turn-arounds, travel lane widths, maximum road grades, and parking location.

Policy T-1.3.3: Implement the City's Target Zero strategy to focus on transportation improvements, education, and enforcement measures to improve safety conditions for pedestrians and bicyclists on Kenmore's streets. Use the Local Road Safety Plan to identify and prioritize low-cost, quick build, effective enhancements.

OBJECTIVE 1.4: Develop a transportation system that achieves the following LOS metrics:

Policy T-1.4.1: Vehicular LOS:

- Major Arterials: LOS E or better
- Minor Arterials and Connectors: LOS D or better
- Local Streets: LOS C or better
- Roadways in the Kenmore countywide growth center
    - Signalized intersections shall operate at LOS F or better and not exceed 100 seconds of average total vehicle delay of all movements
    - Unsignalized intersections shall operate at LOS F or better on the minor street approach until a signal warrant is met using the current version of the Manual for Uniform Traffic Control Devices

LOS along SR 522 and 68th Avenue (south of SR 522) / Juanita Drive will be measured as average delay at the corridor level rather than the intersection level.

Policy T-1.4.2: Pedestrian LOS as described in Table T-4, bicycle LOS as described in Table T-5, and transit LOS as described in Table T-6

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Table T-4. Pedestrian LOS – Sidewalk Requirements

LOS	Within Pedestrian Priority Network*
🟢	Pedestrian facility** on both sides of the street with a buffer as indicated in Pedestrian Priority Network
🟡	Pedestrian facility** provided on one side of the street with or without a buffer as indicated in Pedestrian Priority Network
🔴	No pedestrian facility

* The pedestrian LOS standard does not pertain to local streets outside downtown

** Pedestrian facility includes sidewalks and paved shoulders protected by a raised curb.

Table T-5. Bicycle LOS – Facility Requirements

LOS	Within Bicycle Priority Network
🟢	Provides minimum treatment* recommendation, as shown within Bicycle Priority Network
🟡	Provides a lower-level facility* than recommended in the Bicycle Priority Network
🔴	No bicycle facility

* Bicycle facilities – lowest-level to highest-level of treatment: shared; bike lanes; buffered bike facility; separated trail.

Table T-6. Transit Priority Corridor Level of Service

LOS	Transit Stop Amenities	Pedestrian Access	Frequency of Service
🟢	High level	Sidewalks and marked crosswalks serving stops	All day service. Peak service 15 minutes or less, midday 30 minutes or less
🟡	Some amenities	Sidewalks and marked crosswalks serving some stops	All day service. Peak services 30 minutes or less, midday service 60 minutes or less
🔴	Little or no amenities	General lack of sidewalks and marked crosswalks	Low level of service

OBJECTIVE 1.5: Perform periodic review and monitoring (every 2-4 years) of the transportation system to ensure it adequately serves existing and future land uses.

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Policy T-1.5.1: Forecast travel to identify needed transportation improvements. The forecasts should:

a. Account for expected changes in personal travel behavior, funded capital improvements, and feasibility of mode choices;

b. Use current data and policies;

c. Be compatible with other jurisdictions and the regional growth strategy; and

d. Reflect the Vision Statement and land use policies.

Policy T-1.5.2: Identify the improvements and strategies needed to fully implement the City's *Layered Network* and meet LOS requirements for transportation.

Policy T-1.5.3: Monitor growth in population and employment in relation to the land use and growth assumptions of the Transportation Element. Reassess the Land Use and Transportation Elements as needed to ensure that planned improvements will address the potential impacts of growth.

Policy T-1.5.4: Require construction of necessary transportation improvements from the private or public sector at the time of development or within six years of development.

GOAL 2. COORDINATE WITH LOCAL, REGIONAL, STATE, AND FEDERAL AGENCIES AS WELL AS NON-GOVERNMENTAL ENTITIES TO DEVELOP AND OPERATE THE TRANSPORTATION SYSTEM.

OBJECTIVE 2.1: Support and complement the transportation functions of the State of Washington, transit agencies, and other entities responsible for transportation facilities and services to meet Kenmore's needs.

Policy T-2.1.1: Coordinate planning, construction, and operation of transportation facilities and programs with the State, Counties, neighboring cities, PSRC, Metro, Sound Transit, and other entities. This coordination will be achieved by:

a. Participating in the transportation-related activities of King County and other advisory committees;

b. Working with other jurisdictions to plan, fund, and implement multi-jurisdictional projects necessary to meet shared transportation needs; and

c. Making transportation decisions consistent with the City's adopted transportation plans in coordination with the State, PSRC, transit agencies, King County, Snohomish County, and neighboring jurisdictions.

Policy T-2.1.2: Support increased transit service for the Kenmore Downtown area based upon existing and future population and employment densities. Support

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additional market demand for TOD along the SR 522 corridor to promote Kenmore's status as a High Capacity Transit community and provide residents with access to regional transit.

Policy T-2.1.3: Work with private property owners to create multimodal transportation options around the Downtown area to achieve a walkable city center that reinforces the community identity and provides connections to housing and community destinations.

Policy T-2.1.4: Coordinate planning, construction, and operation of transportation facilities and programs with the State, Counties, neighboring cities, PSRC, Metro, Sound Transit, and other entities to minimize impacts to the environment and aquatic habitats and ensure critical infrastructure is in place to respond to both natural disasters, human-caused disasters, and climate change impacts.

OBJECTIVE 2.2: Cooperate with neighboring cities, King and Snohomish Counties, transit agencies, PSRC, and WSDOT to address regional transportation issues.

Policy T-2.2.1: In partnership with State, regional and local agencies, address regional transportation issues. These include:

d. Regional air, rail, and water transportation facilities and services;

e. Operation of and improvements to the State highway network, including SR 522;

f. Improvements to roadways connecting Kenmore to the surrounding region, including SR 522;

g. Improvements to major roadways bordering, yet having an influence upon internal traffic flows within Kenmore, including those located in Snohomish County;

h. Improved access to I-5 and I-405 corridors and other employment corridors;

i. Regional pedestrian and bicycle facility needs;

j. Transit access to meet the diverse needs of residents for populations of all income levels; and

k. Consideration of last-mile connection to transit stops for local and regional users.

Policy T-2.2.2: Work with neighboring jurisdictions to ensure that new development outside of Kenmore does not unreasonably affect transportation systems, transportation LOS, and the quality of life in Kenmore. Utilize the following approaches:

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a. Promote thoughtful planning by neighboring jurisdictions consistent with comprehensive plans and the regional growth strategy; and

b. Support the establishment of regional traffic planning, expanded access to transit, improved non-motorized facilities, and mitigation payment system.

Policy T-2.2.3: Coordinate transit levels of service with Metro, Sound Transit, and private transit operators.

Policy T-2.2.4: In partnership with state and other agencies, support development of a corridor plan for SR 522 to consistently maintain travel conditions for all users along this route.

OBJECTIVE 2.3: Ensure regional transportation improvements and services are compatible with the Comprehensive Plan and the City's *Layered Network*.

Policy T-2.3.1: Continue to take a lead role in the planning, design, and implementation of SR 522 improvements within Kenmore. Encourage multi-agency cooperation (such as WSDOT and Sound Transit) and ensure that improvements in Kenmore are coordinated with adjacent communities.

Policy T-2.3.2: Work with the adjacent jurisdictions to coordinate planned improvements along connecting roads.

Policy T-2.3.3: Work with WSDOT to identify and mitigate the impact that reconstruction and existing and planned toll projects have on Kenmore; particularly on SR 522.

OBJECTIVE 2.4: Work with business leaders, private owners, and other local organizations to support transportation efforts in reaching mutual goals.

Policy T-2.4.1: Attract and retain future development to Kenmore by directing growth into its Countywide Growth Center and providing multi-modal connections to downtown and equitable access to regional transit.

Policy T-2.4.2: Provide additional incentives to minimize surface parking within walkable areas, such as downtown. Ensure that regulations require appropriate parking for business customers.

Policy T-2.4.3 Provide local transit connections from the City's residential areas to the regional high capacity transit system along the SR 522 corridor.

OBJECTIVE 2.5: Position Kenmore to respond to technological innovations, such as EVs, connected/autonomous vehicles, and intelligent transportation systems.

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Policy T-2.5.1: Coordinate with PSRC and other regional entities to understand regional plans for EV charging and accommodation of other alternative fuel sources.

Policy T-2.5.2: Review vehicle regulations periodically to ensure accordance with current technologies that can support Kenmore's transportation system.

Policy T-2.5.3: Keep pace with evolving technologies to understand their impacts on the financing, expansion, and evolving operational and maintenance needs for transportation facilities.

Policy T-2.5.4: Explore micromobility transportation options as an alternate transportation mode to SOVs. Implement policies and pilot programs in coordination with other jurisdictions to test their efficacy in Kenmore.

GOAL 3. PROMOTE A TRANSPORTATION SYSTEM THAT IS SUSTAINABLE FROM FISCAL, ENVIRONMENTAL, AND EQUITY PERSPECTIVES WITH PARTICIPATION FROM BOTH THE PUBLIC AND PRIVATE SECTORS.

OBJECTIVE 3.1: Emphasize priorities of the community when prioritizing transportation system improvements needed to fully implement the City's *Layered Network*, including safety, multi-modal mobility, access to transit, maintenance, and congestion relief.

OBJECTIVE 3.2: Regularly prepare and adopt a Six-Year Transportation Improvement Program to implement the Transportation Element.

Policy T-3.2.1: In preparation of specific planning and implementation documents, including the Six-Year Transportation Improvement Program, the City will involve the public, interested agencies, and other jurisdictions through a clearly stated process that provides opportunities for review and comments regarding the City's priorities and recommendations.

Policy T-3.2.2: Ensure that plans consider the best available lifecycle cost of an improvement, including operation and maintenance costs; environmental, climate change, economic, and social impacts; and any replacement or closure costs.

OBJECTIVE 3.3: Leverage City resources and secure adequate funding sources for transportation improvements and services through a variety of mechanisms, including those required as a result of development.

Policy T-3.3.1: Seek to secure adequate funding sources for transportation through a variety of methods. These methods may include:

a. Seeking federal and state funds;

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b. Encouraging public/private partnerships for financing transportation projects that remedy existing transportation problems or foster economic growth in Kenmore; and

c. Encouraging the use of Local Improvement Districts (LIDs) by property owners to upgrade roads to meet City road standards.

Policy T-3.3.2: Ensure shared responsibility of mitigating development impacts between the public and private sector. Require that developers contribute their fair share toward transportation improvements needed to accommodate development through implementation of the City's Traffic Impact Fee program, by providing additional transportation facilities and services in proportion to the impacts and needs generated by the development and encouraging developers to design projects that generate less traffic.

Policy T-3.3.3: Require traffic analyses for new development proposals consistent with the City's *Traffic Impact Analysis Guidelines* that determine the need for transportation improvements that address traffic impacts. Ensure new developments are accordant with the City's vision as a high capacity transit community.

OBJECTIVE 3.4: Ensure improvements to the transportation network occur concurrently with development.

Policy T-3.4.1: Allow development only when those proposals are concurrent with specific documentation or plans showing how the transportation system can adequately support existing and proposed development needs.

OBJECTIVE 3.5: Cooperate regionally and strive locally to mitigate transportation impacts to air quality through interconnected land use and transportation strategies.

Policy T-3.5.1: Support ongoing efforts for improving air quality throughout the Kenmore area and develop a transportation system compatible with the goals of the Federal and State Clean Air Acts.

Policy T-3.5.2: Support local and regional efforts to reduce vehicle emissions. Support installation of EV charging stations on local privately owned property and explore options for the development of charging facilities on publicly owned property. Reduce emissions from City fleet by implementing a green vehicle selection process, identifying green fleet resources for new or replacement vehicles, and installing electric car charging stations in City-owned facilities.

Policy T-3.5.3: Coordinate with Metro, Sound Transit, and other jurisdictions on Commute Trip Reduction (CTR) programs for major employers in Kenmore.

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Policy T-3.5.4: Reduce vehicle miles traveled (VMT) of SOVs by implementing Transportation Demand Management (TDM) programs and strategies.

OBJECTIVE 3.6: Reduce impacts to water quality with new development and maintenance of the existing transportation system.

Policy T-3.6.1: Design roadway improvements to be consistent with the City's Surface Water Management Plan, CAP, and stormwater regulations. Implement, where feasible, green stormwater infrastructure to reduce stormwater runoff and minimize and mitigate water quality impacts to aquatic habitats.

Policy T-3.6.2: Determine potential surface water retrofitting or treatments that could be applied in conjunction with transportation improvements.

Policy T-3.6.3: Support expanding stormwater facilities along with new projects to accommodate stormwater runoff adjacent to the project area, when feasible, to expand treatment to undisturbed but currently untreated areas.

GOAL 4. ENCOURAGE PUBLIC TRANSPORTATION, NON-MOTORIZED TRAVEL, AND OTHER TRANSPORTATION STRATEGIES THAT REDUCE THE NEED FOR AUTOMOBILE TRAVEL, ESPECIALLY BY SOVs.

OBJECTIVE 4.1: Support expansion of transit service within Kenmore that provides connections to local destinations as well as the regional high capacity transit network.

Policy T-4.1.1: Support the implementation of Sound Transit's planned and funded regional BRT along SR 522 and prioritize investments that support high capacity transit stations.

Policy T-4.1.2: Work with Metro and other transit providers to establish local transit service that provides Kenmore residents access to the regional high capacity transit network, as well as connections to the Downtown, major commercial and mixed centers in Kenmore, and other key destinations in the City, and destinations in surrounding communities.

Policy T-4.1.3: Examine the opportunities for increasing transit service with Metro and Sound Transit with priorities tailored to meet the needs of the community by:

a. Requiring transit facilities as mitigation where appropriate for new developments;

b. Identifying and developing locations that are accessible to public transportation for use as park-and-pool or park-and-ride lots;

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c. Requiring adequate right-of-way, sidewalk, and roadway improvements where transit stops are located;

d. Adopting design standards that promote safety and aesthetics in accordance with the *Street Planning Toolkit*; and

e. Encourage development and maintenance of passenger ferry, water taxi, and or other water-based transportation services on Lake Washington to connect Kenmore to other regional destinations

Policy T-4.1.4: Maintain business access and transit (BAT) lanes on SR 522 for use by transit and business access only to encourage transit usage and improvements, and to preserve its use for transit over the long term.

OBJECTIVE 4.2: Work with local and regional transit agencies to site, size, and design park-and-ride facilities that reflect the land use vision for the areas in which they are located.

Policy T-4.2.1: Design structured parking facilities as integrated elements of mixed use developments with ground floor uses that support TOD, improve transit access to support the downtown plan, and improve and encourage non-motorized travel to and from high capacity transit areas.

Policy T-4.2.2: Explore the potential for joint use of park-and-ride lots with the public and private sectors for commercial and residential use.

OBJECTIVE 4.3: Create an accessible sidewalk and pedestrian trail network linking neighborhoods, the Downtown, and key community destinations consistent with that laid out in the *Pedestrian Priority Network*.

Policy T-4.3.1: Focus early sidewalk improvements on the *Pedestrian Priority Network*. Prioritize sidewalk investments consistent with the *Pedestrian Facilities Plan*, which rank projects based on safety, community connections, network connectivity, proximity to schools, connections to opportunities, and potential population served.

Policy T-4.3.2: Prioritize implementation of the Americans with Disabilities Act (ADA) Transition Plan.

Policy T-4.3.3: Require development to provide sidewalks along one side of the roadway or pay a contribution to a sidewalk fund to complete missing links, increase pedestrian safety, and provide linkages to key destinations in accordance with the *Pedestrian Priority Network*.

Policy T-4.3.4: Design and construct accessible pedestrian facilities in accordance with the *Pedestrian Priority Network*, *ADA Transition Plan*, and street classification system.

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Policy T-4.3.5: As part of the *Pedestrian Priority Network*, provide crosswalks at key locations such as in the Downtown, on SR 522 near park-and-ride lots and transit stops, near schools, and at other locations with significant pedestrian volumes.

Policy T-4.3.6: Explore opportunities to utilize undeveloped rights of way to develop and maintain safe pedestrian connections.

Policy T-4.3.7: Consider future bond measures to fund pedestrian projects that expand the pedestrian network.

OBJECTIVE 4.4: Implement a comprehensive *Bicycle Priority Network* in Kenmore.

Policy T-4.4.1: Require roadway development to include bicycle facilities in accordance with the *Bicycle Priority Network*.

Policy T-4.4.2: Prioritize future bicycle facility improvements that increase safety for bicyclists, link to key destinations, promote multi-modal trips, complete gaps in the existing bicycle system, provide linkages to the Burke-Gilman Trail and other key off-road facilities, and meet other priorities for bicyclists in Kenmore.

Policy T-4.4.3: Encourage off-road non-motorized vehicle facilities on designated trails. Promote the on-going maintenance and use of the Burke-Gilman Trail.

Policy T-4.4.4: Promote non-motorized vehicle trails in utility corridors or undeveloped rights of way where consistent with environmental constraints.

Policy T-4.4.5: Allow for a secondary pedestrian and bicycle loop around the downtown area with connections to the waterfront and high capacity transit areas.

Policy T-4.4.6: Accommodate bicycles and non-motorized vehicles in the design and management of the City's *Layered Network* in accordance with the *Bicycle Priority Network.*

OBJECTIVE 4.5: Implement programs and regulations that help reduce the use of SOVs.

Policy T-4.5.1: Create and implement development standards that:

a. Encourage continuous, direct, convenient non-motorized linkages;

b. Provide sufficient illumination in parking lots and along travel routes to increase visibility and security for non-motorists;

c. Minimize front yard parking along commercial street fronts, particularly in the Downtown;

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d. Establish standards that discourage excessive parking. Provide options or incentives to reduce underutilized parking lots and encourage alternate modes of travel;

e. Promote mixed-use development in the Downtown; and

f. Require minimum densities through floor area ratios, employment levels, and / or business retention and expansion activities in the Downtown and major commercial areas to support transit.

Policy T-4.5.2: Implement the City's CTR Ordinance applicable to large employers in accordance with State laws.

Policy T-4.5.3: Support the goals of the PSRC's Regional TDM Action Plan to manage travel behavior and reduce vehicle trips.

Policy T-4.5.4: Encourage the use of carpools as an alternative to SOVs and implement educational programs to expand awareness of available programs.

GOAL 5. MAINTAIN THE AVAILABILITY OF SAFE AIR TRAVEL SERVICES IN KENMORE.

OBJECTIVE 5.1: Support the continued operation of the Air Harbor to provide private air transportation services to the region and community.

Policy T-5.1.1: Recognize the Kenmore Air Harbor as a business that is economically and historically significant to the community.

Policy T-5.1.2 Provide multimodal connections from Kenmore Air Harbor to downtown commercial areas.

OBJECTIVE 5.2: Plan for appropriate uses and activities in the vicinity to minimize impacts to and from the Air Harbor.

Policy T-5.2.1: In consultation with the State and the Air Harbor operator, comply with State laws requiring plans and regulations that discourage the siting of incompatible uses adjacent to the Air Harbor.

Policy T-5.2.2: Ensure plans and regulations address the Air Harbor as an allowed use and, where appropriate, acknowledge compatibility issues including height hazards, safety, and noise that can affect the long-term viability of the Air Harbor. Consider WSDOT guidelines addressing airports and compatible land use as well as guidance from the PSRC Airport Compatible Land Use Program. Allow compatible uses, buildings, or land or water activities in the vicinity that do not present safety problems to normal Air Harbor operations, or that would not be sensitive to noise from the Air Harbor operations.

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OBJECTIVE 5.3: Work with the Air Harbor to ensure compliance with appropriate noise and safety standards.

Policy T-5.3.1: Work in partnership with the Air Harbor to address noise management and compliance with Federal, State and local noise ordinances. Consider a special overlay or property title process that identifies the noise-related impacts of the Air Harbor.

Policy T-5.3.2: Work in partnership with the Air Harbor to ensure safe operations in compliance with Federal and State aeronautic safety requirements.

GOAL 6. *PROVIDE A TRANSPORTATION SYSTEM THAT FACILITATES FREIGHT MOBILITY AND ECONOMIC PROSPERITY.*

OBJECTIVE 6.1: Support the efficient movement of goods in Kenmore's commercial areas to support the local economy.

Policy T-6.1.1: Consider the needs for delivery and collection of goods at local businesses by truck and ensure future transportation improvements address the needs of large trucks in accordance with the *Freight Priority Network*.

Policy T-6.1.2: Monitor commercial truck traffic to ensure use of appropriate corridors to support efficient movement of goods and safety of local streets. Utilize the WSDOT classification system to determine freight and goods movement routes.

OBJECTIVE 6.2: Accommodate local deliveries and other goods movement that are necessary to serve Kenmore residents.

Policy T-6.2.1: Work with local industries and freight companies to understand their needs for adequately moving goods.

Policy T-6.2.2: Ensure roadway improvements do not unnecessarily impede delivery vans and other small freight trucks.

GOAL 7. PROMOTE TRANSPORTATION EQUITY THROUGH SERVICES AND INFRASTRUCTURE IMPROVEMENTS.

OBJECTIVE 7.1: Promote transportation improvements that provide equitable access and benefits for all Kenmore residents.

Policy T-7.1.1: Support transportation improvements that provide broad access to jobs, healthcare, goods and services, and social opportunities.

Policy T-7.1.2: Perform periodic review and monitoring of socio-demographic, economic, and geographic population trends to identify transportation facilities and services needed for all Kenmore residents.

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Policy T-7.1.3: Ensure transportation improvements do not impose external impacts on historically marginalized or underserved communities, such as increased air pollution, infrastructure costs, or crash risk.

Policy T-7.1.4: Prioritize implementation of the ADA Transition Plan

OBJECTIVE 7.2: Provide a transportation network that promotes inclusive and affordable services to all Kenmore residents, regardless of mode choice.

Policy T-7.2.1: Promote projects that expand bicycle and pedestrian facilities and access to transit for historically marginalized or underserved communities.

Policy T-7.2.2: Promote inclusive transportation modes and accessible community development that provide basic mobility to historically marginalized or underserved communities.

Policy T-7.2.3: Incorporate environmental justice criteria into the transportation improvement program review process to identify disproportionate effects on historically marginalized or underserved communities.

OBJECTIVE 7.3: Promote collaborative planning processes through authentic, active partnerships with historically underrepresented community groups.

Policy T-7.3.1: Work with historically marginalized or underserved communities and local organizations to identify transportation facilities improvements.

Policy T-7.3.2: Recognize and support individuals or groups who have historically been underrepresented in transportation planning and/or infrastructure development, such as people of color, indigenous and immigrant populations, to identify and correct structural or system inequities in the transportation network to promote social justice.

GOAL 8. SUPPORT TRANSPORTATION INVESTMENTS THAT MINIMIZE, MITIGATE, AND RESPOND TO THE EFFECTS OF CLIMATE CHANGE.

OBJECTIVE 8.1: Balance transportation demands with environmentally sustainable growth strategies consistent with the City's CAP to minimize long-term climate impacts.

Policy T-8.1.1: Prioritize dense, mixed-use, and transit-oriented development to reduce SOV travel and GHG emissions.

OBJECTIVE 8.2: Reduce VMT by promoting alternative transportation modes and access to high capacity transit.

Policy T-8.2.1: Implement TDM programs and strategies that facilitate transit use.

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Policy T-8.2.2: Prioritize infrastructure improvements that include new bicycle and pedestrian connections through project selection.

Policy T-8.2.3: Provide amenities that support bicycle and pedestrian users, such as bike lockers, bike racks, and wayfinding signage near the downtown area.

Policy T-8.2.4: Provide educational and encouragement programming that improves public awareness of Kenmore's bicycle and pedestrian networks.

FUTURE TRANSPORTATION SYSTEM

Kenmore envisions a future transportation system that serves all users and modes of travel by offering a safe and robust network of walkways, bicycle facilities, intersections, and roadways that connect neighborhoods and provide access to transit. This section describes Kenmore's vision for its future transportation network and the infrastructure improvements that will get the City there.

As identified in this element, most of the improvements are focused on the development of a 'layered' transportation network, which focuses less on providing vehicular capacity and more on accommodating all modes of travel. While some of the roadway improvements are needed to meet the City's vehicular LOS standard, most of the future improvements focus on providing safer and more complete facilities for walking, bicycling, and riding transit in order to improve access and mobility for all road users.

Introduction to the Layered Network

It can be a challenge for a single roadway to meet the demands and expectations of all modes at any given time. Accommodating all users and modes could result in wide or large roadways that are expensive to develop and maintain and do not necessarily reflect the neighborhood character. Alternately, trying to minimize roadway widths and infrastructure costs can result in a lack of facilities and thus less safe conditions for users.

In response to this challenge, the City of Kenmore has adopted a layered network approach that focuses on how the City's transportation network can function as a system to meet the needs of all users. In such a system, individual travel modes are prioritized on different facilities throughout the overall network. This approach promotes a balanced transportation system to serve diverse user needs including sidewalk and bicycle investments, improved access to transit, and roadway improvements for vehicles. **Figure T-16** illustrates the concept of a layered network.

The City implements this layered network through a system of roadway typologies that define each street's user priorities and associated infrastructure needs.

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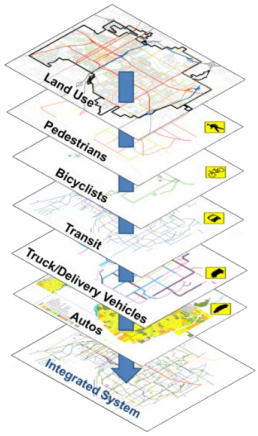
Figure T-16: Layered Network Concept



Roadway Typologies

The following street typologies dictate the form and intended functions of roadways in Kenmore. While some roadways are intended to serve regional travel and vehicle circulation, other facilities provide safe options for a more multimodal user base. A description of each roadway type follows and detailed fact sheets are available in **Appendix D-3**.

The roadway types are as follows and are displayed in **Figure T-17**. In addition to existing classifications, **Figure T-17** displays roadways proposed for reclassification from Local to Collector.

- State Highway/Major Arterial – Most conducive for crosstown trips and focus on transit, freight, and auto mobility.
- Minor Arterial – Signals the entry into a higher-density commercial or residential zone. Emphasizes multimodal interactions and travel experience.
- Collector – Provides a connection between local streets and arterials for a safe travel experience for bicycles and pedestrians.
- Local Street – Prioritizes local access (driveways, on-street parking) and pedestrian travel. Bicycles share the roadway.

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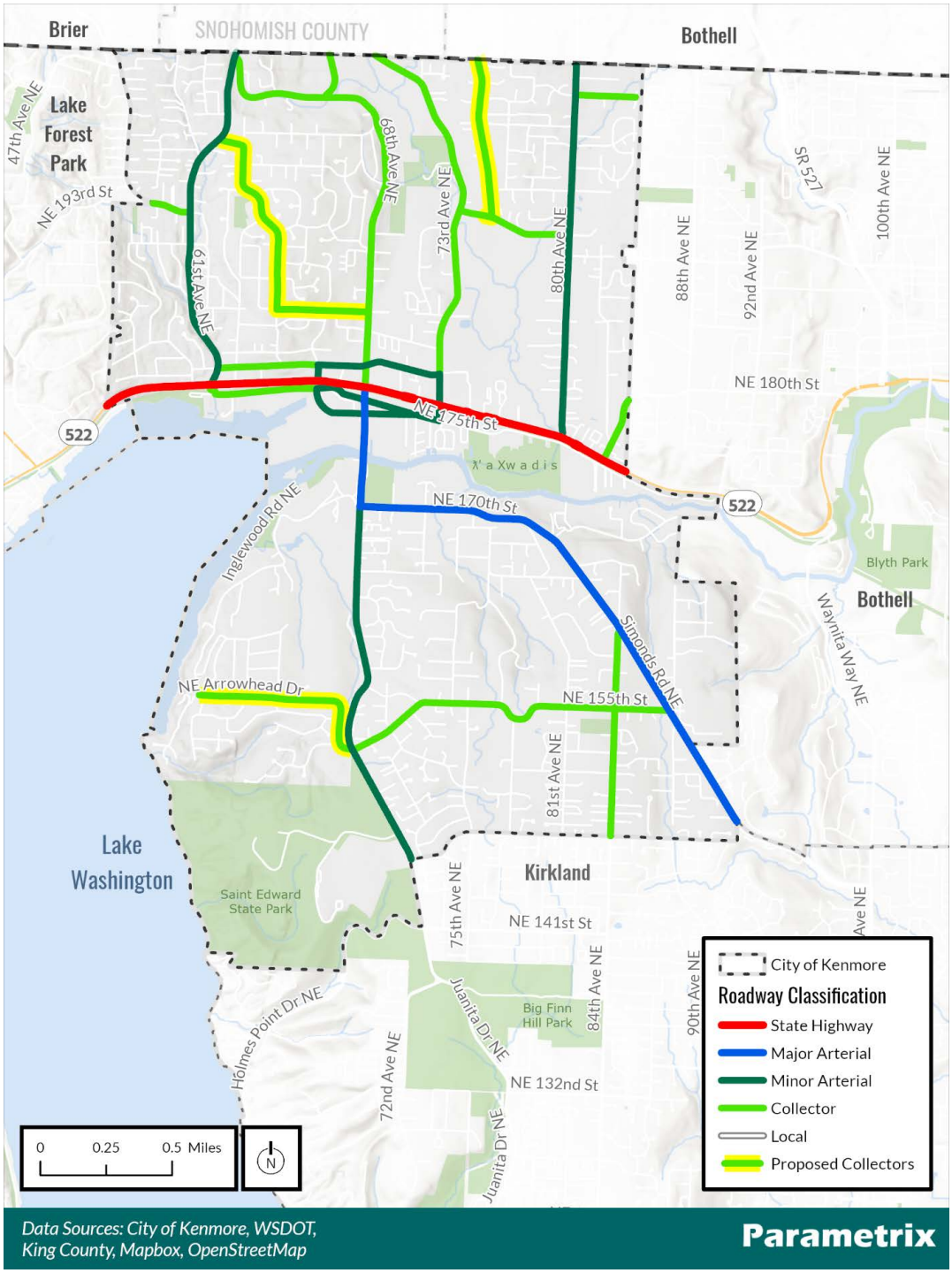
Figure T-17: City's Street Network



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Modal Networks

As the roadway descriptions specify, each type focuses on and prioritizes a different balance of users, both in terms of trip purpose and travel mode. The transportation network in Kenmore was developed by identifying desirable streets for each mode, combining them to locate overlaps, and then assigning priority to certain modes. The following sections review the priority networks for each mode and establish their LOS standards.

Walking

While Kenmore's local streets generally tend not to need fully separate sidewalks or paths due to their low traffic volumes and slow speeds, the City's state routes, arterials, collectors, and some local streets do warrant pedestrian infrastructure. **Figure T-18** highlights the Pedestrian Priority Network, indicating whether pedestrian infrastructure should be provided on both sides or one side of the street. The Pedestrian Facilities Plan identifies prioritized sidewalk projects throughout the city based on extending the existing sidewalk network, connections to the existing sidewalk network, and creating sidewalk on both sides of arterial and collector roads.

Building on the Pedestrian Priority Network above, **Table T-7** establishes the LOS standard for pedestrian facilities around the City. The best LOS for walking, indicated as the green standard, would provide walkways with buffers as shown in the Pedestrian Priority Network. The yellow LOS standard, which meets the basic needs for safe walking around the City, requires sidewalks or paved shoulders protected by raised curbs on one side of all the streets called out in the Pedestrian Priority Network. Incomplete or missing pedestrian facilities would fall into the red category and not satisfy the City's LOS for walking. The pedestrian LOS standard does not pertain to local streets, as low-volume roadways may be adequate for pedestrians without separated facilities based on their characteristics and should be evaluated on a case-by-case basis.

In addition to the presence of pedestrian facilities along a corridor, the City also emphasizes the importance of safe pedestrian crossings. Particularly downtown and within ½ mile of schools, the City is looking to provide enhanced crossings at regular intervals

Table T-7. Pedestrian LOS – Sidewalk Requirements

LOS	Within Pedestrian Priority Network*
🟢	Pedestrian facility** on both sides of the street with a buffer as indicated in Pedestrian Priority Network
🟡	Pedestrian facility** provided on one side of the street with or without buffer as indicated in Pedestrian Priority Network
🔴	No pedestrian facility

* The pedestrian LOS standard does not pertain to local streets outside downtown

** Pedestrian facility includes sidewalks and shoulders protected by a raised curb.

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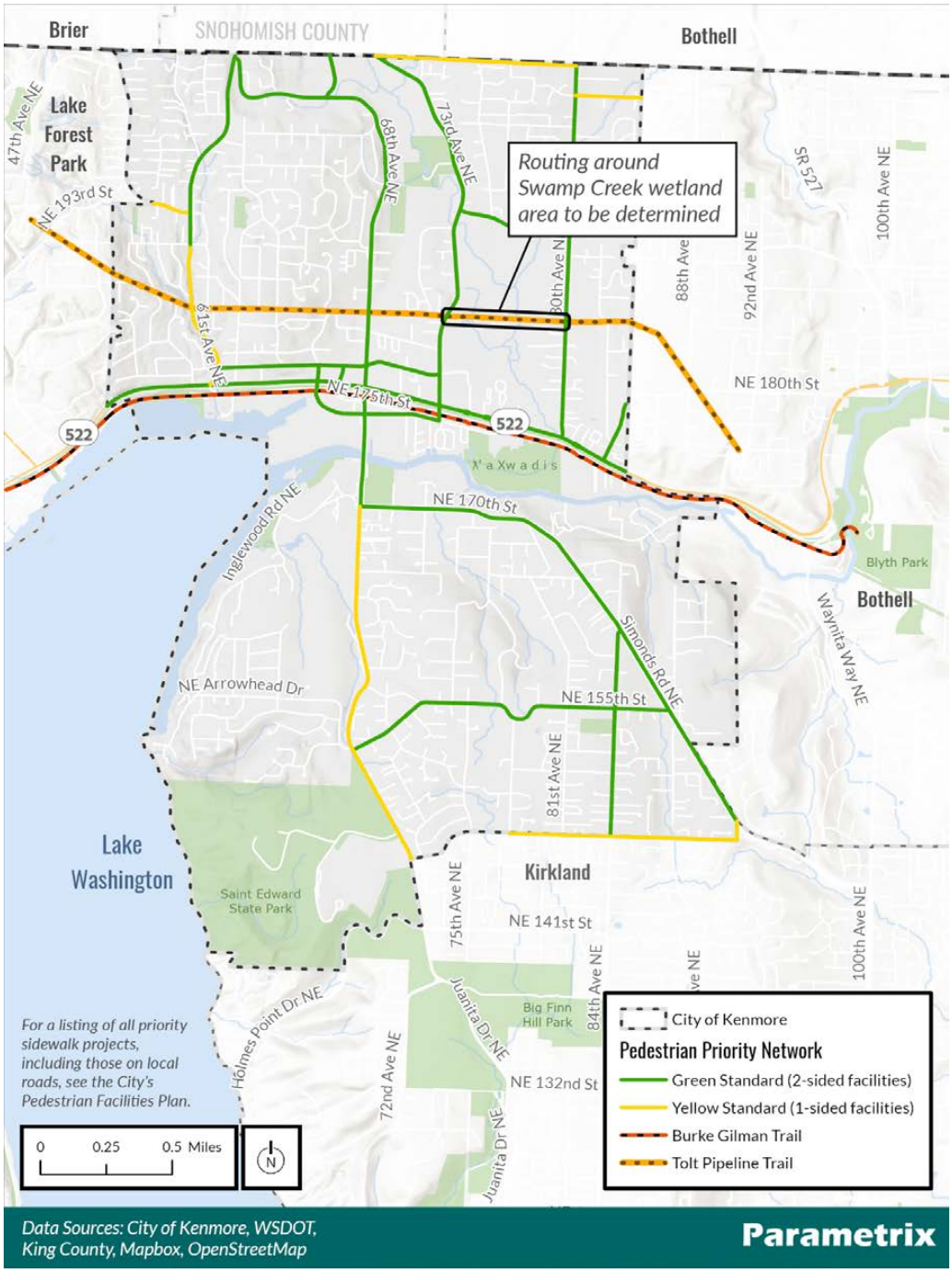
Figure T-18: Pedestrian Priority Network – Future Vision



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Bicycling

Kenmore already sees significant levels of bicycling along the Burke-Gilman Trail and Juanita Drive, which serve as major commuter and recreational corridors. Connecting to these routes from other areas of the City can be difficult, however, due to challenging topography and limited through streets in some neighborhoods. Key mobility corridors for bicyclists include 68th Avenue / Juanita Drive / Simonds Road which have buffered bicycle facilities.

Similar to Pedestrian LOS, the City of Kenmore can strive for the green LOS for bicycling by installing the bicycle facilities depicted in the Bicycle Priority Network or a facility that offers more separation from vehicle traffic. At a minimum, the City plans to provide the yellow LOS by installing some sort of bicycle infrastructure on the streets identified in the Bicycle Priority Network (see **Figure T-19**). These facilities would be signed bike routes. Incomplete or missing bicycle facilities would fall into the red standard and not meet the City's LOS for bicycling. The LOS standards for bicycle facilities are described in **Table T-8.**

Table T-8. Bicycle LOS – Facility Requirements

LOS	Within Bicycle Priority Network
🟢	Provides minimum treatment* recommendation, as shown within Bicycle Priority Network
🟡	Provides a lower-level facility* than recommended in the Bicycle Priority Network
🔴	No bicycle facility

* Bicycle facilities – lowest-level to highest-level of treatment: shared; bike lanes; buffered bike facility; separated trail.

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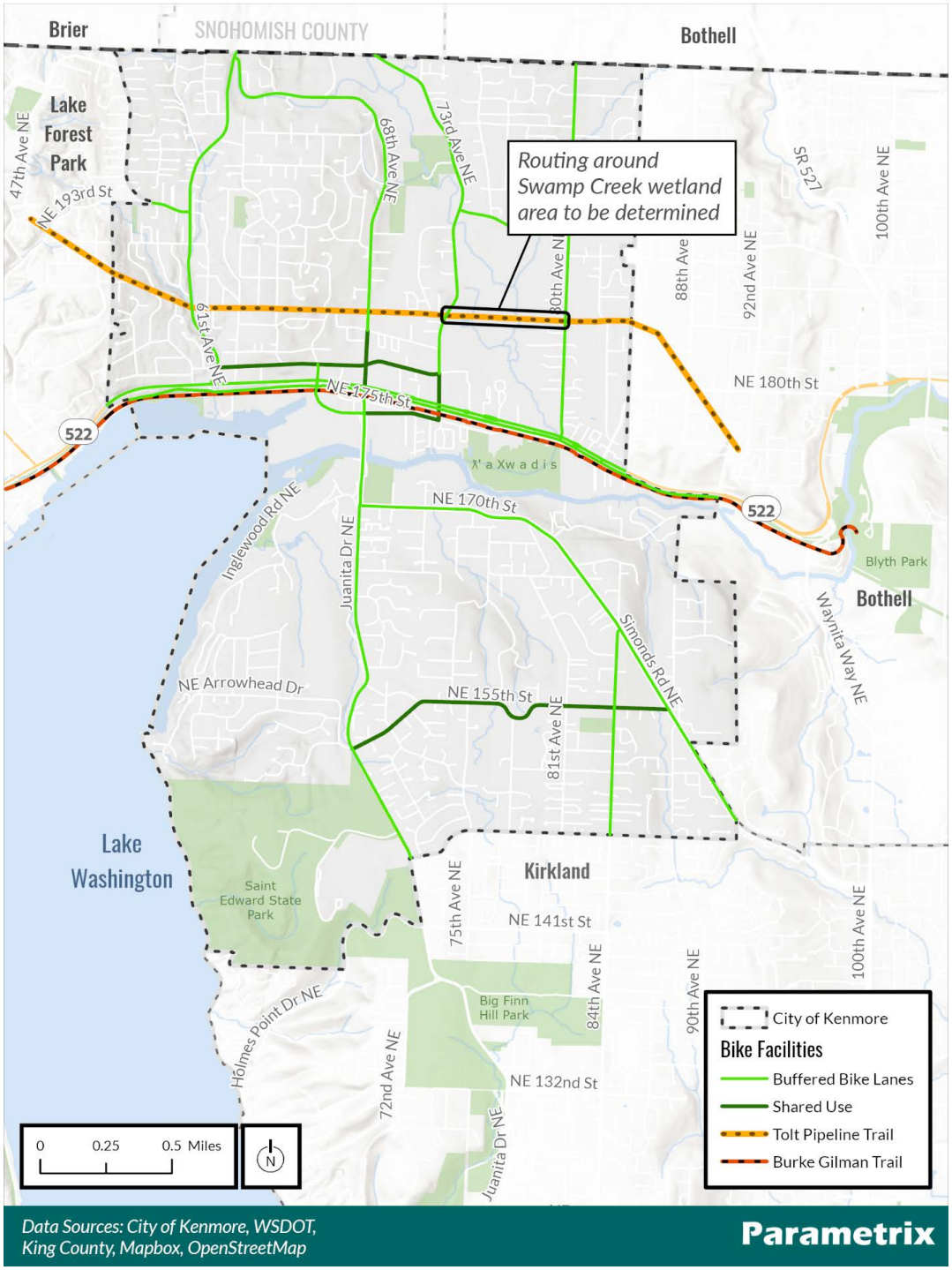
Figure T-19: Bicycle Priority Network – Future Vision



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Transit

Transit operations are out of the City's direct control, but Kenmore can still aim to create corridors that are welcoming to transit. The Transit Priority Network identifies the corridors that the City should focus their efforts on and is shown in **Figure T-20**. The City can improve the transit user's comfort and safety by providing:

- Street lighting
- Right of way for bus shelters and benches or requiring installation of transit facilities as a condition of private development
- Safe routes for accessing transit stops

Kenmore's transit LOS is defined based on the amenities, access, and service frequencies discussed above. The City can achieve the green LOS standard by providing a high level of the transit supportive amenities at major stops, installing sidewalks and marked crosswalks at all stops, and encouraging and permitting housing and employment densities that support frequent, all day transit service, including Sound Transit's planned SR 522 BRT service. The yellow standard, which the City has adopted as its minimum target, includes some transit stop amenities, sidewalks and marked crosswalks at some stops, and all day service with headways of 30 minutes or less during the peak hour and 60 minutes or less during midday. Kenmore's measurement of transit LOS is summarized in **Table T-9**.

Table T-9. Transit Priority Corridor Level of Service

LOS	Transit Stop Amenities	Pedestrian Access	Frequency of Service
	High level	Sidewalks and marked crosswalks serving stops	All day service. Peak service 15 minutes or less, midday 30 minutes or less
	Some amenities	Sidewalks and marked crosswalks serving some stops	All day service. Peak services 30 minutes or less, midday service 60 minutes or less
	Few or no amenities	General lack of sidewalks and marked crosswalks	Low level of service

While the City itself does not operate transit, providing amenities and transit supportive uses and densities can encourage residents and employees to use transit and therefore justify additional service hours from Metro and Sound Transit.

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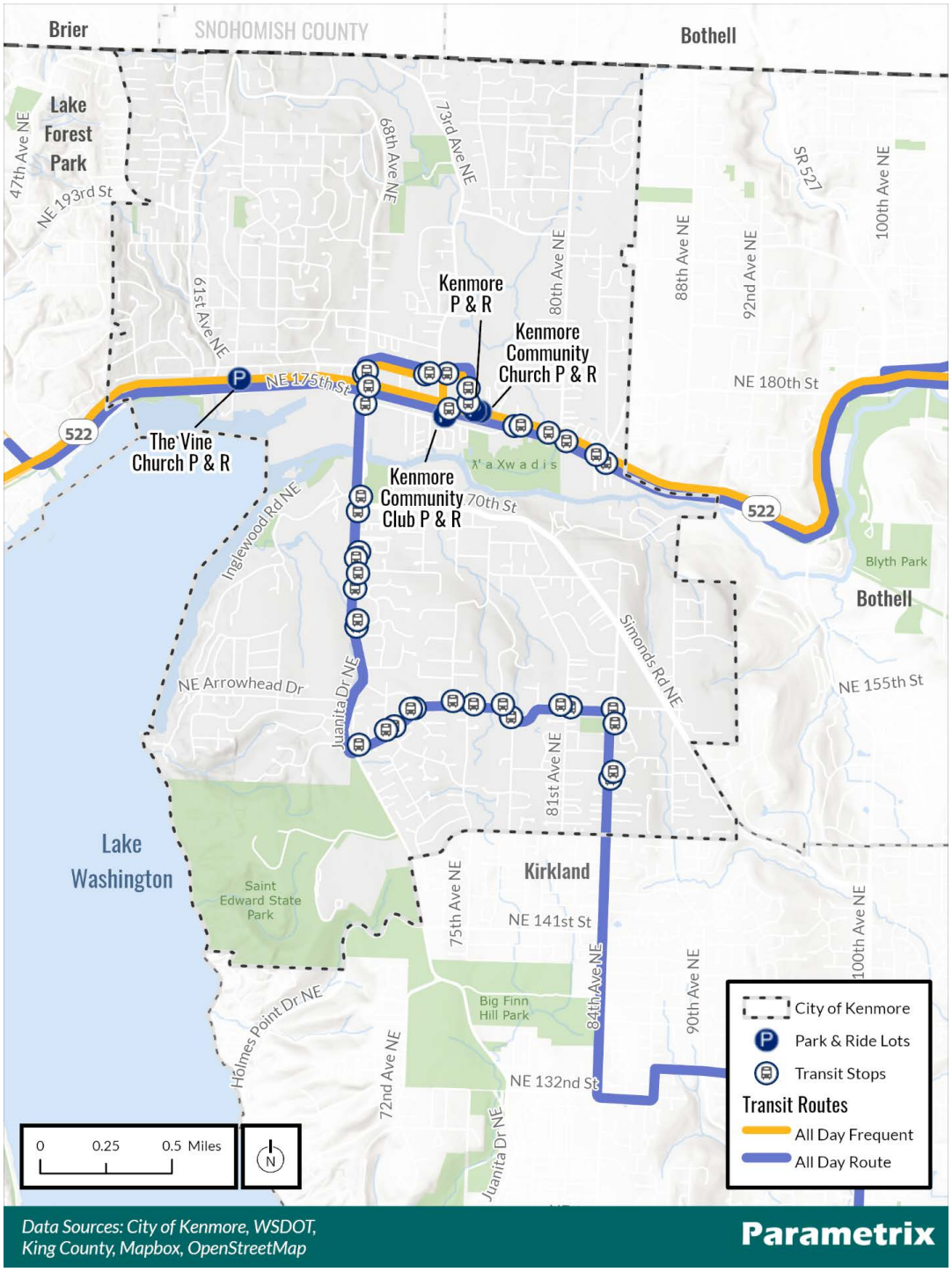
Figure T-20: Transit Priority Network



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Freight and Auto

Residents and workers in Kenmore use nearly every street in the roadway network at some point each day to access their homes, jobs, and other destinations. The highest volumes of automobile traffic currently occur on arterial and collector roadways whereas local streets do not see significant traffic volumes throughout the day. Similarly, goods movement predominantly utilize arterial and collector roadways, with local streets used mostly for residential deliveries~~.~~

Figure T-17 identifies the classification of each of Kenmore's streets, in terms of whether it is a state route, arterial, collector, or local road. These classifications indicate the intended function of each street, specifically in terms of its intended function in facilitating vehicle and freight mobility as well as other models. These classifications (further described in **Appendix D-3**) ~~should~~ guide future investments in streetscape and LOS objectives.

The expected growth in Kenmore and across the region over the next 20 years will generate higher auto volumes on City roadways and increase delay at several intersections. **Figures T-21 and T-22** displays the forecast level of service performance at several intersections in Kenmore's street network in 2030 and 2044, respectively.

While delays are forecasted to increase at some intersections, with the exception of several along SR 522, all intersections in Kenmore are forecast to perform at or better than the adopted LOS standard described in Policy T-1.4.1.

As noted in Policy T-1.4.1, the City measures LOS at the corridor level on SR 522 and 68th Avenue (south of SR 522) / Juanita Drive / Simonds Road rather than at the intersection level. Although several individual intersections on these corridors are forecast to experience longer delays than indicated by the standard, the safety and comfort of pedestrians and bicyclists is prioritized at intersections throughout the city. For this reason, average delay along the corridor is a more meaningful LOS standard than the experience at a single intersection.

The forecasted level of service along SR 522 in Kenmore does not meet WSDOT's current LOS standard of D but it does meet the City's concurrency standards of LOS E for Major Arterials. As a Highway of Statewide Significance, SR 522 is not subject to City concurrency standards and the City is not responsible for the regional traffic impacts that reduce the performance of the highway. The City notes that WSDOT considers exceeding LOS D to be an operational deficiency and will work with WSDOT as it addresses LOS conditions along SR 522.

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Figure T-10: 2030 Forecasted Auto Level of Service and Volumes

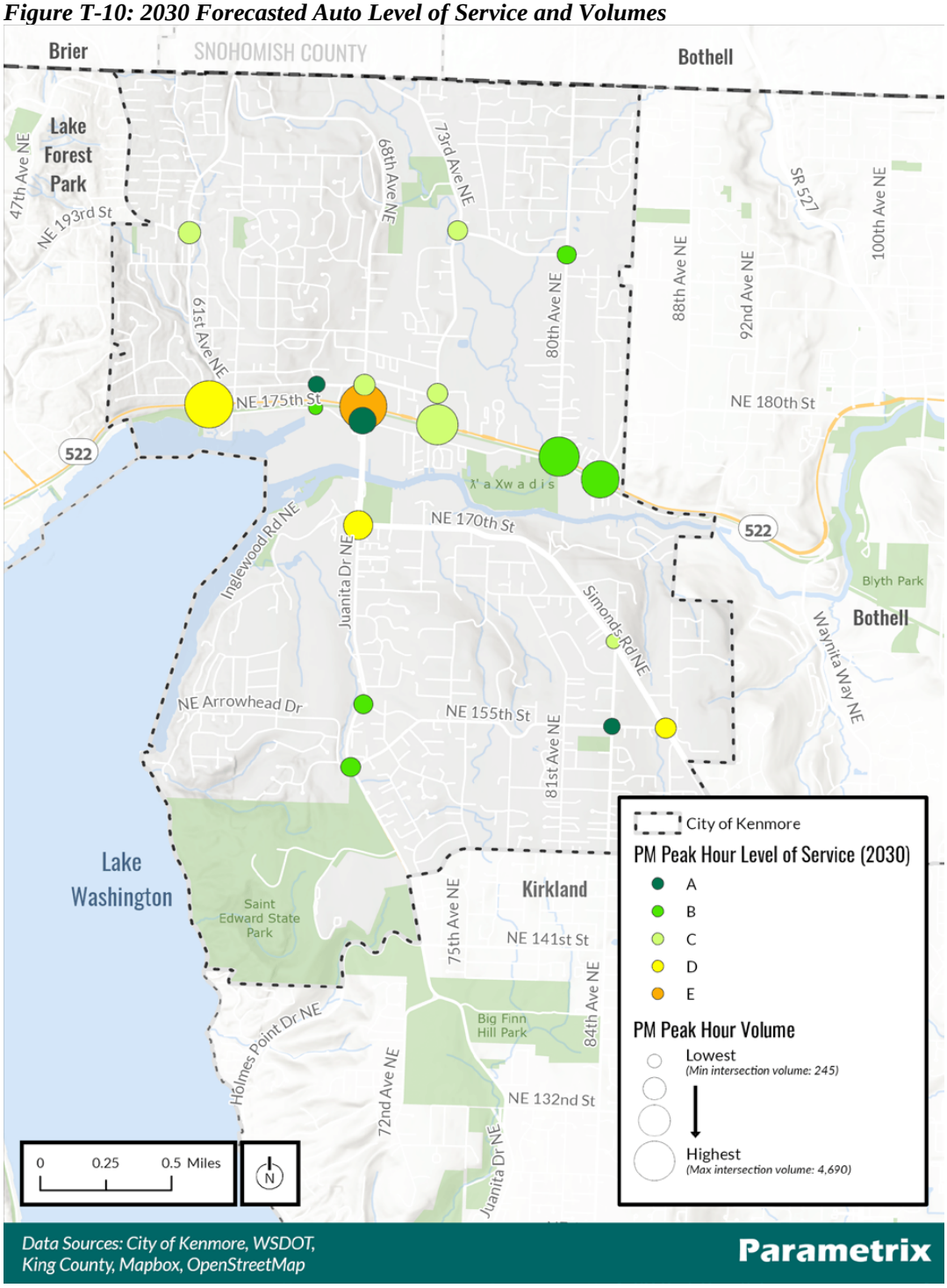

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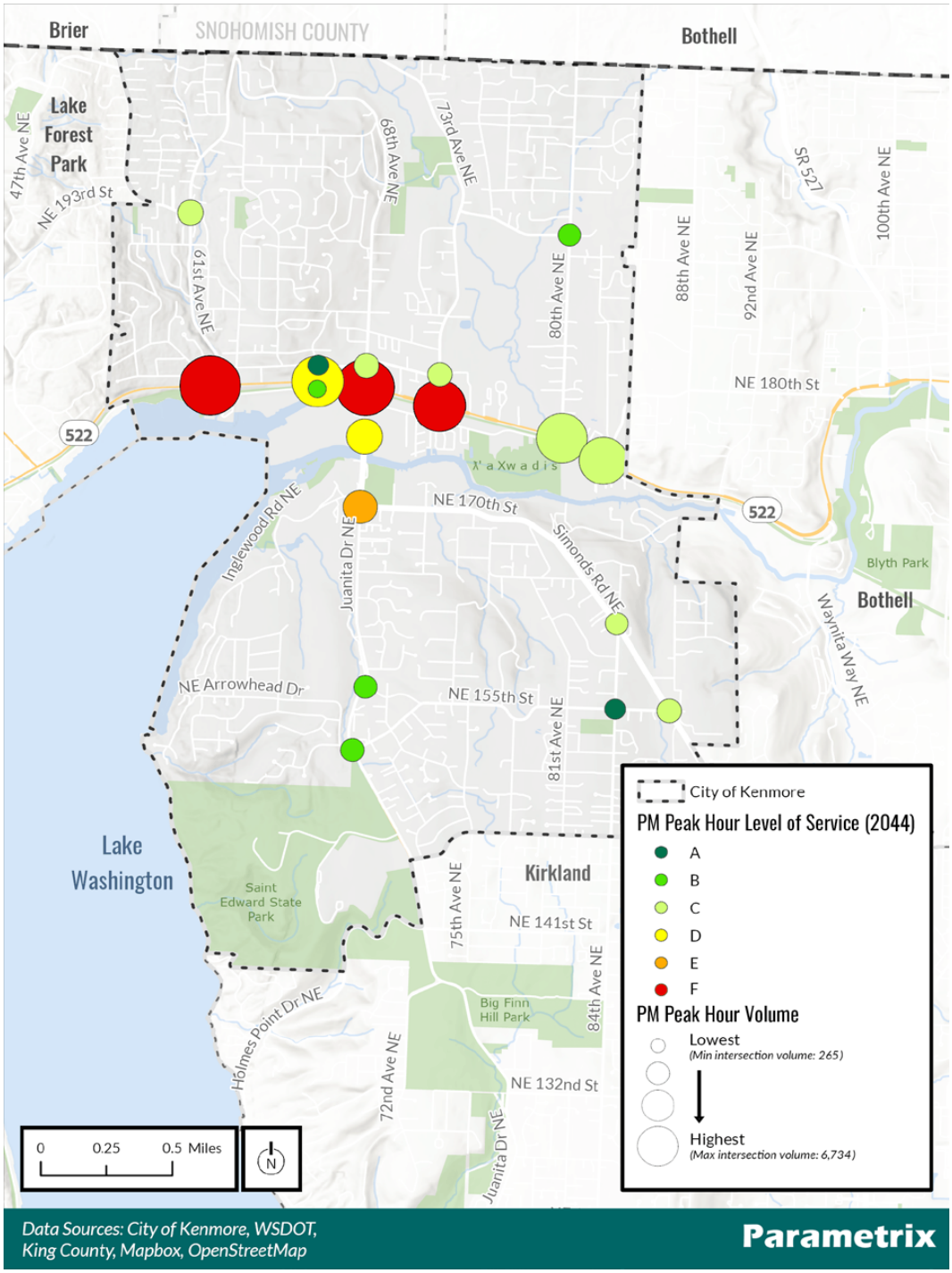
Figure T-22: 2044 Forecasted Auto Level of Service and Volumes



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Downtown Parking

The City's on-street parking supply is currently available on a first-come, first-served basis, with time restrictions. Anticipated development in the Downtown quadrants may necessitate more active parking management in the future as demand for parking increases. The City should monitor parking use in downtown and consider the following actions, as appropriate, to manage demand:

- If parking spillover is perceived as an issue on nearby residential streets, consider establishing residential parking zones to maintain curb space for neighborhood residents.
- As downtown develops, review the City's parking code to ensure it is aligned with an urban setting.
- Consider encouraging more shared parking by developing a public parking facility that promotes a "park once" concept in the downtown.
- Consider installation of nonmotorized facilities to help balance demand.
- Develop structured parking standards to encourage the design of facilities that can adapt over time as parking demand changes.

There are 722 designated park and ride spaces in Kenmore of which 603 spaces are provided in the Kenmore Park and Ride at 73rd Avenue NE. The remainder of spaces in the City are distributed in two church parking lots and the Kenmore Community Club. The spaces are reserved for transit users who then access Metro and Sound Transit bus service. During weekdays in 2019, total utilization at these facilities were typically filled to 90 percent capacity, with the Kenmore Park and Ride being filled to 100 percent capacity. This results in overflow parking on adjoining streets and properties in the downtown area, thereby reducing the availability of downtown parking. Planned expansion to park and ride capacity may not occur until 2034 and the City will need to continue working with Metro and Sound Transit to identify opportunities to address park and ride demand for high capacity transit areas.

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NEAR TERM AND LONG TERM CAPITAL PROJECTS

This section identifies projects that will support implementation of the City's transportation vision. Collectively, this program adds up to over $118 million in transportation projects to be constructed over the next few decades. Projects are planned across two time frames. The Six Year (near term) list represents years 0 to 6 (2024-2030) and is financially constrained to only those projects that could realistically receive funding over the next six years[1]. The Twenty Year (long term) list reaches out to the 20 year time horizon (through 2044) and includes unfunded projects that may stretch beyond this time period. Detailed cost estimates are provided in Appendix D-4.

Table T-10 describes the Six and Twenty Year Project Lists and **Figure T-23** displays the locations of these projects around the City. These projects represent a balance of safety, maintenance, and operational improvements for all modes, with a focus on those that provide the most benefit to Kenmore residents and leverage outside funds to the greatest extent possible. The full set of projects would help complete the layered network and realize the City's transportation vision. The Pedestrian Facilities Plan and ADA Transition Plan will inform the sequence of projects for the Sidewalk Program and ADA Transition Plan Program, respectively, undertaken in both the six and twenty year time horizons. No projects are identified to maintain LOS, as all streets are forecast to operate within the City's adopted LOS standards.

Projects included on the Six Year Project List are considered community priorities that the City would move forward in the near term should funds become available. These projects provide a starting point for the City in developing its financially constrained Six Year CIP, which is updated every two years, and the annually updated 6-year Transportation Improvement Plan, and are developed based on more updated knowledge related to project feasibility and funding availability.

The Twenty Year Project List also represents important projects, but these projects tend not to have identified funding. While the scope of the 20-year project list exceeds revenues from exclusively city sources over the next few decades, it has been sized to fit within reasonable assumptions for grants and other outside funding sources.

The expected City contribution noted in Table T-10 includes anticipated grant funds. It is recognized that the availability of outside funds is not always predictable. As a result, the projects included in the Six and Twenty Year Project Lists could be advanced should funding become available.

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[1] It should be noted that it is unlikely that all of the projects on the 6-year list would receive funding. However, at this time, it is uncertain which ones will move forward in the near term and which will not. All of these projects are high priority projects that the City would move forward with if funds are available.

Table T-10. Six- and Twenty-Year Project List

Projects	Benefit to Kenmore	Primary Benefit	Total Cost	Expected City Contribution	Goal Met
Near Term (0-6 year) Projects					
SR 522 West B (West boundary to 61st Ave NE)	Improve pedestrian and bicycle accessibility, improve safety	Regional, Local	$2,200,000	$200,000	1, 3, 4, 7, 8
NE 181st St South Side (61st Ave NE-63rd Ave NE) Sidewalk	Improve pedestrian safety and encourage walking	Local	$1,300,000	$200,000	1, 3, 4, 7, 8
61st Ave NE Sidewalk Replacement (NE 181st St-62nd Ave NE)	Improve pedestrian safety, add accommodation for bicycles, enhance stream environment	Local	$5,110,000	$247,000	1, 3, 4, 7, 8
80th Ave NE Sidewalks (SR 522-NE 185th St)	Improve pedestrian and bicycle accessibility, improve safety	Local	$2,470,000	$247,000	1, 3, 4, 7, 8
NE 192nd St Sidewalks (73rd Ave NE - 75th Ave NE)	Improve pedestrian accessibility, improve safety	Local	$800,000	$39,000	1, 3, 4, 7, 8
Arrowhead Drive Sidewalks (NE 151st St - 64th Ave NE)	Improve pedestrian accessibility, improve safety	Local	$2,220,000	$222,000	1, 3, 4, 7, 8
84th Ave NE Sidewalks (NE 150th St - NE 155th St)	Improve pedestrian and bicycle accessibility, improve safety	Local	$2,370,000	$237,000	1, 3, 4, 7, 8
Lower Swamp Creek Bridge Replacement	Safely accommodate all uses by replacing aging bridge, maintain public access to residents.	Local	$4,100,000	$50,000	2, 6, 8
Pavement Preservation Program	Maintain the city's investment in roads and the safety for users	Local	$5,360,000	$5,360,000	2, 6, 8
ADA Transition Plan Program	Improve pedestrian safety, access, and accommodation for all users	Local	$2,750,000	$2,750,000	1, 3, 4, 7, 8

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Projects	Benefit to Kenmore	Primary Benefit	Total Cost	Expected City Contribution	Goal Met
Pedestrian Facilities Plan Program (Sidewalk Program)	Improve pedestrian circulation, accessibility, safety, and encourage walking.	Local	$2,000,000	$1,000,000	1, 3, 4, 7, 8
	Total		**$30,680,000**	**$10,552,000**	
	Longer Term (7-20 year) Projects				
Pedestrian Facilities Plan Program (Sidewalk Program)	Improve pedestrian circulation, accessibility, safety, and encourage walking.	Local	$31,000,000	$19,000,000	1, 3, 4, 7, 8
ADA Transition Plan Program	Improve pedestrian safety, access, and accommodation for all users	Local	$8,750,000	$8,750,000	1, 3, 4, 7, 8
Pavement Preservation Program	Maintain the city's investment in roads and the safety for users	Local	$12,000,000	$12,000,000	2, 6, 8
Lakepointe Development Mitigation	Intersection, pedestrian, bicycle, and access improvements to accommodate increased volumes related to the Lakepointe development. Improvements include: • Construction of a new road (Lakepointe Drive) from 65th Avenue/SR522 to 68th Avenue NE • Extending Lakepointe Drive east of 68th Avenue NE • Construction of the new Lakepointe Drive/68th Avenue intersection, including a new traffic signal • Elimination of the signal at 175th Street/68th Avenue • Installation of a signalized full-access intersection at 65th Avenue/SR 522	Local	To be determined	$0	1, 2, 3, 4, 7, 8
61st Ave NE/NE 193rd St Intersection	Intersection treatment to improve safety and vehicle operations	Local	$2,200,000	$220,000	1, 2, 4, 6, 7

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Projects	Benefit to Kenmore	Primary Benefit	Total Cost	Expected City Contribution	Goal Met
73rd Ave NE/NE 192nd St Intersection	Intersection treatment to improve safety and vehicle operations	Local	$3,700,000	$740,000	1, 2, 4, 6, 7
Nonmotorized crossing of SR 522	Improved nonmotorized access across SR 522 in the vicinity of 67th Avenue NE	Local	$17,160,000	$3,430,000	1, 2, 4, 6, 7
NE 181st Street/SR 522 East Connection	Improved local access between future developments near the Kenmore Park & Ride, SR 522, and downtown Kenmore	Local	$14,000,000	$2,800,000	1, 2, 4, 7
	Total		$88,810,000	$46,940,000	

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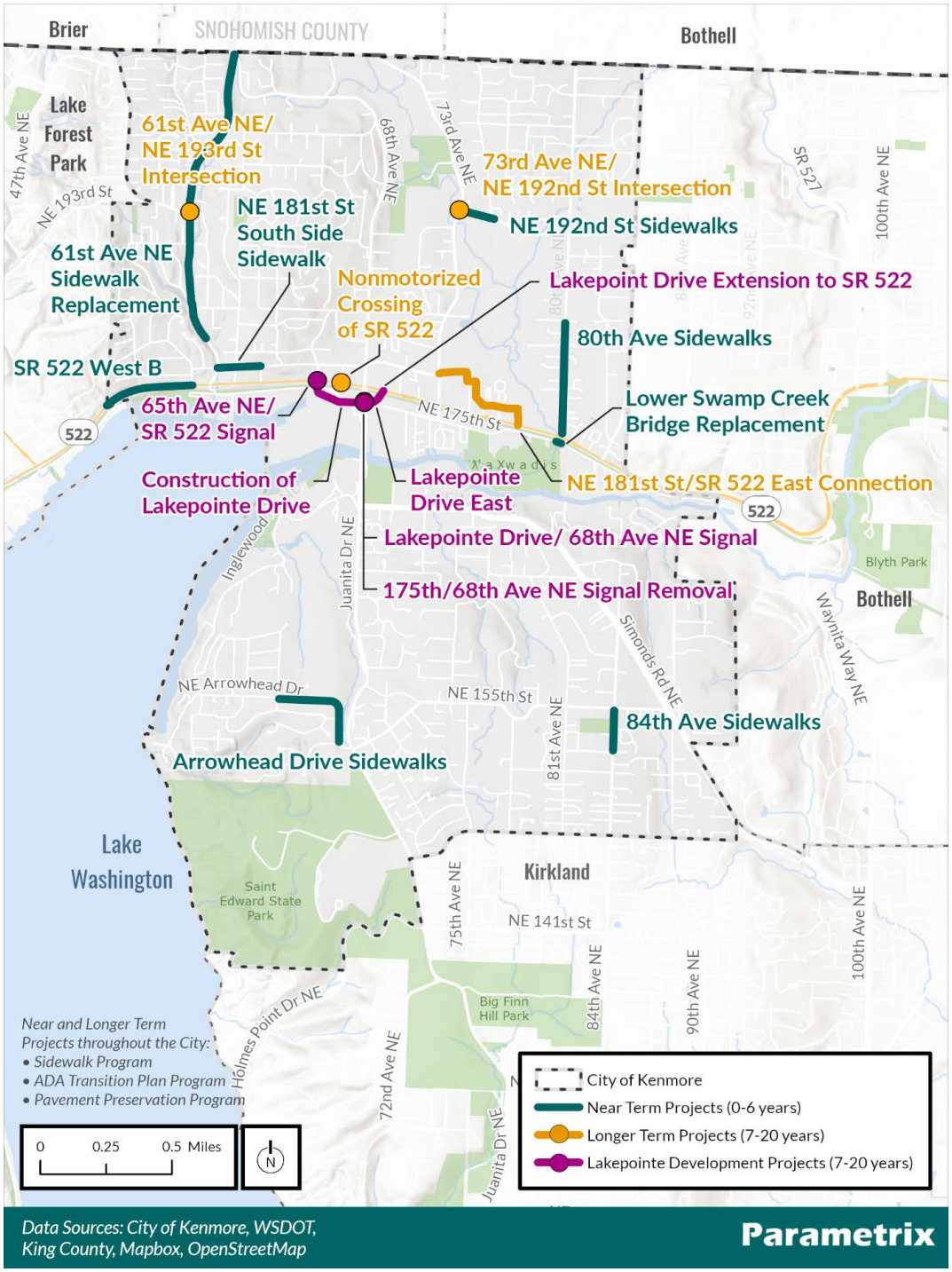
Figure T-23: Six- and Twenty-Year Transportation Improvement Projects



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Non-City Projects

State Facilities

There are projects outside of Kenmore's purview that will also affect travel in and around the City. WSDOT oversees planning and operations of SR 522, a Highway of Statewide Significance and Kenmore's major east-west corridor. The City coordinates with WSDOT and provides input on potential roadway projects on SR 522, but the State ultimately has control of this corridor.

Another State-controlled project affecting travel in Kenmore is the tolling of the SR 520 Bridge across Lake Washington. Future increases in this toll, or potential tolling of I-90, may cause additional drivers to divert along Lake Washington, adding volume to Kenmore's already busy 68th Avenue / Juanita Drive and SR 522 corridors. The City will continue to monitor congestion changes along these corridors and work with the State to identify potential solutions.

Downtown Development South of SR 522

The southern two downtown quadrants between SR 522 and the Sammamish River (including the Lakepointe properties, Glacier/Cal Portland properties and properties within the Plywood Supply Special Study Area) have long been envisioned as sites for future master planned urban mixed-use development. These properties are subject to additional development regulations called P-Suffix regulations. P-Suffix regulations are property specific and include requirements for transportation infrastructure improvements that would need to be in place to accommodate full development.

Transportation infrastructure improvements described within the P-Suffix regulations include:

- Construction of a new road (Lakepointe Drive) from 65th Avenue/SR522 to 68th Avenue NE
- Extending Lakepointe Drive east of 68th Avenue NE
- Construction of the new Lakepointe Drive/68th Avenue intersection, including a new traffic signal.
- Elimination of the signal at 175th Street/68th Avenue.
- Installation of a signalized full-access intersection at 65th Avenue/SR 522.
- Construction of a pedestrian overcrossing of SR 522.

The approved Master Plan for the southern two downtown quadrants was originally approved in 1998 and did not account for many of the existing and planned transportation investments that currently and will influence travel to, from, and within Kenmore. For example, Sound Transit's Stride BRT service was not a consideration when assessing the impacts of these developments. Additional traffic modelling would be required in accordance with future planned development for these sites. Modifications to the transportation infrastructure improvements described within the P-Suffix regulations and/or new projects or additional improvements, including revised SR522 connection points, may be necessary.

The City assumes that the Lakepointe property will redevelop within the next 20 years, accompanied by construction of the required transportation improvements. All of the required improvements are expected to be fully funded by the developer(s) of the Lakepointe properties,

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with the exception of the SR 522 pedestrian crossing. The City anticipates contributing to the cost of this improvement, which may include securing grant funding. Should the redevelopment not be fully realized in the 20-year horizon, the associated transportation improvements would not be implemented in that time frame.

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IMPLEMENTATION STRATEGIES

The Transportation policies would require new, continuing, or increased commitments of City resources to implement projects and programs, create educational or incentive programs, or coordinate with adjacent jurisdictions. Implementing the Transportation Element will require close coordination among the City departments, citizens, businesses, and other agencies within the region.

In order to guide the City's implementation of the transportation element, project priorities should be assigned to assist in assembling an updated six-year CIP, working toward the 2044 planning horizon. This section summarizes the recommended future projects and documents the criteria used to prioritize them.

The Transportation Element is a living document and serves as the blueprint for transportation in Kenmore over the next several years. Several implementation steps should be initiated over the next couple of years to determine if changes are needed, or to reaffirm a particular strategy.

Overview of Costs and Revenues

A key GMA planning requirement is the concept of fiscal restraint in transportation planning. A fiscally constrained Transportation Element must first allow for operation and maintenance of existing facilities, and then capital improvements. To introduce fiscal constraint into the Transportation Element, an inventory of revenues and costs was undertaken to identify funds that are likely to be available for capital construction and operations.

The proposed Transportation Element for the City of Kenmore contains a variety of projects that will likely cost the city approximately $118.5 million over 20 years. **Table T-11** summarizes the costs of the major types of transportation improvements. The Transportation Element focuses on capital projects that will complete the layered network plan. The Transportation Element also includes ongoing pavement maintenance to ensure that the roadway network is kept in good condition.

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Table T-11. Costs of Kenmore Transportation Element (20 years)

Project Needs	*Description*	*Estimated Costs*			*Expected City Cost*
		2024-2030	*2030-2044*	*Total*	
Auto/Truck Priority Projects	Bridges, traffic signals, intersection channelization, SR 522 improvements	$6,300,000	$19,900,000	$26,200,000	$3,810,000
Pedestrian Projects	Sidewalks, crossings	$19,020,000	$39,750,000	$58,770,000	$32,692,000
Multimodal Projects	Multimodal corridors, SR 522 crossings	$0	$17,160,000	$17,160,000	$3,430,000
Pavement Maintenance	Overlay and pavement repair	$5,360,000	$12,000,000	$17,360,000	$17,360,000
	Total			**$119,490,000**	**$57,492,000**

*Costs denoted in millions; 2022 dollars used (no escalation)

Revenues for transportation capital and operations include those from outside sources and grants, general city funds, real estate excise taxes, impact fees, photo enforcement fees, and gas tax receipts. If the city were able to maintain this level of revenue, the City could afford between $80-$100 million in transportation projects over the next 20 years. Other potential revenue sources include:

- Proceeds from General Obligation Bonds
- Creation of LIDs
- Reciprocal impact fees with adjacent jurisdictions
- Business license fee per employee

Table T-12 identifies the anticipated funding sources for transportation projects in the City through 2044.

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Table T-12. Costs of Kenmore Anticipated Transportation Funding Sources (20 years)

	Estimated Funding Level		
Funding Sources	***2024-2030***	***2030-2044***	***Total***
Local (City), including Transportation Impact Fees	$10,552,000	$46,940,000	$57,492,000
Other Agencies/Jurisdictions (State and Local)	$0	$0	$0
Grants (State and Federal)	$20,128,000	$41,870,000	$61,998,000
New Taxes and Fees	$0	$0	$0
Total	**$30,680,000**	**$88,810,000**	**$119,490,000**

The comparison of revenues to costs indicates that the city will need to carefully prioritize its projects, since not all of the transportation needs are likely to be affordable with existing revenue sources during the 20-year period. If this occurs, the City has several options:

- Increase the amount of revenue from existing sources, including impact fees, real estate excise taxes, transportation benefit district, or increased general fund revenues.
- Adopt new sources of revenue.
- Lower the LOS standard, and therefore reduce the need for some transportation improvements.

The city can explore the feasibility and likely revenue amounts from these or other sources as the Transportation Element is implemented over the next several years. A summary of potential project funding sources is included in Appendix D-5.

Setting Priorities

Project prioritization is needed to help identify when best to fund and implement the projects since funding is limited. Criteria were established to help prioritize the projects and implementation. These unweighted criteria include:

(1) Meets City's transportation goals

(2) Maintains/improves safety of traveling in Kenmore

(3) Provides improved mobility and accessibility within Kenmore

(4) Leverages non-city (federal, state, private) funds freeing up city revenues for additional projects

(5) Responds to capacity needs using strategies identified in the Comprehensive Plan.

Using these criteria, the identified projects will need to be evaluated and ranked based on how well each could meet the criteria. Since one of the criteria relates to funding availability, priorities may shift over time as fund sources change.

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High priority projects for Kenmore are those that meet multiple criteria in terms of effectiveness, benefit to the community, and ability to be implemented. These attributes will allow the City to take advantage of a variety of public and private funding sources to complete key projects.

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APPENDIX D - 1: TRAFFIC MODELING ASSUMPTIONS AND LEVEL OF SERVICE REPORTS

This appendix describes the traffic modeling assumptions used to forecast future traffic operations in the City of Kenmore and describes the level of service (LOS) calculations at 19 intersections for year 2022 Existing conditions, 2030 year No Action conditions, year 2044 No Action conditions, and year 2044 With Improvements conditions.

Traffic Modeling Assumptions

Data Collection

Turning Movement Counts

Table 1 summarizes the 19 intersections in the City were evaluated for LOS operations, including where PM peak period turning movement counts (TMCs) were available and intersections where counts were needed. TMCs were collected in 15-minute increments and included heavy vehicle percentage and pedestrian and bicycle volumes. The City provided TMC data for the remaining two locations.

Table 1: Study Intersections – Proposed Data Collection for PM Peak Period

#	Intersection	Collected 1/25/22	PM Peak Period to be collected	Data provided by City
1	NE 193rd St / 61st Ave NE	x	PM 16:00 to 18:00	
2	SR 522 / 61st Ave NE	x	PM 16:00 to 18:00	
3	NE 181st St / 65th Ave NE	x	PM 16:00 to 18:00	
4	NE 175th St / 65th Ave NE	x	PM 15:00 to 17:00	
5	NE 181st ST / 68th Ave NE	x	PM 15:45 to 17:45	
6	SR 522 / 68th Ave NE	x	PM 16:00 to 18:00	
7	NE 175th St / 68th Ave NE	x	PM 15:00 to 17:00	
8	NE 170th St / 68th Ave NE	-	-	Gridsmart
9	NE 155th Pl / Juanita Drive NE	x	PM 16:45 to 18:45	
10	NE 153rd Pl / Juanita Drive NE	x	PM 17:00 to 19:00	
11	NE 192nd St / 73rd Ave NE	x	PM 15:00 to 17:00	
12	NE 181st St / 73rd Ave NE	x	PM 16:00 to 18:00	
13	SR 522 / 73rd Ave NE	x	PM 16:00 to 18:00	
14	NE 192nd St / 80th Ave NE	x	PM 15:45 to 17:45	
15	SR 522 / 80th Ave NE	x	PM 16:00 to 18:00	
16	SR 522 /83rd PL NE	x	PM 16:00 to 18:00	
17	Simonds Road NE / 84th Ave NE	x	PM 15:30 to 17:30	
18	NE 155th St / 84th Ave NE	x	PM 16:00 to 18:00	
19	NE 155th St / Simonds Road NE	-	-	Gridsmart

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Average Daily Traffic

Average daily traffic (ADT) volumes were provided by the City and the Washington State Department of Transportation (WSDOT). ADT volumes from WSDOT were acquired from https://www.wsdot.wa.gov/data/tools/geoportal/?config=traffic Table 2 illustrates locations and sources of ADT data.

Table 2: Average Daily Traffic Counts – Data Location and Source

#	Roadways	Data Source	Location of Counts
1	SR 522	WSDOT Geoportal	west of 68th Avenue
2	SR 522	WSDOT Geoportal	east of 68th Avenue
3	68th Ave NE	City	175th St & 68th Avenue
4	68th Ave NE	City	68th Av btw 181st St and 182nd St 11/12/2021
5	Juanita Drive	City	Juanita Dr btw 166th Ct and 170th St (Cont. Count)
6	NE 170th	City	170th St btw Juanita Dr and 70th Av (Cont. Count)
7	61st Ave NE	City	61st Av n/o 190th St, 61st Av n/o 193rd St, both 6/7/2021
8	80th Ave NE	City	80th Av n/o 192nd St 8/16/2021
9	Simonds Rd NE	City	155th St & Simonds Rd
10	73rd Ave NE	City	73rd Av n/o 185th St 3/15/2021

Historical Count Data

The City also provided historic TMCs collected in 2013. This data was used to help validate the existing conditions EMME model. This data was also used to make possible adjustments to future travel patterns. It was noted that current construction projects, including the West Sammamish River Bridge project and the Juanita Drive NE Sidewalk and Bicycle Improvement projects, have heavily influenced route choice. The City is expecting route choices and travel patterns to change once construction on these projects in complete.

Pedestrian and Bicycle Volumes

Pedestrian and bicycle volumes at additional locations not collected with the TMCs was provided by the City. Pedestrian and bicycle data from WSDOT's Bicycle and Pedestrian Count Portal https://wsdot.wa.gov/data/tools/bikepedcounts/ was evaluated to confirm the data was relevant and useful.

Crash Data

Citywide crash data was provided by the City for the years 2016 to 2020. They City also provided all the available data for 2021.

Traffic Operations Analysis

Traffic operations analysis for this project included PM peak hour conditions for the following years:

- Existing Conditions (2022)
- Year 2030
- Year 2044

Intersections were analyzed based on WSDOT's analysis policies and Synchro protocols (August 2018).

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Synchro 11 software was used to analyze the operation of signalized and stop-controlled intersections.

Existing Conditions

Existing conditions traffic volumes were baselined using the following approach:

- **Pandemic adjustments**: Given the change in travel patterns and traffic volumes since the beginning of the COVID pandemic in March 2020, turning movement counts taken after March 2020 were adjusted as needed. Data collected as part of this study was compared to counts taken prior to March 2020 to gauge changes in traffic growth and potential changes in mode. If current counts were significantly lower than pre-March 2020 conditions, volumes were adjusted to pre-pandemic conditions using data from nearby WSDOT permanent traffic recorders (PTR) and other historic traffic data available from the City.
  As future traffic volumes were built from forecasting from baseline conditions, the goal was to model an existing 2022 baseline condition that best reflects overall trends from the past several years. Overestimating volumes would lead to future forecasts that may be too high, potentially leading to infrastructure that is overbuilt for future conditions. Conversely, underestimating baseline conditions could lead to future forecasts that may be too low, leading to infrastructure that would be potentially underbuilt for future conditions.
- **Seasonal adjustments:** Existing volumes were seasonally adjusted based on information from WSDOT and the City.
- **Signal timing** - Existing signal timing plans for signalized intersections were used to model existing conditions. Existing signal timing cards were provided by the City.
- **Geometrics** – The roadway network and geometrics for the 2022 Existing Condition reflected current conditions.

Future Conditions

The goal of modeling future conditions was to identify demands placed on the existing transportation infrastructure and services by expected growth in traffic. For the 2030 Future Baseline conditions, the existing Synchro model was updated to reflect forecasted growth. Projects needed to maintain minimum LOS standards under the 2030 conditions were identified and analyzed in Synchro. To model 2044 conditions, the 2030 Build Synchro models were updated to reflect forecasted growth as described in the Land Use Element and Appendix D-2. Projects needed to maintain minimum LOS standards under the 2044 condition were identified and analyzed in Synchro. Cycle lengths, offsets and splits were optimized for all future Synchro models.

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Level of Service Reports

The 2044 With Improvements conditions include channelization and signal timing changes at 7 intersections. The 2022 volumes represent counts collected in January 2022. It was assumed that construction on Juanita Drive during January 2022 influenced route choices between Juanita Drive and Simonds Road. Post-construction, it is expected that travel patterns along Juanita Drive and Simonds Road would return to pre-construction conditions. 2030 traffic forecasts and analysis was adjusted to reflect such changes.

For the 2030 scenario and for both 2044 future scenarios, volumes represent traffic forecasts developed using the Kenmore City Model and the traffic growth assumptions described in Appendix D-2. For the 2044 No Action LOS calculations assume the P-suffix transportation projects defined as part of the Lakepoint Mixed Use Master Plan The 2044 With Improvements LOS calculations assume the improvements recommended as a part of this plan are in place.

As noted in the Transportation Element, the City measures LOS at the corridor level on SR 522 and 68th

Avenue / Juanita Drive / Simonds Road rather than at the intersection level. Though a single intersection on these corridors may experience longer delays than indicated by the standard, the overall concern for residents and travelers on these roadways is to get through multiple intersections in a reasonable amount of time. For this reason, average delay along the corridor is a more meaningful level of service standard than the experience at a single intersection. Table 3 summarizes these average delay calculations for existing and forecasted conditions.

Table 3. Corridor LOS Values (weighted averages)

Corridor	2022 Existing	2030 No Action	2044 No Action	2044 with improvements
SR 522[1]	D / 35.5	D / 53.9	E / 72.8	E / 64.1
68th Ave Corridor[2]	D / 46	D / 54.2	F / 84.5	E / 72.7

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[1] Intersections: 61st Ave NE, 68th Ave NE, 73rd Ave NE, 80th Ave NE, 83rd Ave NE
[2] Intersections: NE 181st St, SR 522, NE 175th St, NE 170th St

APPENDIX D - 2: LAND USE MAPS

Figures 1 through 10 depict employment and housing land uses by traffic analysis zone (TAZ) around Kenmore. The 2018 maps represent the base year for the travel model, which was reviewed for consistency with the city's data on employment and housing. The 2044 maps show the forecasted future levels of jobs and housing based on the amount of growth assigned by the Puget Sound Regional Council (PSRC) local target representation data set that was reviewed by the City and adjusted within City limits based on more detailed information about known development and growth targets in specific parcels. The growth maps display where employment and housing growth is expected to occur around Kenmore. This land use growth informs the City on where to expect increases in travel volumes and translates into future traffic levels through the travel demand forecasting process.

	Housing Units	Employment
2018	9,429	4,012
2044	12,499	7,212
Growth	33%	90%

Travel Demand Forecasting
The PSRC regional Activity Based Travel Demand model will be used for existing baseline and future travel demand forecasting.

Validation
The underlying input assumptions of the existing conditions were reviewed and updated to reflect appropriate level of detail for the City. The existing traffic analysis zones (TAZs) in the PSRC model were scaled to match the City's data on existing employment and housing. The existing conditions model was validated against available count data. To improve the model's performance, the following adjustments were made:

- Updated the quantity and location of housing units and employment estimates within the model area by zone.
- Calculated households for use in the model by assuming a 5 percent housing unit vacancy rate after discussing the conversion with PSRC staff.
- Adjusted PM peak hour vehicle trip generation rates by comparing with Institute of Traffic Engineers (ITE) most recent trip generation rates, local traffic studies, or vehicle driveway counts.
- Calibrated the roadway network parameters (speeds, capacities, and functional class) to better reflect the routes that people use throughout the model area.
- Adjusted the number of the trips that enter or exit the model area based on observed vehicle counts.

Future land use was developed using a variety of sources including city staff input, growth assigned by the PSRC Land Use Vision data set, and previous land use forecasts from the 2014 Transportation Element Update. Future land was allocated through the following process:

- Using the 2050 PSRC Land Use Vision representation data, provided by regional model TAZs, the land use for the Kenmore model was scaled to match City-approved growth targets for housing units and employment.
- Housing units and employment data was disaggregated to the Kenmore TAZ system using land use intensity ratios created for the 2014 Transportation Element update and discussions with City staff.
- The 2050 land use by Kenmore TAZ produced in the previous step was reviewed by city staff and the project team during an in-person working session. Based on specific knowledge of future

developments and zoning allowances as well as review of aerial imagery, housing unit and employment growth was reallocated between Kenmore TAZs.

- Any specific housing unit and/or employment growth for a Kenmore TAZ not established during the working session was assumed to have the same amount of growth as the 2030 land use forecast.
- Housing units were converted to households for use in the PSRC model using a 5 percent vacancy rate that was arrived at in coordination with PSRC staff.

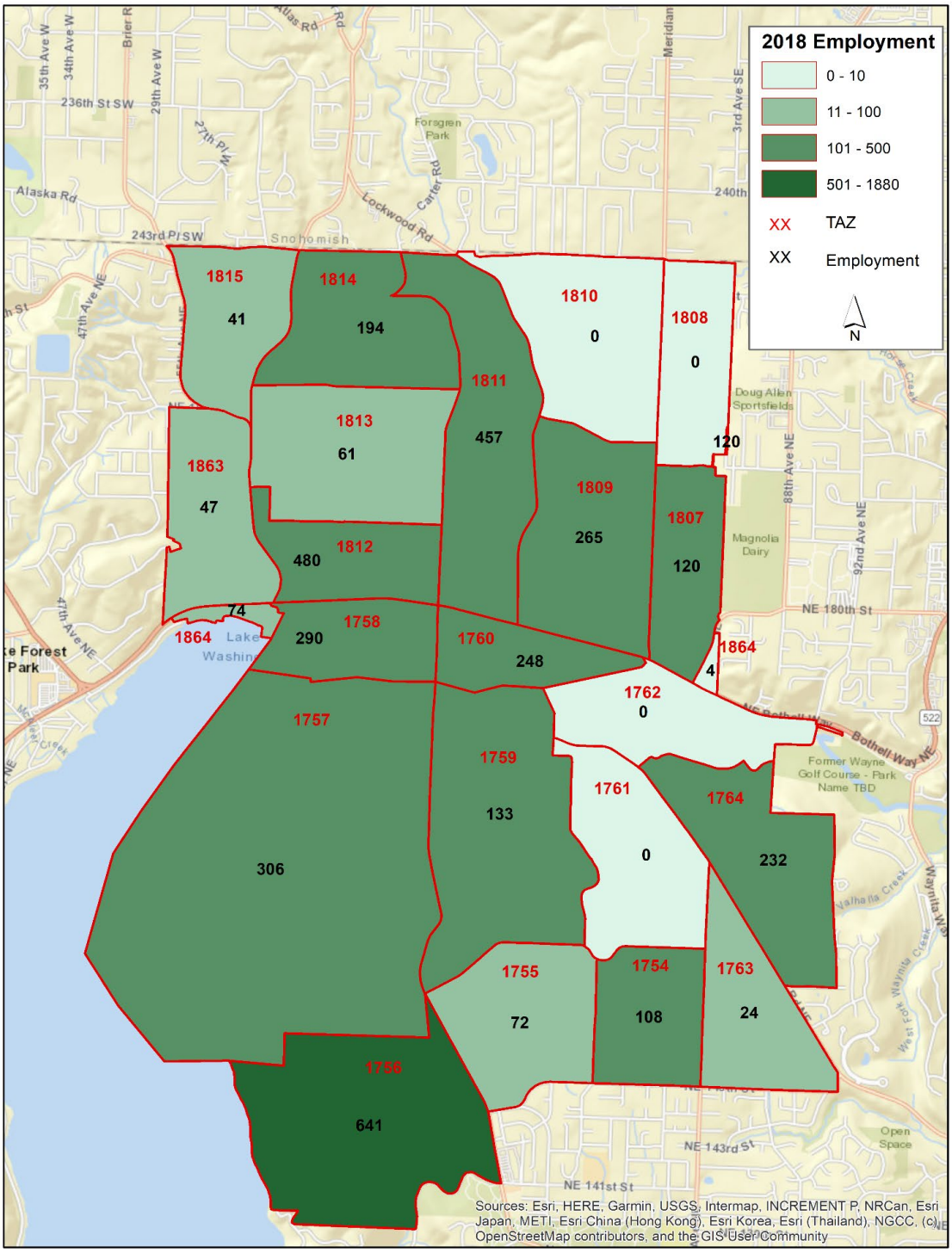
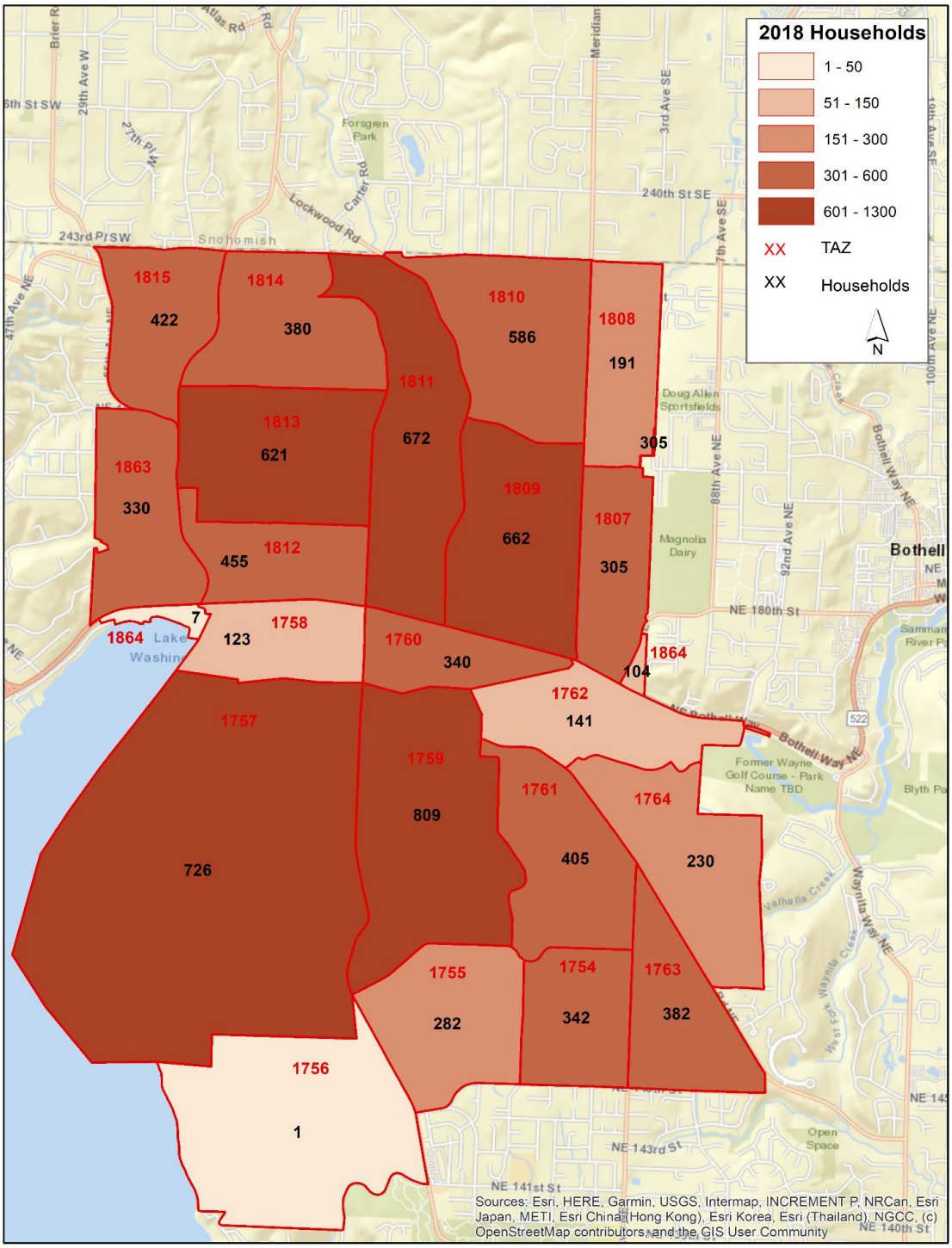


Figure 1. 2018 Employment in Kenmore by TAZ

4. Discussion on presentation to City Council for recommendation and app...



This map reflects PSRC model input values for households that were arrived at through assuming a 5% vacancy rate of housing units.

Figure 2. 2018 Households in Kenmore by TAZ

4. Discussion on presentation to City Council for recommendation and app...

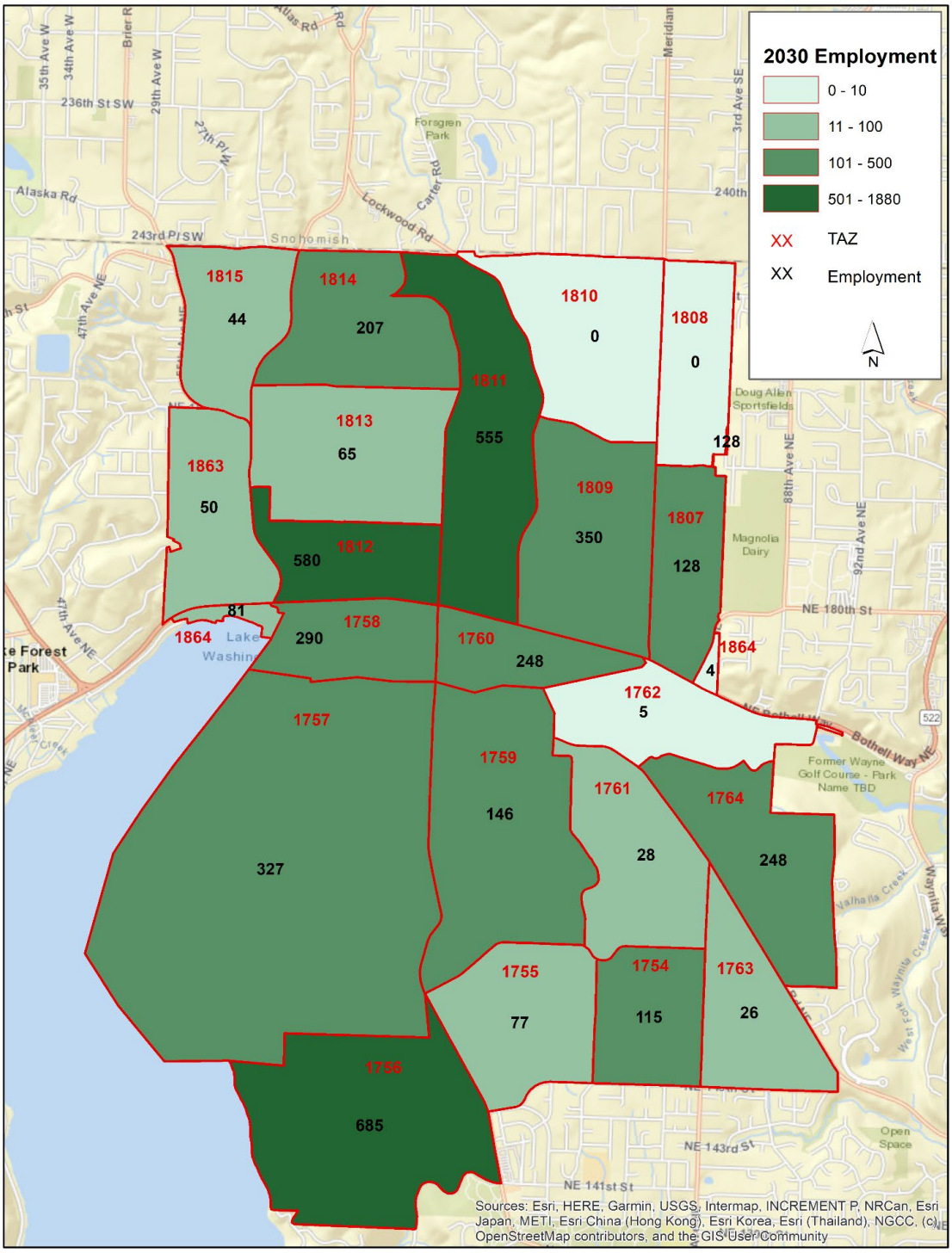
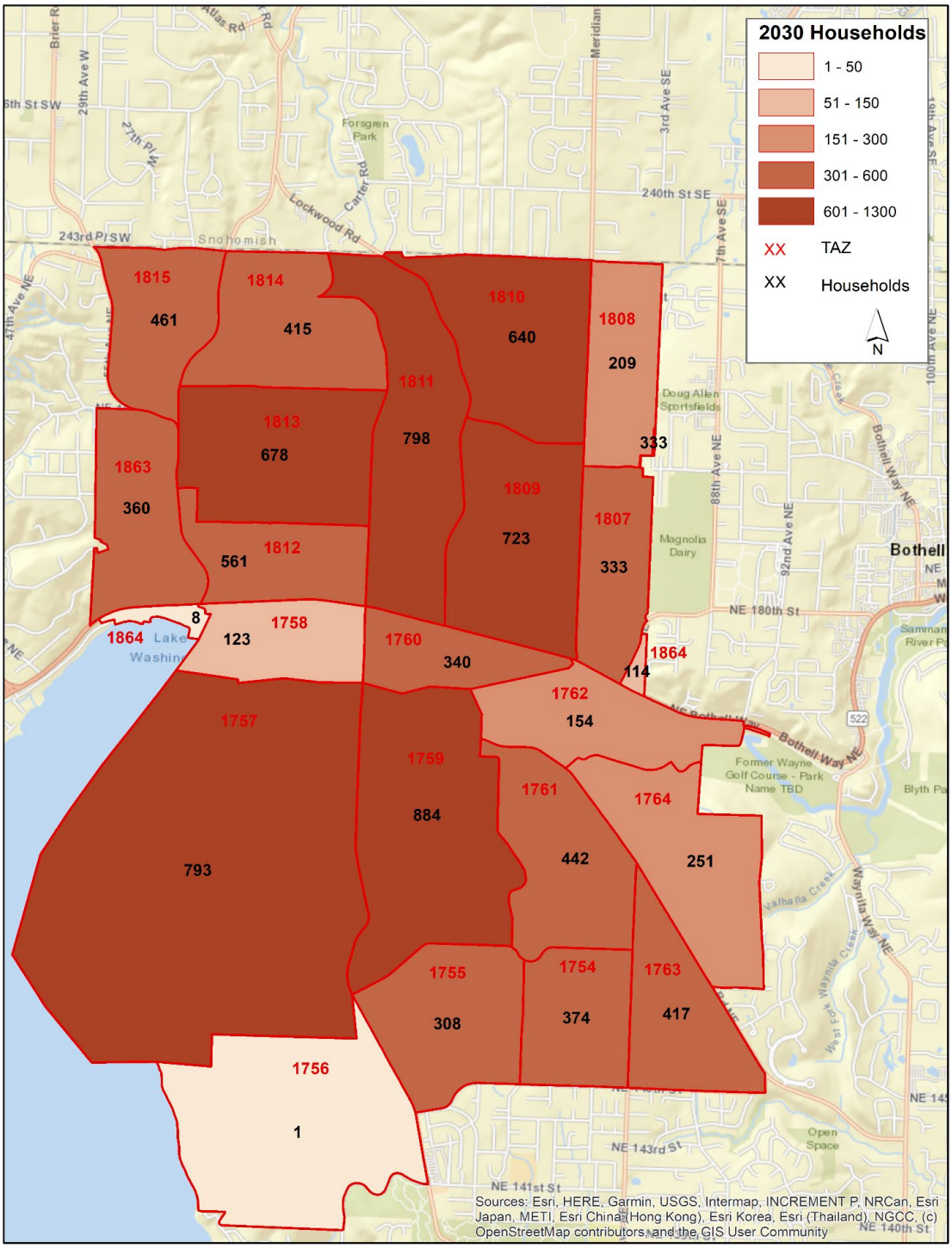


Figure 3. 2030 Employment in Kenmore by TAZ

4. Discussion on presentation to City Council for recommendation and app...



This map reflects PSRC model input values for households that were arrived at through assuming a 5% vacancy rate of housing units.

Figure 4. 2030 Households in Kenmore by TAZ

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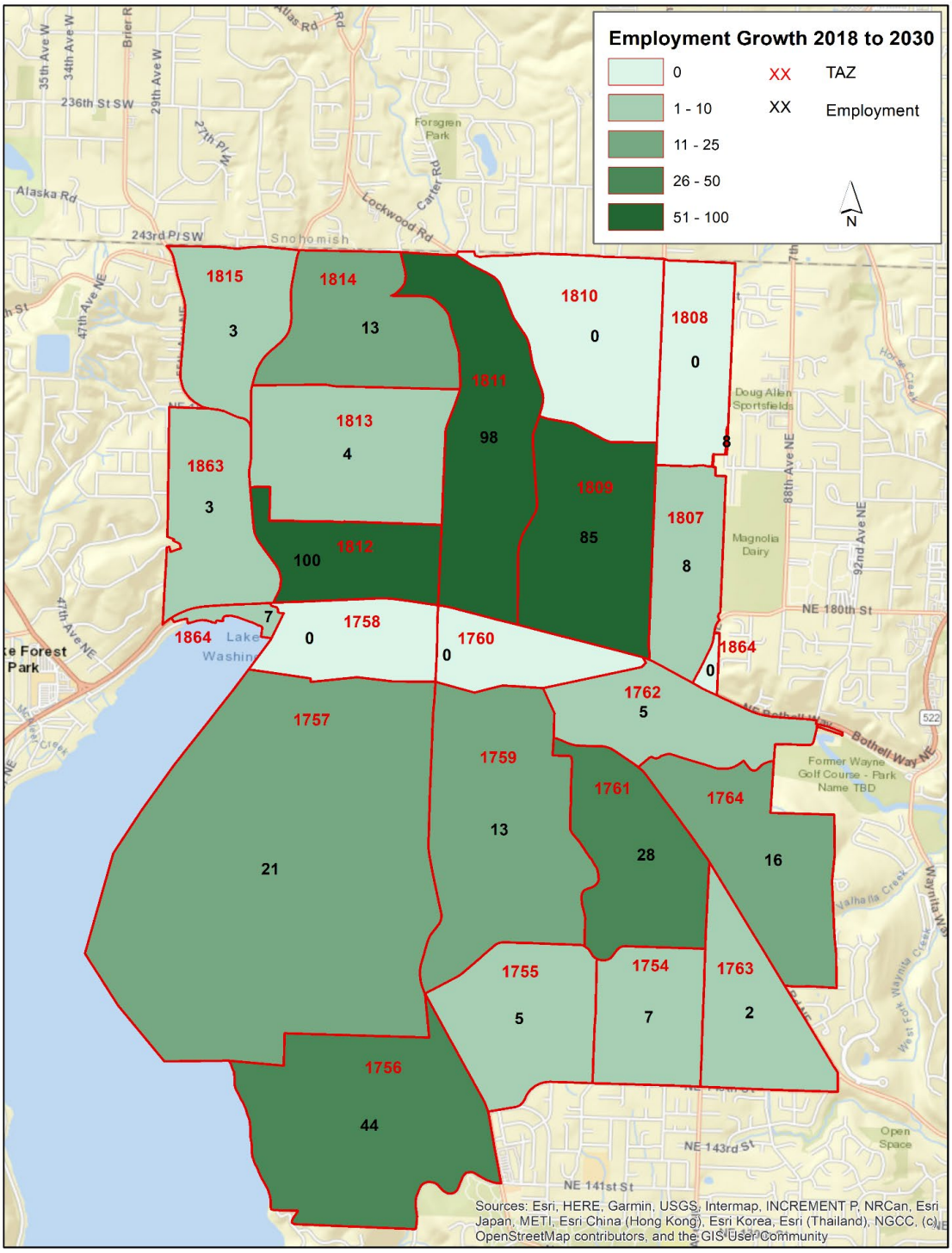


Figure 5. 2018-2030 Employment Change in Kenmore by TAZ

4. Discussion on presentation to City Council for recommendation and app...

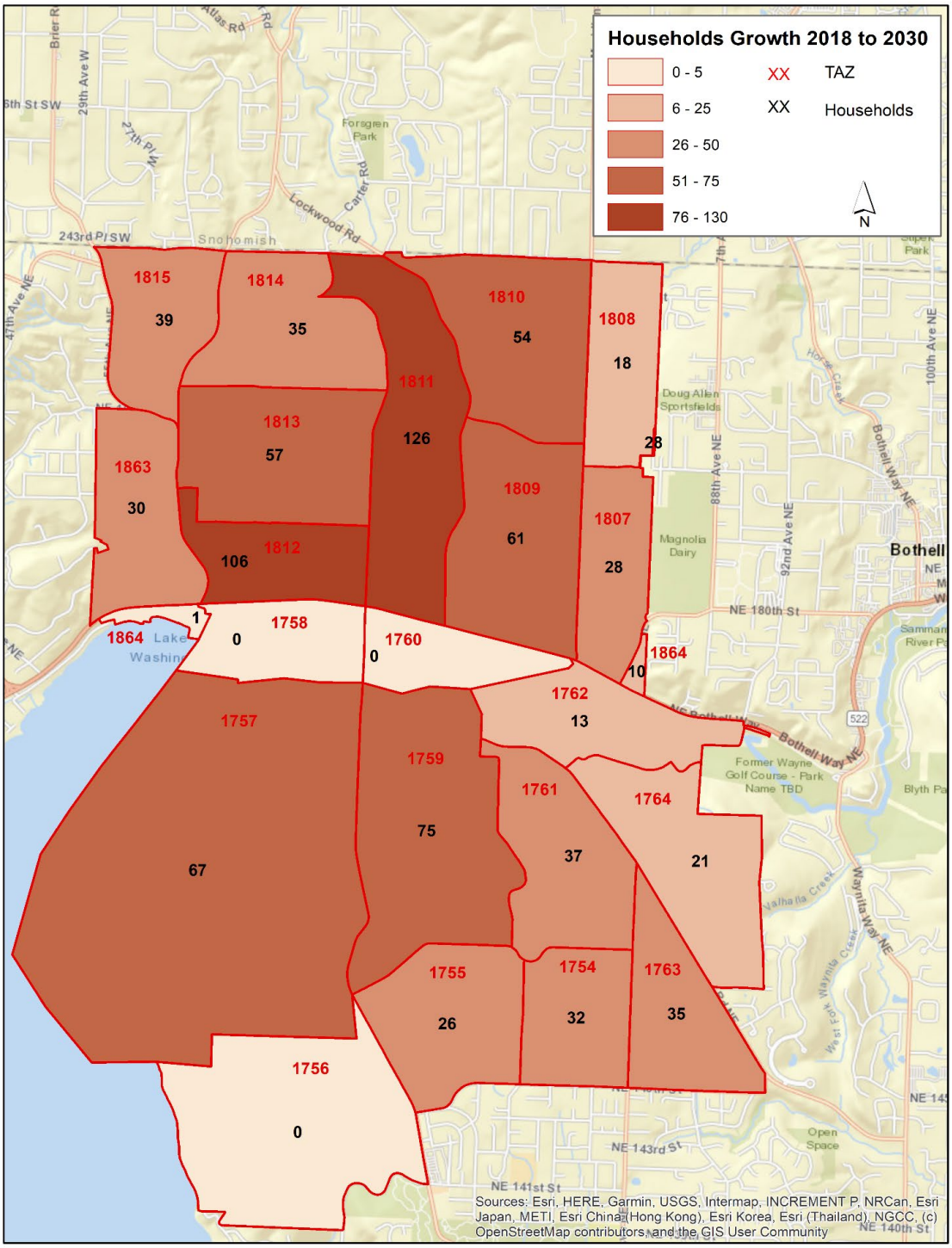


Figure 6. 2018-2030 Households Change in Kenmore by TAZ

4. Discussion on presentation to City Council for recommendation and app...

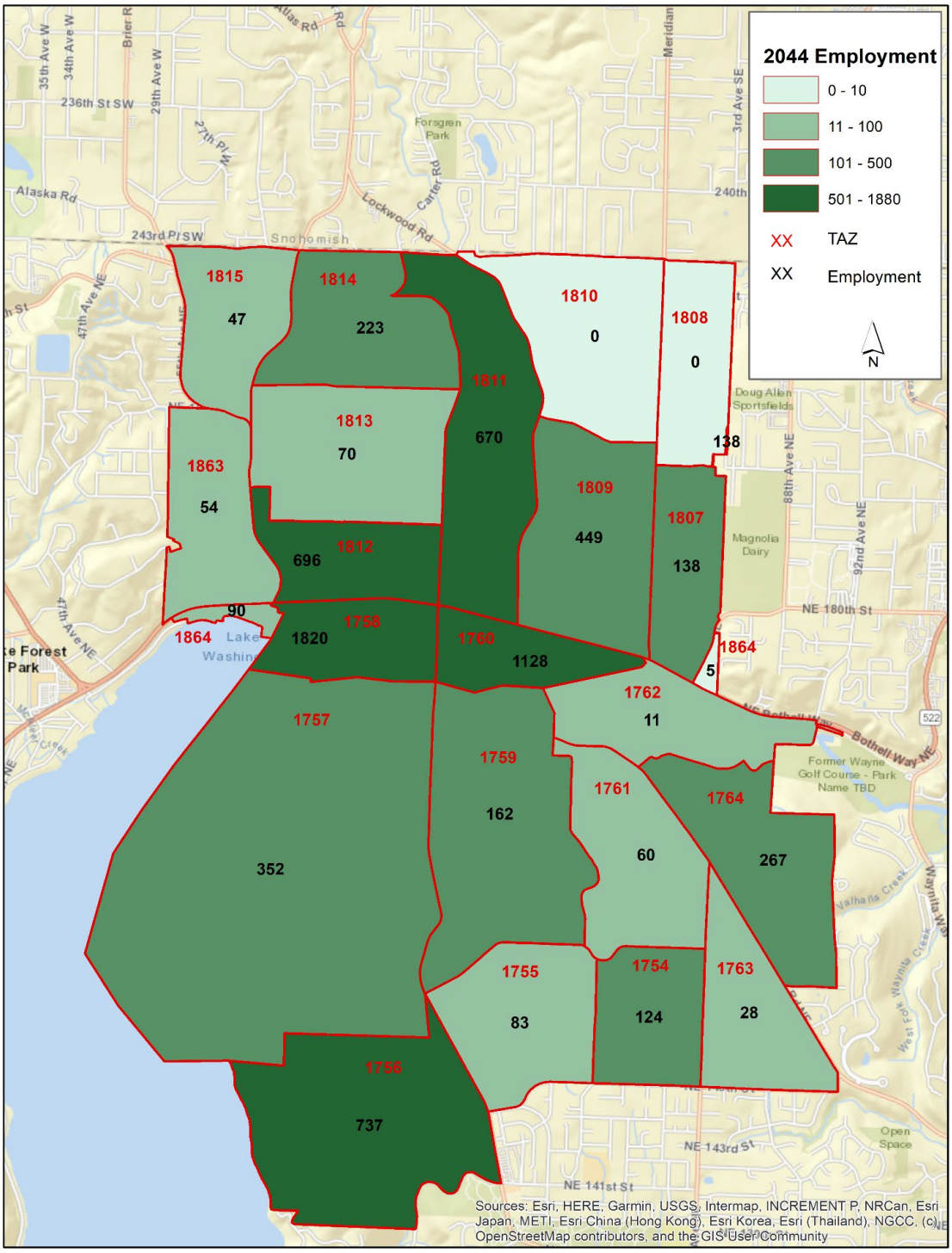
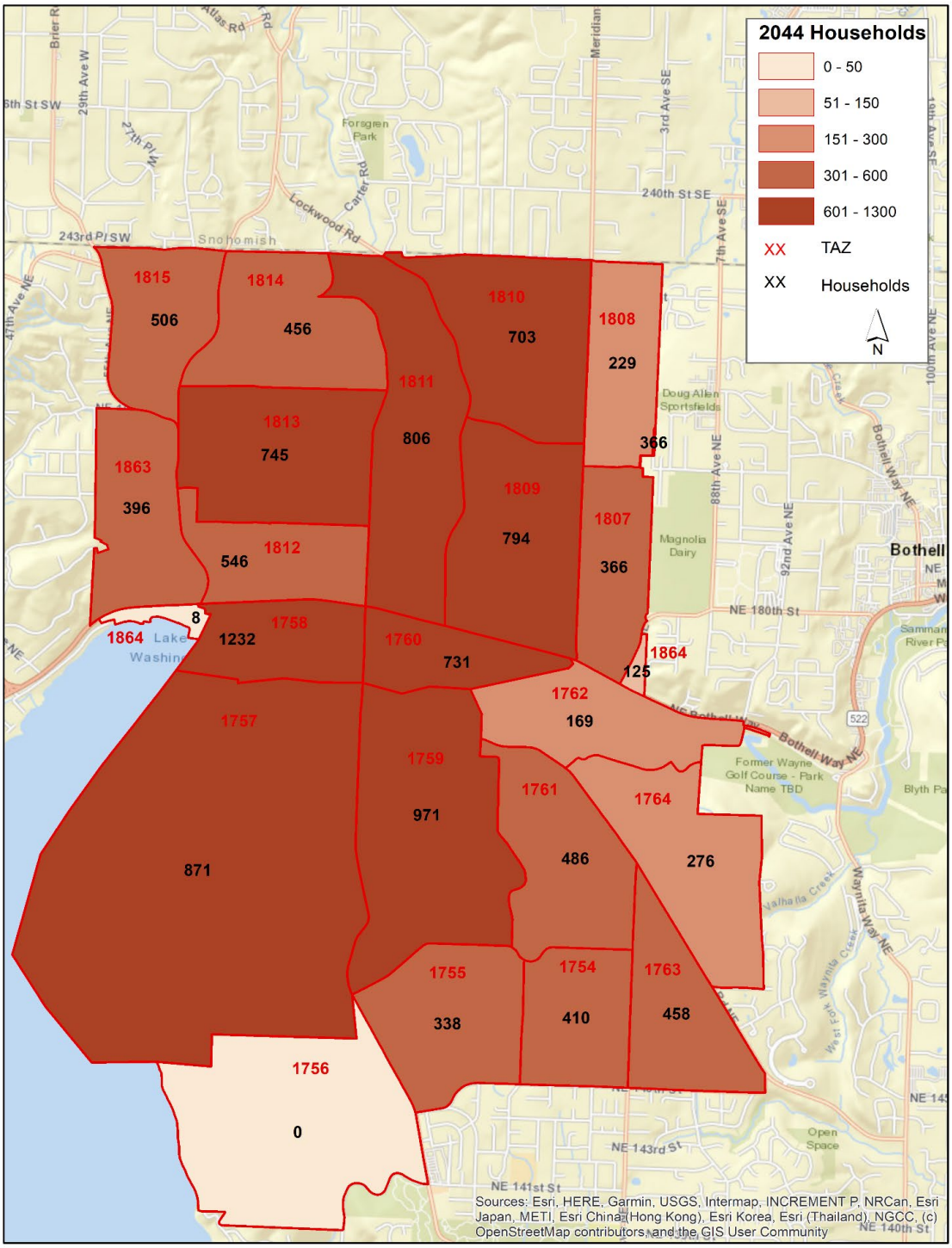


Figure 7. 2044 Employment in Kenmore by TAZ

4. Discussion on presentation to City Council for recommendation and app...



This map reflects PSRC model input values for households that were arrived at through assuming a 5% vacancy rate of housing units.

Figure 8. 2044 Households in Kenmore by TAZ

4. Discussion on presentation to City Council for recommendation and app...

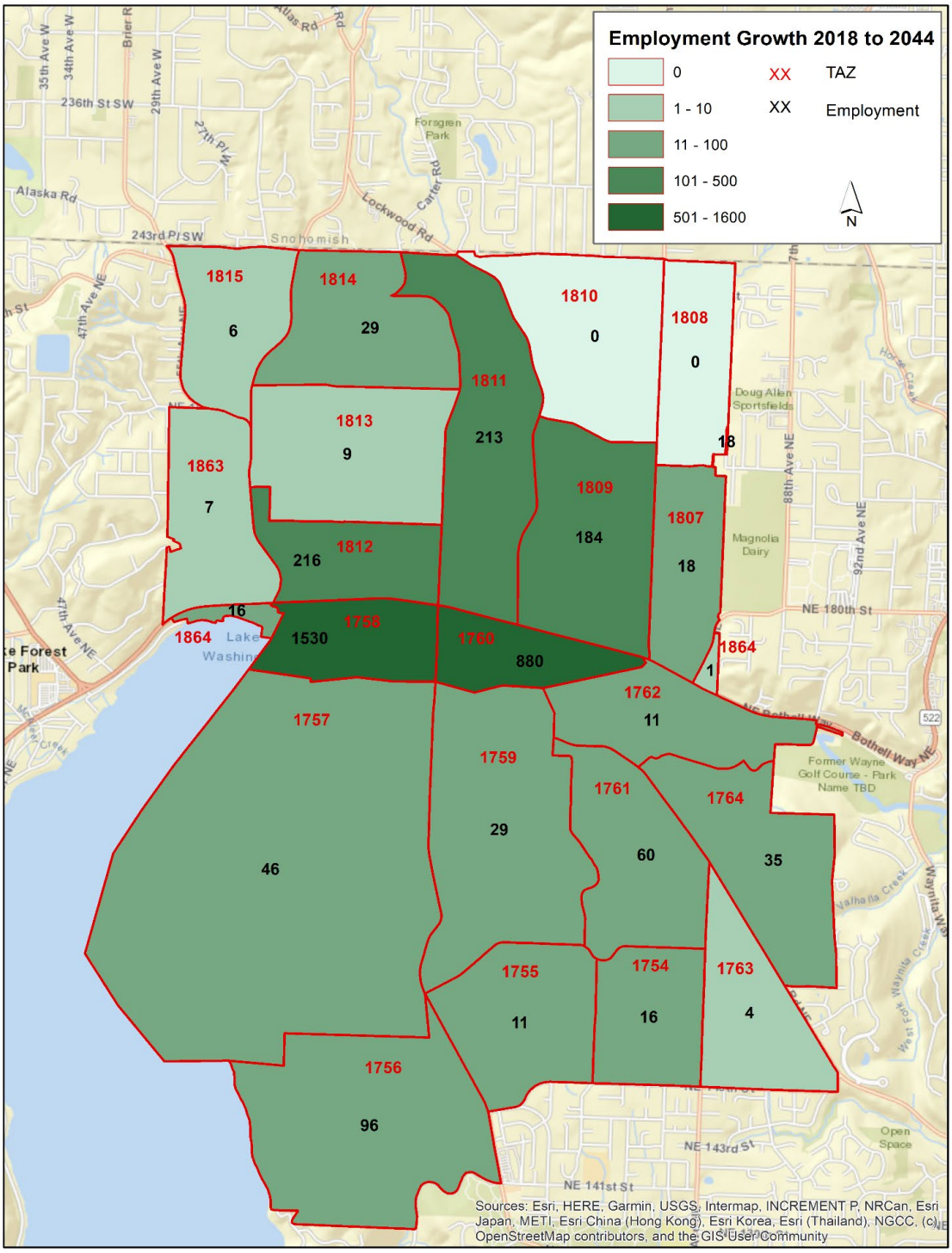


Figure 9. 2018-2044 Employment Change in Kenmore by TAZ

4. Discussion on presentation to City Council for recommendation and app...

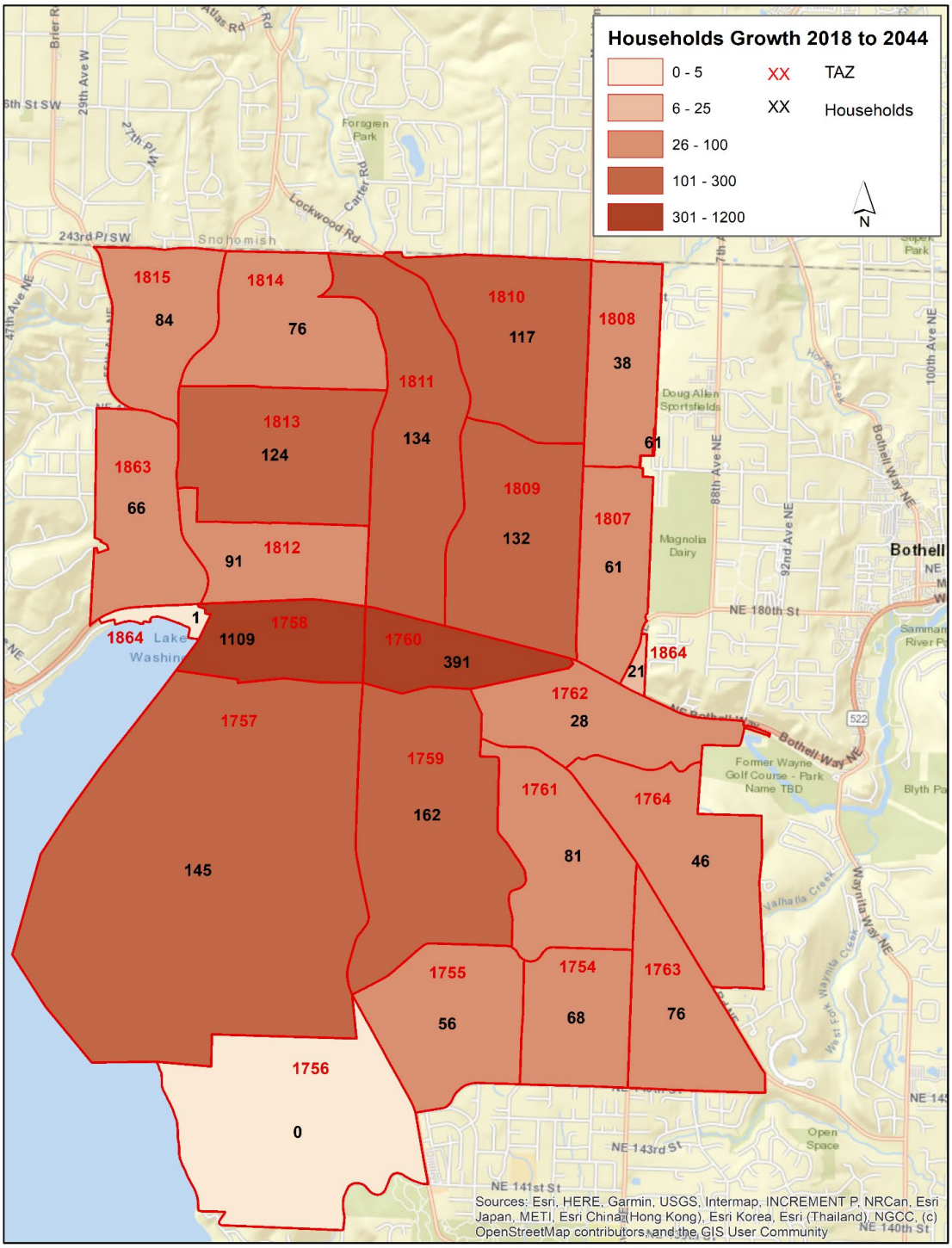


Figure 10. 2018-2044 Households Change in Kenmore by TAZ

4. Discussion on presentation to City Council for recommendation and app...

APPENDIX D - 3: ROADWAY FACT SHEETS

The following street typology fact sheets specify the form and intended functions of roadways in Kenmore. Each fact sheet provides the travel purposes, features, example locations and conceptual cross-sections for the given roadway type. The City of Kenmore's Road Standards provide supplemental detail associated with cross-sections for specific roadways.

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STATE HIGHWAYS AND MAJOR ARTERIALS

Major arterials, most conducive for cross-town trips and through traffic, are roadways that serve all transportation modes and vehicle types. The focus is to provide an efficient travel experience for vehicles, which includes trucks, transit, and emergency services, while accommodating pedestrian and bicyclist movement through effective modal separation. The Washington State Department of Transportation classifies SR 522 as a principal arterial.

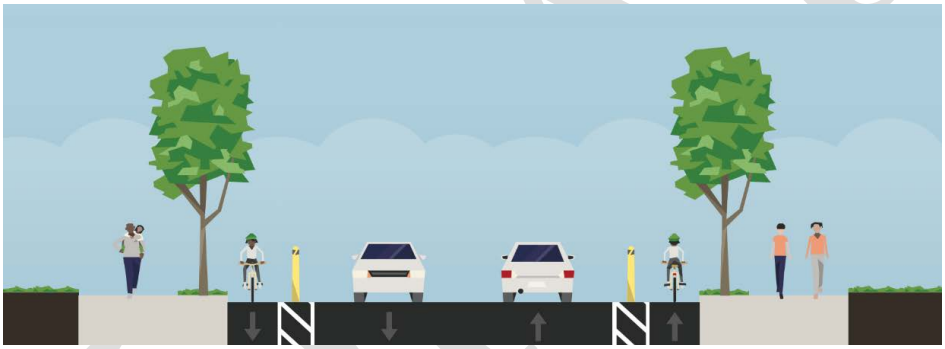
Features:

- Priority users - vehicles, bicycles, pedestrians, and transit
- Serves all trip types but accommodates cross-town trips best of all street typologies. Also serves the highest volume of trips within the City. Direct access by adjacent land uses more limited.
- Turn lanes provided at key intersections to facilitate through traffic. Pedestrian crossings are be provided at intersections and considered for mid-block crossings when appropriate.
- Where space is available, add bicycle facilities, or landscape buffers for additional multimodal opportunities.

Example Locations:

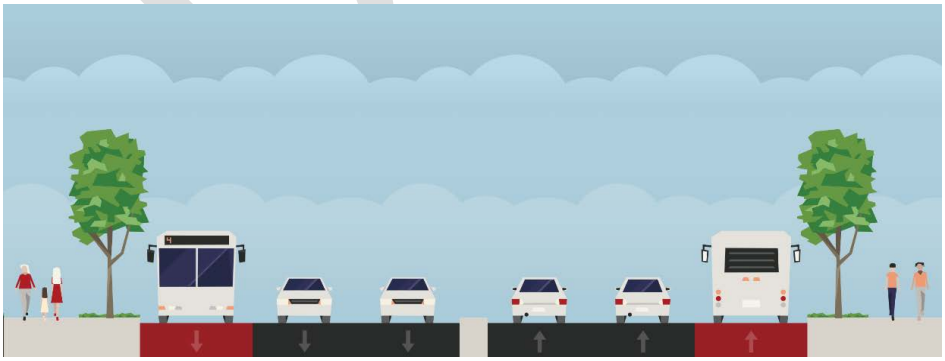
- SR 522
- Simonds Road NE
- 68th Avenue NE (SR 522 to NE 170th Street)

Figure 1: Major Arterial Conceptual Cross Section 1



Source: Streetmix

Figure 2: State Highway Conceptual Cross Section 1



Source: Streetmix

4. Discussion on presentation to City Council for recommendation and app...

MINOR ARTERIALS

Minor arterials serve all modes and trip types but are focused on signaling the entry into a higher-density commercial or residential zone. Minor arterials accommodate larger vehicles but provide a lower speed alternative to major arterials or State Highways, encouraging multimodal transportation options.

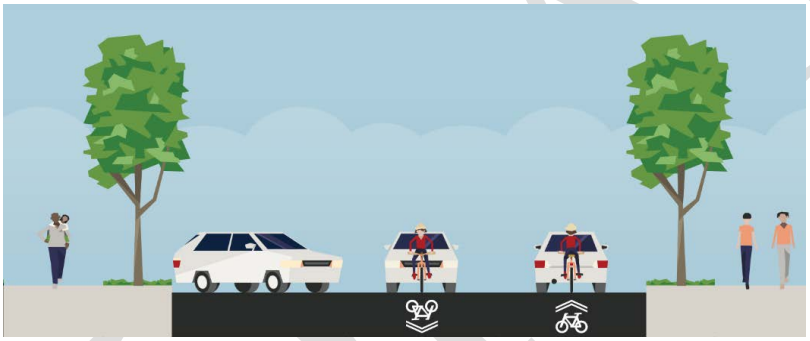
Features:

- Priority users: pedestrians, bicycles, vehicles
- Serves as a major travel route for local, inter-neighborhood, and through trips.
- Generally provide more direct access to adjacent land uses than major arterials or State Highways.
- Nonmotorized treatments include high visibility crosswalks, landscape buffers, and curb extensions.
- Travel lanes may be shared between bicycles and vehicles due to slower speeds.

Example Locations:

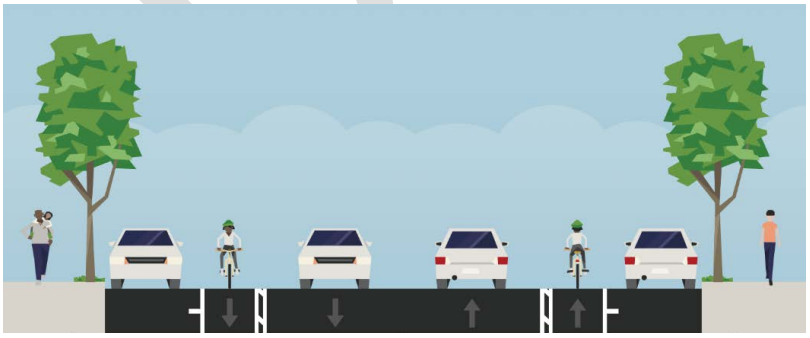
- 61st Avenue NE (north of SR 522)
- 80th Avenue NE
- NE 175th Street
- NE 181st Street (65th Avenue NE to 73rd Avenue NE)
- Juanita Drive NE

Figure 3: Minor Arterial Conceptual Cross Section 1



Source: Streetmix

Figure 4: Minor Arterial Conceptual Cross Section 2



Source: Streetmix

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COLLECTORS

Collector streets are focused on providing a safe and enjoyable travel experience for bicycles and pedestrians, and school children. Collector streets have narrow travel lanes, bike facilities, and sidewalks. These streets feature high-visibility, mid-block pedestrian crossings.

Features:

- Priority users: school children, non-motorized modes
- Serves as a major travel route for school trips, bicycle and pedestrian travel
- Consolidates local road trips and connects to arterials
- Nonmotorized treatments include, mid-block crossings, high visibility or raised crosswalks, and curb extensions.

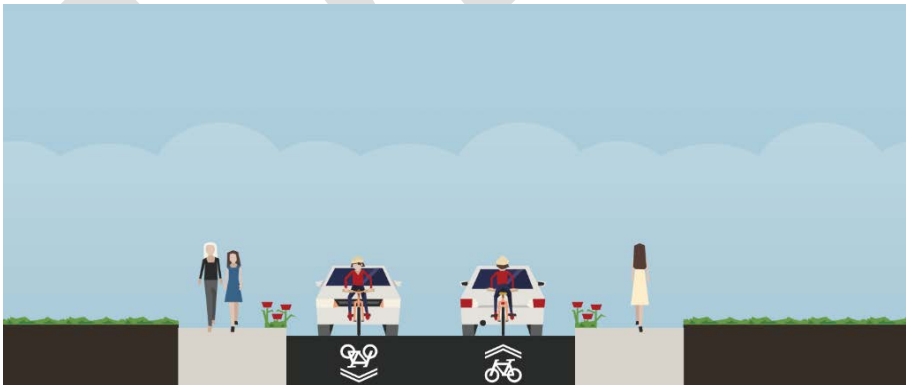
Example Locations:

- 68th Avenue NE (north of SR 522)
- 73rd Avenue NE
- 84th Avenue NE
- NE 153rd Place/NE 155th Street
- NE 181st Street (61st Avenue NE to 65th Avenue NE)

Figure 5: Collector Conceptual Cross Section 1

Source: Streetmix

Figure 6: Collector Conceptual Cross Section 2



Source: Streetmix

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4. Discussion on presentation to City Council for recommendation and app...

LOCAL STREET
Local streets are walkable, low-speed facilities that serve abutting property (mostly single-family residential homes). Because of the low travel speeds, bicycles and vehicles share the right-of-way. Goods movement on these streets is restricted to local deliveries only.

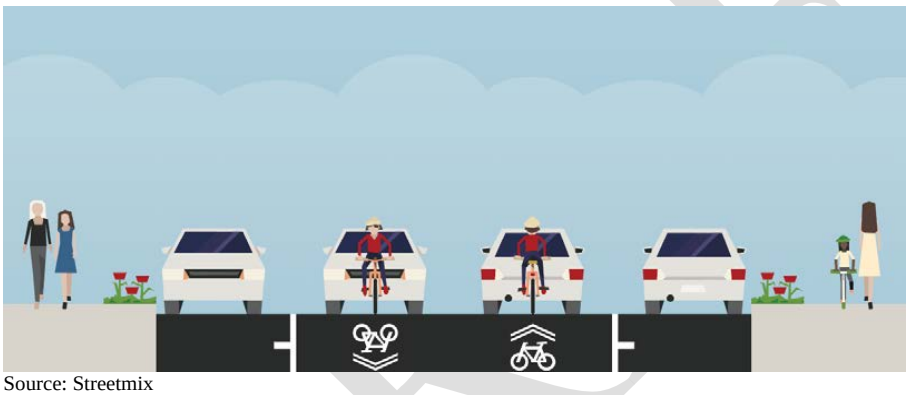
Features:

- Priority users - local traffic, pedestrians, and bicycles
- Serves as a direct connection to most local residences but does not encourage through traffic.
- Serves the lowest volume trips in the City
- Can serve as quiet streets that are welcoming to cyclists with no additional improvement.

Example Locations:

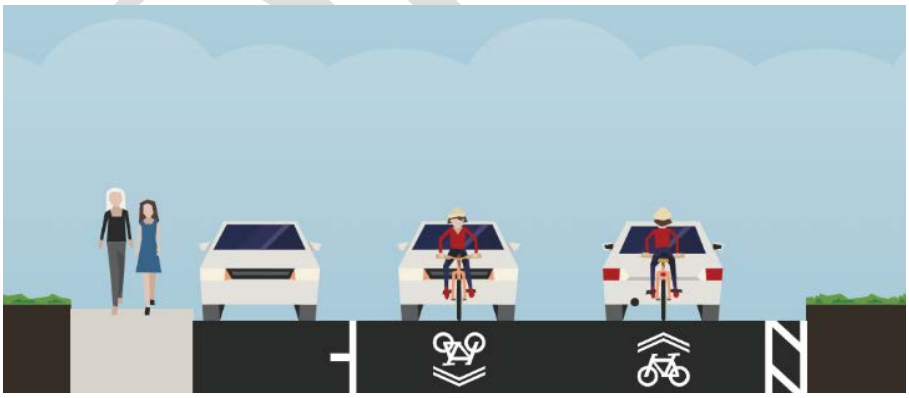
- 81st Avenue NE
- NE 154th Street
- NE 185th Street
- NE 198th Street

Figure 7: Local Conceptual Cross Section 1



Source: Streetmix

Figure 8: Local Conceptual Cross Section 2



Source: Streetmix

Appendix D-4

Conceptual Design and Cost Estimates

Site specific project costs for programs can be found in:

- ADA Transition Plan
- Pedestrian Facilities Plan

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SR522 West B

CITY OF KENMORE

Date Prepared January 26, 2023 | Construction Days: 120

Engineer's Estimate -- Planning Level | Construction year 2026

Item No.	Description	Bid Quantity	Unit	Unit Rate	Total
1	Mobilization	1	LS	$ 97,226.10	$ 97,226.10
2	Project Temporary Traffic Control	1	LS	$ 85,904.00	$ 85,904.00
3	Removal of Structure and Obstruction	1	LS	$ 14,337.00	$ 14,337.00
4	Clearing and Grubbing	1	LS	$ 29,500.00	$ 29,500.00
5	Permanent Signing	1	LS	$ 2,360.00	$ 2,360.00
6	Construction Surveying	1	LS	$ 44,545.00	$ 44,545.00
7	Landscaping/Landscape Restoration	1	LS	$ 44,545.00	$ 44,545.00
8	Sawcutting	220	LF	$ 5.90	$ 1,298.00
9	Backfill for walls	2,000.0	CY	$ 46.02	$ 92,040.00
10	Handrailing	390	LF	$ 236.00	$ 92,040.00
11	HMA	180	Ton	$ 236.00	$ 42,480.00
12	Crushed Surfacing Top Course	200.0	Ton	$ 70.80	$ 14,160.00
13	Soldier Pile Wall	1,485.0	SF	$ 236.00	$ 350,460.00
14	Cement Conc. Sidewalk	210.0	SY	$ 59.00	$ 12,390.00
15	Cement Conc. Curb and Gutter	220.0	LF	$ 53.10	$ 11,682.00
16	Wetland Mitigation	1.0	LS	$ 35,400.00	$ 35,400.00
17	Shoring	-	CY	$ 47.20	$ -
18	Roadway Excavation incl haul	140	CY	$ 118.00	$ 16,520.00
19	Ped Lighting Pole	7	EA	$ 11,800.00	$ 82,600.00
	SubTotal Cost				$ 1,069,487.10
	Contingency			30%	$ 320,846.13
	Total Construction Cost with				$ 1,390,333.23

		% of Const. Cost	
Design	Consultant	30%	$ 417,099.97
Predesign			$ -
ROW		3%	$ 41,710.00
City Staff		10%	$ 139,033.32
Const. Management	Consultant	15%	$ 208,549.98
Construction Management (consultant)			$ -

Total Project Cost **$ 2,196,726.50**

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NE 181st Sidewalks (61st-63rd Southside)

Date Prepared	November 8, 2022	Construction Days:	80
Engineer's Estimate --	Planning Level	Construction year	2025

Item No.	Description	Bid Quantity	Unit	Unit Rate	Total
1	Mobilization	1	LS	$ 50,691	$ 50,691
2	Project Temporary Traffic Control	1	LS	$ 137,280	$ 137,280
3	Removal of Structure and Obstruction	1	LS	$ 5,000	$ 5,000
4	Clearing and Grubbing	1	LS	$ 1,180	$ 1,180
5	Permanent Signing	1	LS	$ 3,250	$ 3,250
6	Construction Surveying	1	LS	$ 50,000	$ 50,000
7	Landscaping	1	LS	$ 46,374	$ 46,374
8	Remove Asphalt Pavement	345	SY	$ 24	$ 8,142
9	Pedestrian Hand Railing	75	LF	$ 177	$ 13,346
10	Cement Conc. Driveway Entrance Type 1	64	SY	$ 83	$ 5,286
11	Paint Line	725	LF	$ 2	$ 1,283
12	Storm Drainage Pipe 12" Diam	590	EA	$ 59	$ 34,810
13	HMA Cl. xx PG. xx-xx	120	Ton	$ 177	$ 21,240
14	Catch Basin Inserts	7	EA	$ 89	$ 620
15	Catch Basin Type 2, 48" Diam	1	EA	$ 4,720	$ 4,720
16	Cement Conc. Sidewalk	840	SY	$ 71	$ 59,472
17	Sawcutting	660	LF	$ 6	$ 3,894
18	Cement Conc. Curb Ramp Type x	4	EA	$ 2,360	$ 9,440
19	Crushed Surfacing Top Course	50	Ton	$ 59	$ 2,950
20	Cement Conc. Traffic Curb and Gutter	660	LF	$ 47	$ 31,152
21	Structure Excavation Class B Incl. Haul	370	CY	$ 47	$ 17,464
22	Shoring or Extra Excavation Class B	2470	SF	$ 4	$ 8,744
23	Gravel Backfill for Wall	172	Ton	$ 59	$ 10,148
24	Testing Storm Sewer Pipe	590	LF	$ 12	$ 6,962
25	Connection to Existing Storm Sewer	2	EA	$ 1,180	$ 2,360
26	Erosion/Water Pollution Control	1	LS	$ 15,000	$ 15,000
27	Gravity Block Wall	195	SF	$ 59	$ 11,505
28	Cem. Conc. Sidewalk w/ Thickened Edge	114	LF	$ 118	$ 13,452
29	Catch Basin Type 1	4	EA	$ 1,652	$ 6,608
30	Soldier Pile Wall (61st-62nd)	720	SF	$ 142	$ 101,952
	SubTotal Cost				$ 684,324
	Contingency			40%	$ 273,730
	Total Construction Cost with Contingency				$ 958,054
	Design	Consultant		20%	$ 191,611
	ROW/Permitting	Consultant		5%	$ 47,903
	City Staff			12%	$ 114,967
	Const. Management	Consultant		20%	$ 191,611
	Total Project Cost				**$ 1,504,145**

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4. Discussion on presentation to City Council for recommendation and app...

61st Ave NE Sidewalk Replacement Project
(181st-62nd Ave)

Date Prepared October 20, 2022 | Construction Days: $ 200

Engineer's Estimate -- Planning Level | Construction year 2026

Item No.	Description	Bid Quantity	Unit	Unit Rate	Total
1	Mobilization	1	LS	$ 219,690	$ 219,690
2	Project Temporary Traffic Control	1	LS	$ 136,170	$ 136,170
3	Removal of Structure and Obstruction	1	LS	$ 18,900	$ 18,900
4	Clearing and Grubbing	1	LS	$ 105,000	$ 105,000
5	Permanent Signing (+RRFB and feedback)	1	LS	$ 118,650	$ 118,650
6	Construction Surveying	1	LS	$ 124,034	$ 124,034
7	Sawcutting	3064	LF	$ 7	$ 22,796
8	SPCC	1	LS	$ 2,000	$ 2,000
9	Sidewalk	3,123.0	SY	$ 99	$ 309,802
10	Curb and Gutter	2413.8	LF	$ 50	$ 119,724
11	Remove Curb and Gutter	2,946	LF	$ 9	$ 25,571
12	Remove Sidewalk	3,268.0	SY	$ 15	$ 48,628
13	Lighting	1.0	EA	$ 15,000	$ 15,000
14	Inlet protection	35.0	EA	$ 99	$ 3,472
15	Curb Ramp	15.0	EA	$ 4,960	$ 74,400
16	Driveway Approach	1,093.0	SY	$ 149	$ 162,638
17	Landscape Restoration/Stream Mitigation	1.0	LS	$ 1,163,280	$ 1,163,280
18	Crushed Surfacing Top Course	566	Ton	$ 50	$ 28,074
19	Storm Sewer Pipe 12"	495	LF	$ 174	$ 85,932
20	Catch Basin Type 1	7	EA	$ 3,100	$ 21,700
21	Adjust Catch Basin	5	EA	$ 496	$ 2,480
22	fencing	1700	LF	$ 68	$ 115,940
23	Crosswalk	768	SF	$ 5	$ 3,840
24	Remove Asphalt	2560	SY	$ 15	$ 38,093
	SubTotal Cost				$ 2,965,814
	Contingency			40%	$ 1,186,325
	Total Construction Cost with Contingency				$ 4,152,139
	Total Design	Consultant		10.0%	$ 415,214
	ROW Easements/Acquisition				$ 50,000
	City Staff			5.0%	$ 207,607
	Const. Management	Consultant		13.0%	$ 539,778
	Total Project Cost				**$ 5,364,738**

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4. Discussion on presentation to City Council for recommendation and app...

Lower Swamp Creek Bridge Replacement

Date Prepared	October 20, 2022			Construction Days:	$	60	
Engineer's Estimate --	Planning Level			Construction year			
				2027			
Item No.	Description	Bid Quantity	Unit	Unit Rate		Total	
1	Mobilization	1	LS	$ 112,611	$	112,611	
2	Project Temporary Traffic Control	1	LS	$ 39,810	$	39,810	
3	Removal of Structure and Obstruction	1	LS	$ 10,000	$	10,000	
4	Clearing and Grubbing	1	LS	$ 16,100	$	16,100	
5	Permit Mitigation Work	1	LS	$ 210,000	$	210,000	
6	Construction Surveying	1	LS	$ 73,892	$	73,892	
7	Deck Area	1540	SF	$ 444	$	683,760	
8	Removal of Existing Bridge	1	LS	$ 29,600	$	29,600	
9	Temporary Bridge	1.0	LS	$ 142,080	$	142,080	
10	Road Approaches	1	LS	$ 202,393	$	202,393	
	SubTotal Cost				$	1,520,245	
	Design Contingency			40%	$	608,098	
	Total Construction Cost with Contingency				$	2,128,344	
	Total Design	Consultant		20.0%	$	425,669	
	Predesign	Consultant		2.5%	$	53,209	
	ROW Acquisition			2%	$	42,567	
	City Staff			12.0%	$	255,401	
	Const. Management	Consultant		8.0%	$	170,267	
	Total Project Cost				**$**	**3,075,456**	

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4. Discussion on presentation to City Council for recommendation and app...

61st Ave NE/NE 193rd St Intersection

Date Prepared October 20, 2022 Construction Days: $ 40

Engineer's Estimate -- Planning Level

Item No.	Description	Bid Quantity	Unit	Unit Rate	Total
1	Mobilization	1	LS	$ 86,184	$ 86,184
2	Project Temporary Traffic Control	1	LS	$ 65,290	$ 65,290
3	Removal of Structure and Obstruction	1	LS	$ 3,500	$ 3,500
4	Clearing and Grubbing	1	LS	$ 14,000	$ 14,000
5	Permanent Signing	1	LS	$ 5,600	$ 5,600
6	Construction Surveying	1	LS	$ 47,624	$ 47,624
7	Sawcutting	3870	LF	$ 8	$ 32,508
8	SPCC	1	LS	$ 1,500	$ 1,500
9	Roadway Excavation Incl. Haul	680.0	CY	$ 42	$ 28,560
10	Erosion and Sediment Control	1.0	FA	$ 10,000	$ 10,000
11	Curb and Gutter	20	LF	$ 56	$ 1,120
12	Cement Concrete Sidewalk	930	SY	$ 119	$ 110,670
13	Remove Cement Concrete Pavement	660.0	SY	$ 28	$ 18,480
14	HMA Cl. xx PG. xx-xx	930.0	Ton	$ 210	$ 195,300
15	Inlet protection	6.0	EA	$ 112	$ 672
16	Curb Ramp	6.0	EA	$ 5,600	$ 33,600
17	Driveway Approach	70.0	SY	$ 140	$ 9,800
18	Landscape Restoration	1.0	LS	$ 78,000	$ 78,000
19	Crushed Surfacing Top Course	1000	Ton	$ 56	$ 56,000
20	High-Density Polyethylene (HDPE) Storm Sewer Pipe 12" Diam	850	LF	$ 112	$ 95,200
21	Catch Basin Type 1	6	EA	$ 3,500	$ 21,000
22	Catch Basin Type 2	2	EA	$ 5,600	$ 11,200
23	Truck Apron	210	SY	$ 42	$ 8,820
24	Vertical Curb and Gutter	1500	LF	$ 42	$ 63,000
25	Mountable Traffic Curb	1500	LF	$ 35	$ 52,500
26	Illumination	1	LS	$ 70,000	$ 70,000
27	Crosswalk	370	SF	$ 8	$ 3,108
28	Pavement Markings	1330	LF	$ 14	$ 18,620
29	Planing Bituminous Pavement	3090	SY	$ 7	$ 21,630
	SubTotal Cost				$ 1,163,487
	Design Contingency			40%	$ 465,395
	Total Construction Cost with Contingency				$ 1,628,881
	Design	Consultant		15.0%	$ 244,332
	ROW Acquisition				$ 25,000
	City Staff			10.0%	$ 162,888
	Const. Management	Consultant		10.0%	$ 162,888
	Total Project Cost				**$ 2,223,990**

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NE 192nd ST (73rd Av-75th Av) Sidewalks

Date Prepared	October 20, 2022	Construction Days:	60
Engineer's Estimate --	Planning Level	Construction year	2025

Item No.	Description	Bid Quantity	Unit	Unit Rate	Total
1	Mobilization	1	LS	$ 30,550	$ 30,550
2	Project Temporary Traffic Control	1	LS	$ 88,920	$ 88,920
3	Removal of Structure and Obstruction	1	LS	$ 11,730	$ 11,730
4	Clearing and Grubbing	1	LS	$ 2,000	$ 2,000
5	Permanent Signing	1	LS	$ 11,000	$ 11,000
6	Construction Surveying	1	LS	$ 10,070	$ 10,070
7	sawcutting	840	LF	$ 5	$ 4,200
8	SPCC / SWPPP	1	LS	$ 2,000	$ 2,000
9	roadway excavation	48	CY	$ 75	$ 3,600
10	structure excavation incl haul	11	CY	$ 52	$ 572
11	Private Property Restoration	1	LS	$ 5,000	$ 5,000
12	CSBC	143	TON	$ 50	$ 7,150
13	HMA	97	TON	$ 180	$ 17,460
14	curb and gutter	380	LF	$ 46	$ 17,480
15	driveway approach	75	SY	$ 115	$ 8,625
16	sidewalk transition	1	EA	$ 2,300	$ 2,300
17	sidewalk	360	SY	$ 69	$ 24,840
18	connection to existing sewer/structure	2	EA	$ 920	$ 1,840
19	12 In pipe	330	LF	$ 69	$ 22,770
20	CB Type 1	3	EA	$ 2,875	$ 8,625
21	TESC	1	EST	$ 5,750	$ 5,750
22	AC thickened edge curb	400	LF	$ 15	$ 6,000
23	Seeding and Fertilizing	192	SY	$ 6	$ 1,152
24	Curb Ramp	2	EA	$ 2,875	$ 5,750
25	PSIPE	1	LS	$ 31,575	$ 31,575
26	Adjust Catch Basin	3	EA	$ 690	$ 2,070
27	Relocate Fire Hydrant	1	EA	$ 3,000	$ 3,000
	Subtotal				$ 336,029
	Contingency			40%	$ 134,412
	Construction Contract				$ 470,441
	Design	Consultant		30%	$ 141,132
	City Staff			20%	$ 94,088
	Const. Management	Consultant		20%	$ 94,088
	Total Project Cost				**$ 799,749**

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Arrowhead Dr Sidewalks

Date Prepared October 21, 2022 | Construction Days: 90

Engineer's Estimate -- Planning Level | Construction year 2026

Item No.	Description	Bid Quantity	Unit	Unit Rate	Total
1	Mobilization	1	LS	$ 101,368	$ 101,368
2	Project Temporary Traffic Control	1	LS	$ 142,740	$ 142,740
3	Removal of Structure and Obstruction	1	LS	$ 12,538	$ 12,538
4	Clearing and Grubbing	1	LS	$ 10,000	$ 10,000
5	Permanent Signing	1	LS	$ 6,655	$ 6,655
6	Construction Surveying	1	LS	$ 12,100	$ 12,100
7	sawcutting	2500	LF	$ 5	$ 12,100
8	spcc	1	LS	$ 1,210	$ 1,210
9	roadway excavation	650	CY	$ 91	$ 58,988
10	structure excavation	100	CY	$ 42	$ 4,235
11	block wall	200	SF	$ 61	$ 12,100
12	Private Property Restoration	1	LS	$ 98,736	$ 98,736
13	gravel backfill for wall	50	CY	$ 73	$ 3,630
14	4 In pipe	50	LF	$ 30	$ 1,513
15	CSBC	230	TON	$ 54	$ 12,524
16	HMA	240	TON	$ 212	$ 50,820
17	curb and gutter	2100	LF	$ 48	$ 101,640
18	driveway approach	360	SY	$ 97	$ 34,848
19	sidewalk transition	3	EA	$ 1,815	$ 5,445
20	sidewalk	770	SY	$ 85	$ 65,219
21	connection to existing sewer/structure	18	EA	$ 605	$ 10,890
22	12 In pipe	500	LF	$ 61	$ 30,250
23	CB Type 1	18	EA	$ 3,025	$ 54,450
24	TESC	1	LS	$ 24,200	$ 24,200
25	SWPPP	1	LS	$ 6,050	$ 6,050
26	Striping	1	LS	$ 6,050	$ 6,050
27	seeding and fertilizing	650	SY	$ 6	$ 3,933
28	Curb Ramp	5	EA	$ 3,630	$ 18,150
29	Cement Conc. Sidewalk with Integral Curb	738	LF	$ 36	$ 26,789
30	School Zone Flashers	3	EA	$ 18,150	$ 54,450
31	PSIPE	1	LS	$ 43,318	$ 43,318
32	RRFB	1	LS	$ 24,200	$ 24,200
33	Traffic Calming	1	LS	$ 50,000	$ 50,000
34	Adjust Catch Basin	15	EA	$ 605	$ 9,075
35	CB Type 2	1	EA	$ 4,840	$ 4,840
	Subtotal				$ 1,115,053
	Contingency			40%	$ 446,021
	Construction Contract				$ 1,561,074
	Design	Consultant		18%	$ 280,993
	City Staff			10%	$ 156,107
	Right of Way			3%	$ 46,832
	Const. Management	Consultant		15%	$ 234,161
	Total Project Cost				**$ 2,279,167**

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4. Discussion on presentation to City Council for recommendation and app...

84th Ave NE (NE 150th St-NE 155th St)
Sidewalk and Bike Lanes

CITY OF KENMORE

Date Prepared May 5, 2022 | Construction Days: 90

Engineer's Estimate -- Planning Level | Construction year 2026

Item No.	Description	Bid Quantity	Unit	Unit Rate	Total
1	Mobilization	1	LS	$ 109,222.08	$ 109,222.08
2	Project Temporary Traffic Control	1	LS	$ 120,380.00	$ 120,380.00
3	Removal of Structure and Obstruction	1	LS	$ 8,336.90	$ 8,336.90
4	Clearing and Grubbing	1	LS	$ 17,100.00	$ 17,100.00
5	Permanent Signing	1	LS	$ 3,250.00	$ 3,250.00
6	Construction Surveying	1	LS	$ 71,995.00	$ 71,995.00
7	Sawcutting	1600	LF	$ 5.00	$ 8,000.00
8	Cement Conc. Driveway Entrance Type 1	275	SY	$ 90.75	$ 24,956.25
9	Cement Conc. Curb Ramp Type x	3.0	EA	$ 3,025.00	$ 9,075.00
10	Paint Line	4963	LF	$ 1.82	$ 9,007.85
11	Plastic Crosswalk Line	107	SF	$ 6.05	$ 647.35
12	Gravel Backfill ____	1,930.0	ton	$ 54.45	$ 105,088.50
13	HMA Cl. xx PG. xx-xx	132.0	Ton	$ 211.75	$ 27,951.00
14	Catch Basin Inserts	21.0	EA	$ 121.00	$ 2,541.00
15	Raised Pavement Marker Type 1	3.0	Hund	$ 847.00	$ 2,541.00
16	Pedestrian Lighting	3.0	EA	$ 6,050.00	$ 18,150.00
17	Cement Conc. Sidewalk	1,055.0	SY	$ 90.75	$ 95,741.25
18	Cement Conc. Curb Ramp Perpendicular	13	ea	$ 4,114.00	$ 53,482.00
19	Cement Conc. Traffic Curb and Gutter	1580	LF	$ 48.40	$ 76,472.00
20	psiPE	1	LS	$ 71,995.00	$ 71,995.00
21	Plastic Bicycle Lane Symbol	10	EA	$ 605.00	$ 6,050.00
22	Catch Basin Type 1	6.0	EA	$ 3,025.00	$ 18,150.00
23	Storm Sewer Pipe 12" In. Diam	755.0	LF	$ 78.65	$ 59,380.75
24	Plastic Green Bike Crossing	160	SF	$ 24.20	$ 3,872.00
25	RRFB	1	LS	$ 24,200.00	$ 24,200.00
26	Plastic Green Pavement marking	1500	SF	$ 24.20	$ 36,300.00
27	Gravity Block Wall	2490	SF	$ 60.50	$ 150,645.00
28	Connection to Drainage Structure	5	EA	$ 605.00	$ 3,025.00
29	Private Driveway Restoration	11	EA	$ 5,808.00	$ 63,888.00
	SubTotal Cost				$ 1,201,442.93
	Contingency			40%	$ 480,577.17
	Total Construction Cost				$ 1,682,020.10
	Design	Consultant		13%	$ 218,662.61
	City Staff			10%	$ 168,202.01
	Right of Way			3%	$ 50,460.60
	Const. Management	Consultant		15%	$ 252,303.02
	Total Project Cost				**$ 2,371,648.34**

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4. Discussion on presentation to City Council for recommendation and app...

80th Ave NE (SR522-NE 185th St)
Sidewalk and Bike Lanes

CITY OF KENMORE

Date Prepared May 5, 2022

Construction Days: 90

Engineer's Estimate -- Planning Level

Construction year 2026

Item No.	Description	Bid Quantity	Unit	Unit Rate	Total
1	Mobilization	1	LS	$ 99,273.25	$ 99,273.25
2	Project Temporary Traffic Control	1	LS	$ 69,420.00	$ 69,420.00
3	Removal of Structure and Obstruction	1	LS	$ 7,586.70	$ 7,586.70
4	Clearing and Grubbing	1	LS	$ 14,840.00	$ 14,840.00
5	Permanent Signing	1	LS	$ 5,000.00	$ 5,000.00
6	Construction Surveying	1	LS	$ 109,347.70	$ 109,347.70
7	Sawcutting	1773	LF	$ 5.00	$ 8,865.00
8	Cement Conc. Driveway Entrance Type 1	325	SY	$ 121.00	$ 39,325.00
9	Cement Conc. Curb Ramp Type x	2.0	EA	$ 605.00	$ 1,210.00
10	Paint Line	9640	LF	$ 1.82	$ 17,496.60
11	Plastic Crosswalk Line	56	SF	$ 6.05	$ 338.80
12	Gravel Backfill ____	1,140.0	ton	$ 54.45	$ 62,073.00
13	HMA Cl. xx PG. xx-xx	150.0	Ton	$ 242.00	$ 36,300.00
14	Catch Basin Inserts	50.0	EA	$ 211.75	$ 10,587.50
15	Raised Pavement Marker Type 1	14.0	Hund	$ 847.00	$ 11,858.00
16	Pedestrian Lighting	3.0	EA	$ 6,050.00	$ 18,150.00
17	Cement Conc. Sidewalk	1,182.0	SY	$ 84.70	$ 100,115.40
18	Cement Conc. Curb Ramp Perpendicular	20	ea	$ 3,630.00	$ 72,600.00
19	Cement Conc. Traffic Curb and Gutter	1773	LF	$ 42.35	$ 75,086.55
20	psiPE	1	LS	$ 109,347.70	$ 109,347.70
21	Plastic Bicycle Lane Symbol	15	EA	$ 484.00	$ 7,260.00
22	Catch Basin Type 1	5.0	EA	$ 3,025.00	$ 15,125.00
23	Schedule __ Storm Sewer Pipe 12" In. Diam	1,095.0	LF	$ 78.65	$ 86,121.75
24	Plastic Green Bike Crossing/Bike Box	1095	SF	$ 24.20	$ 26,499.00
25	RRFB	3	LS	$ 24,200.00	$ 72,600.00
26	Plastic Green Pavement marking	3750	SF	$ 3.03	$ 11,343.75
27	Connection to Drainage Structure	7	EA	$ 605.00	$ 4,235.00
	SubTotal Cost				$ 1,092,005.70
	Contingency			40%	$ 436,802.28
	Construction Cost				$ 1,528,807.97
	Total Design	Consultant		25%	$ 382,201.99
	ROW Acquisition				$ 100,000.00
	City Staff			12%	$ 183,456.96
	Const. Management	Consultant		18%	$ 275,185.44
	Total Project Cost				**$ 2,469,652.36**

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4. Discussion on presentation to City Council for recommendation and app...

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

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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.

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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.

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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)

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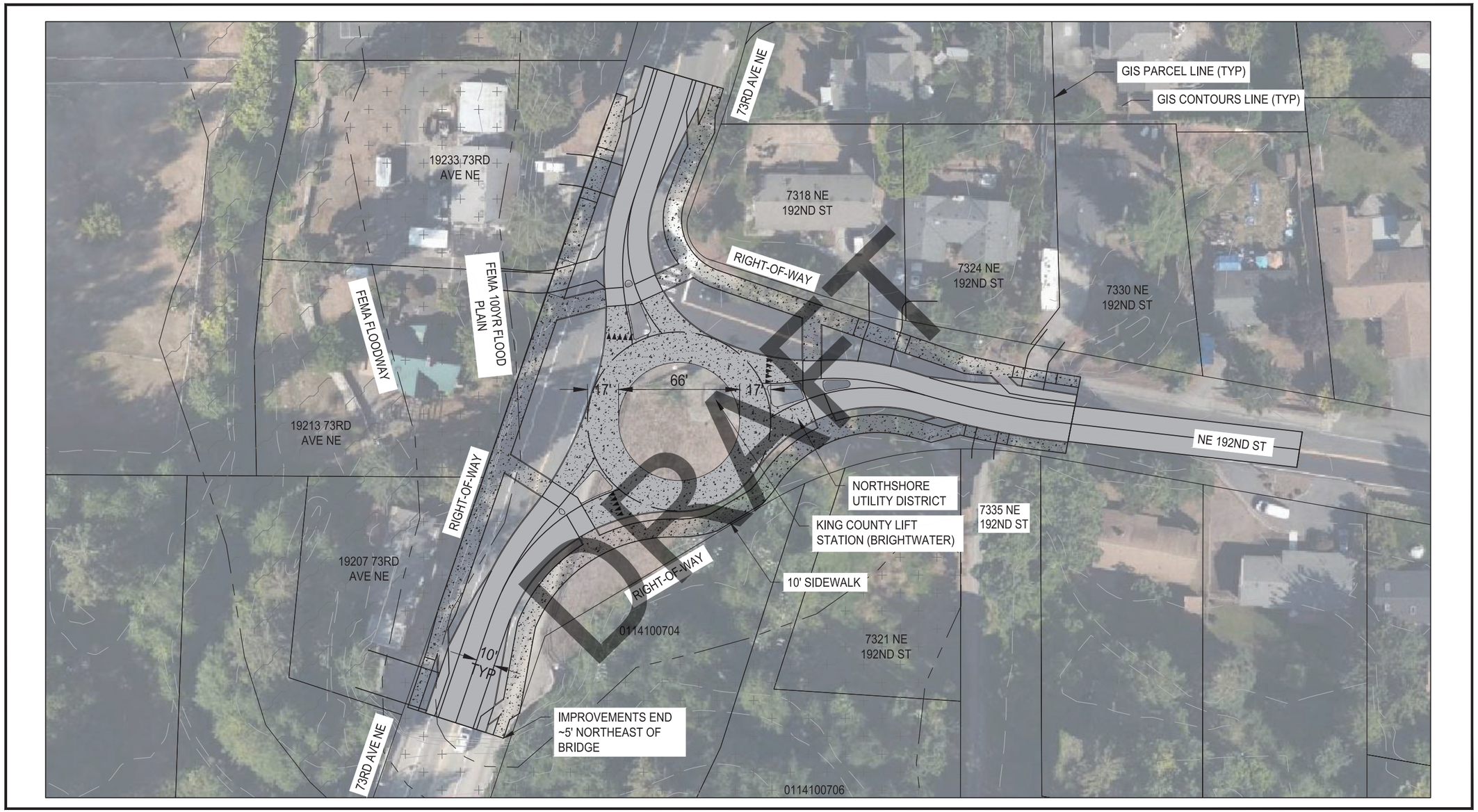

Parametrix DATE: October 20, 2022 FILE: ROUNDABOUTLAYOUT

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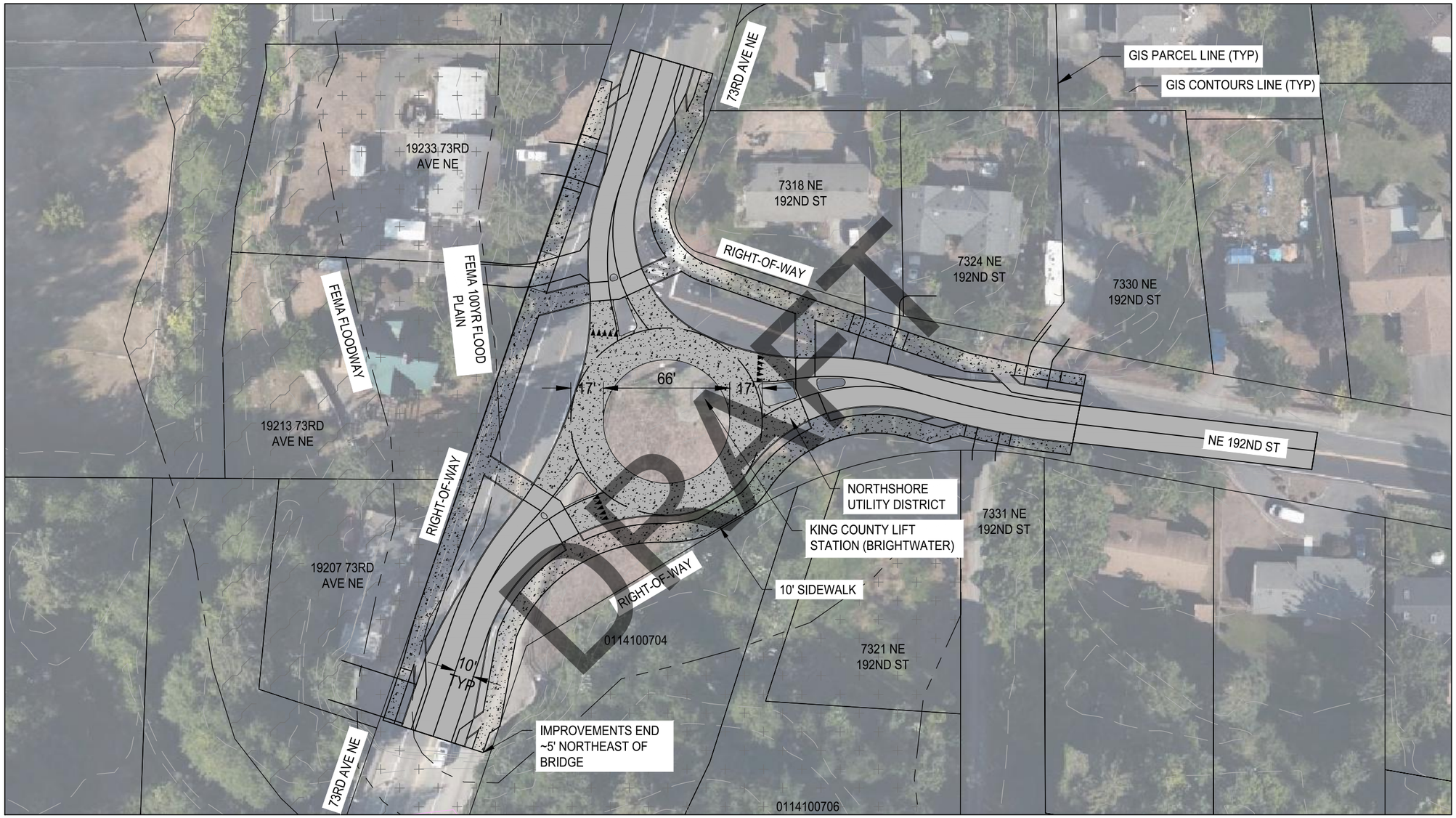
1 INCH = 50 FT.

Kenmore 73rd/192nd Draft Conceptual Layout



Parametrix DATE: October 20, 2022 FILE: ROUNDABOUTLAYOUT

0 N 50
1 INCH = 50 FT.

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
	Erosion Controls and Water Pollution Prevention	*5%*			$ 61,750
	Temporary Traffic Controls	*12%*			$ 155,610
	Mobilization	*10%*			$ 145,236
	Allowance for Indeterminates	*30%*			$ 479,279
	CONSTRUCTION SUBTOTAL (ROUNDED)				**$2,080,000**
	Engineering Design Fees	*15%*			$ 312,000
	Construction Administration Fees ($50000 per month)	5 MOS		$ 50,000	$ 250,000
	Right of Way Cost				$ 13,000
	City of Kenmore Staff Labor	*8%*			$ 166,400
	NON-CONSTRUCTION SUBTOTAL				**$741,400**
	Project Contingency	*30%*			$ 846,420
	YEAR 2022 PROJECT TOTAL (ROUNDED)				$ 3,700,000
	Year 2044 Escalation	*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

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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

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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.

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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

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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.

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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.

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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)

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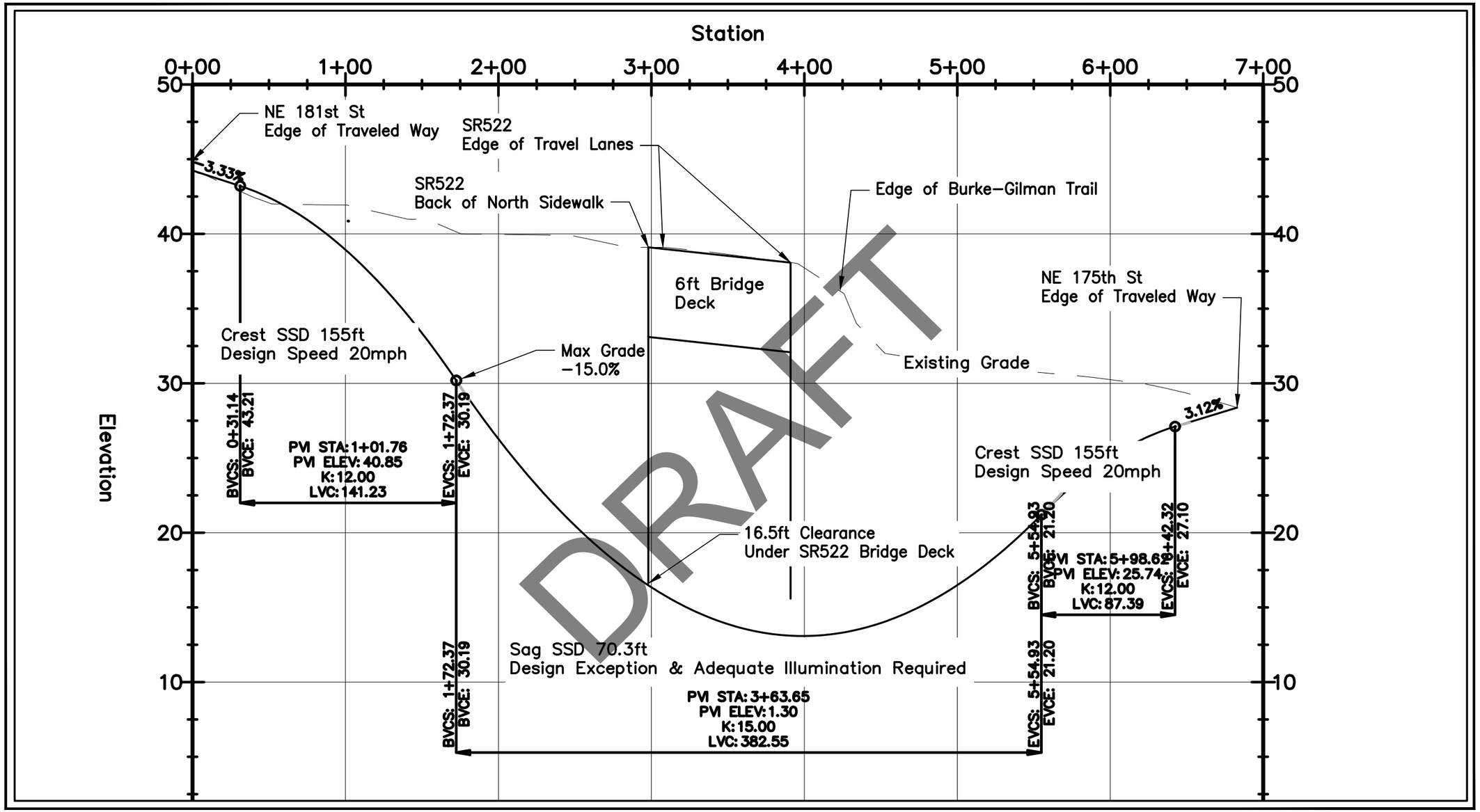

Parametrix DATE: September 26, 2022 FILE: 522CROSSING

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1 INCH = 1 INCH

67th ave NE Vehicle Tunnel Option
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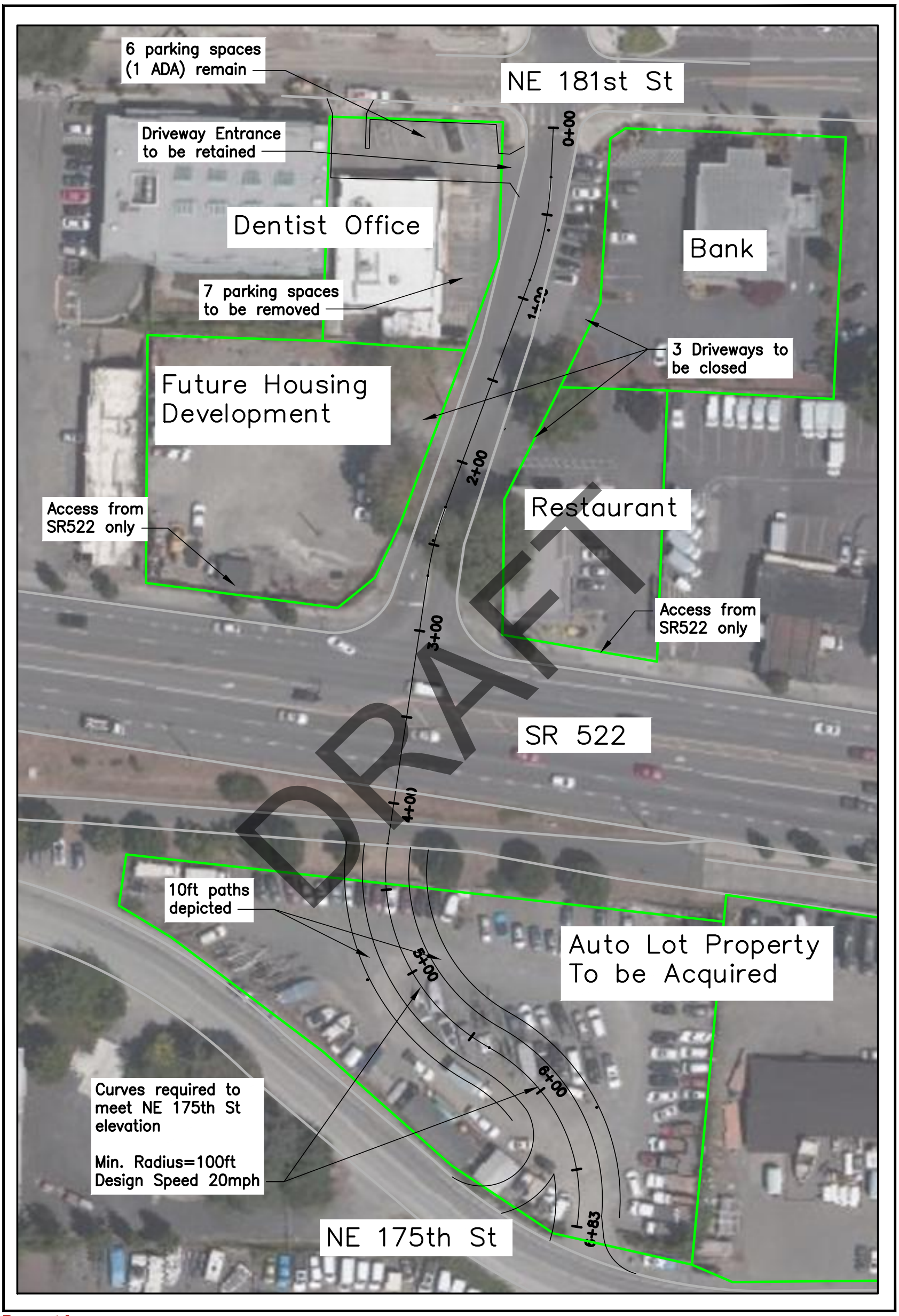

Parametrix DATE: September 26, 2022 FILE: 522CROSSING

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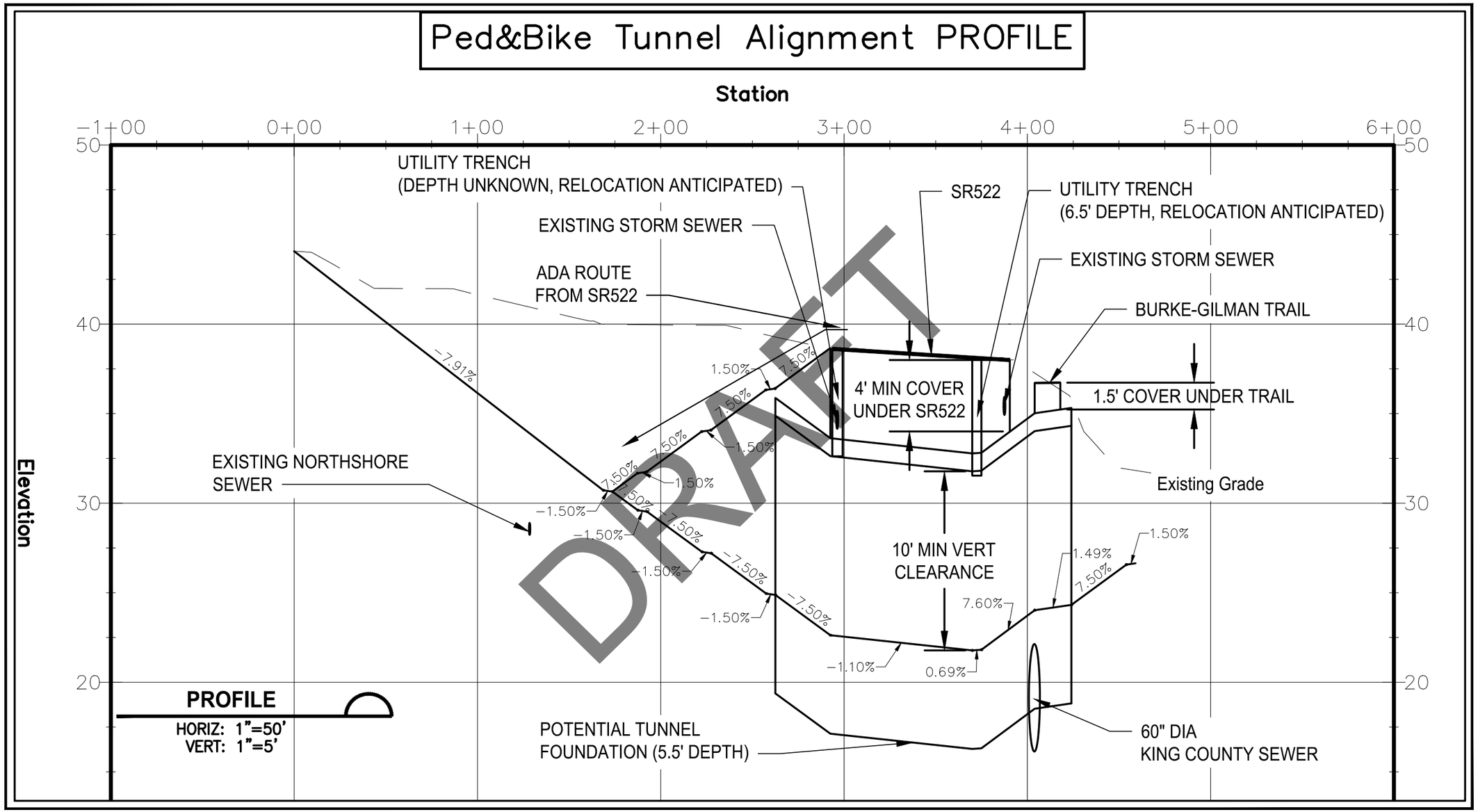
1 INCH = 1 INCH

67th Ave NE Vehicle Tunnel Option
DRAFT Concept

4. Discussion on presentation to City Council for recommendation and app...



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

SR 522 Crossing
Ped/Bike Tunnel
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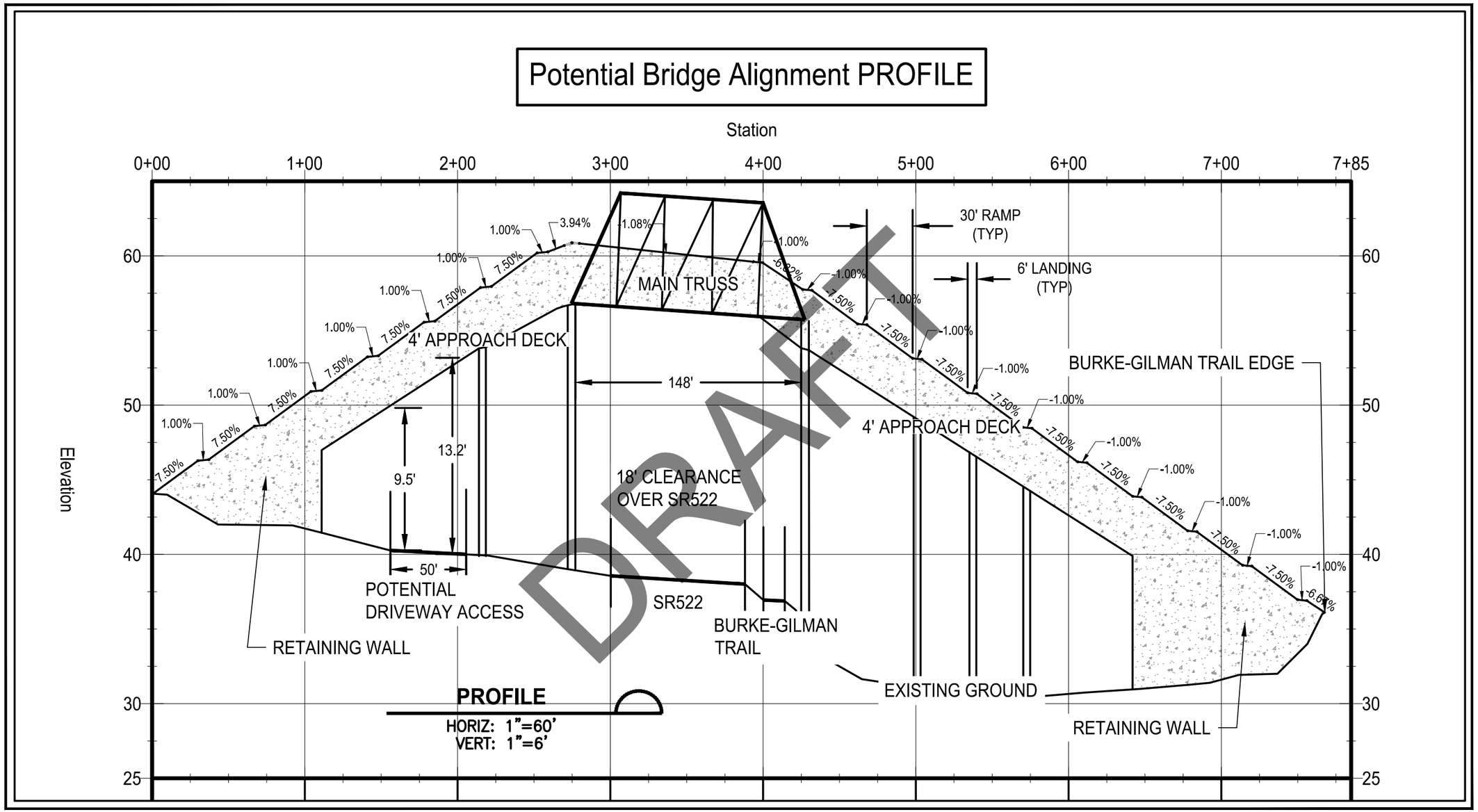
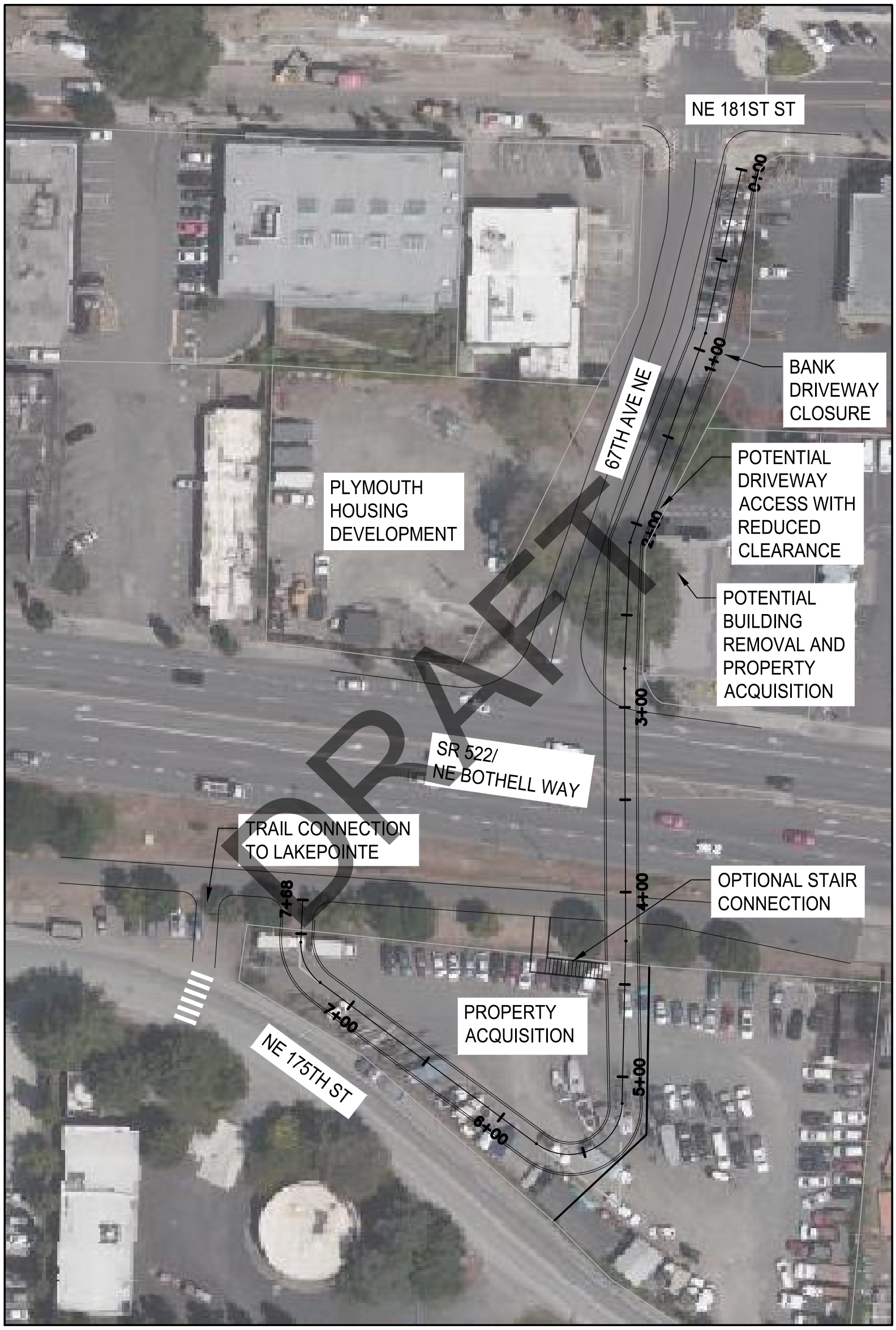


Parametrix DATE: December 12, 2022 FILE: 522CROSSING-BRIDGE-V2

SR 522 Crossing
Potential Bridge Profile
DRAFT Concept



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

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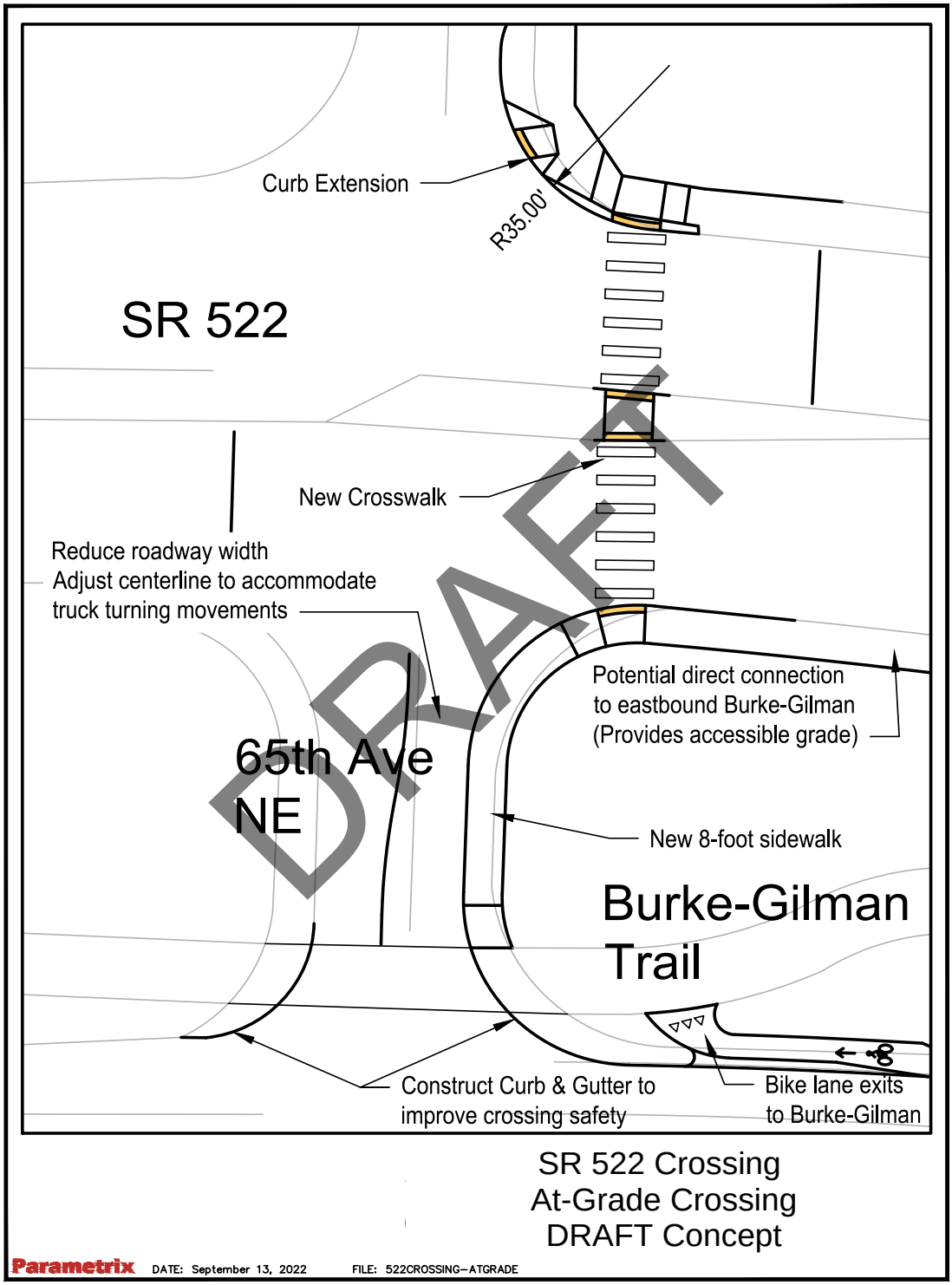
1 INCH = 50 FT.

SR522 Crossing
Potential Bridge Alignment
DRAFT Concept

4. Discussion on presentation to City Council for recommendation and app...



4. Discussion on presentation to City Council for recommendation and app...

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
	Erosion Controls and Water Pollution Prevention	*5%*			$ 255,550
	Temporary Traffic Controls	*12%*			$ 643,986
	Mobilization	*10%*			$ 601,054
	Allowance for Indeterminates	*30%*			$ 1,983,477
	CONSTRUCTION SUBTOTAL (ROUNDED)				**$8,600,000**
	Engineering Design Fees	*12%*			$ 1,032,000
	Construction Administration Fees ($60000 per month)	18 MOS		$ 60,000	$ 1,080,000
	Right of Way Cost				$ 1,800,000
	City of Kenmore Staff Labor	*8%*			$ 688,000
	NON-CONSTRUCTION SUBTOTAL				**$4,600,000**
	Project Contingency	*30%*			$ 3,960,000
	YEAR 2022 PROJECT TOTAL (ROUNDED)				**$ 17,160,000**
	Year 2044 Escalation	*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

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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

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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

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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.

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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.

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.

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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)

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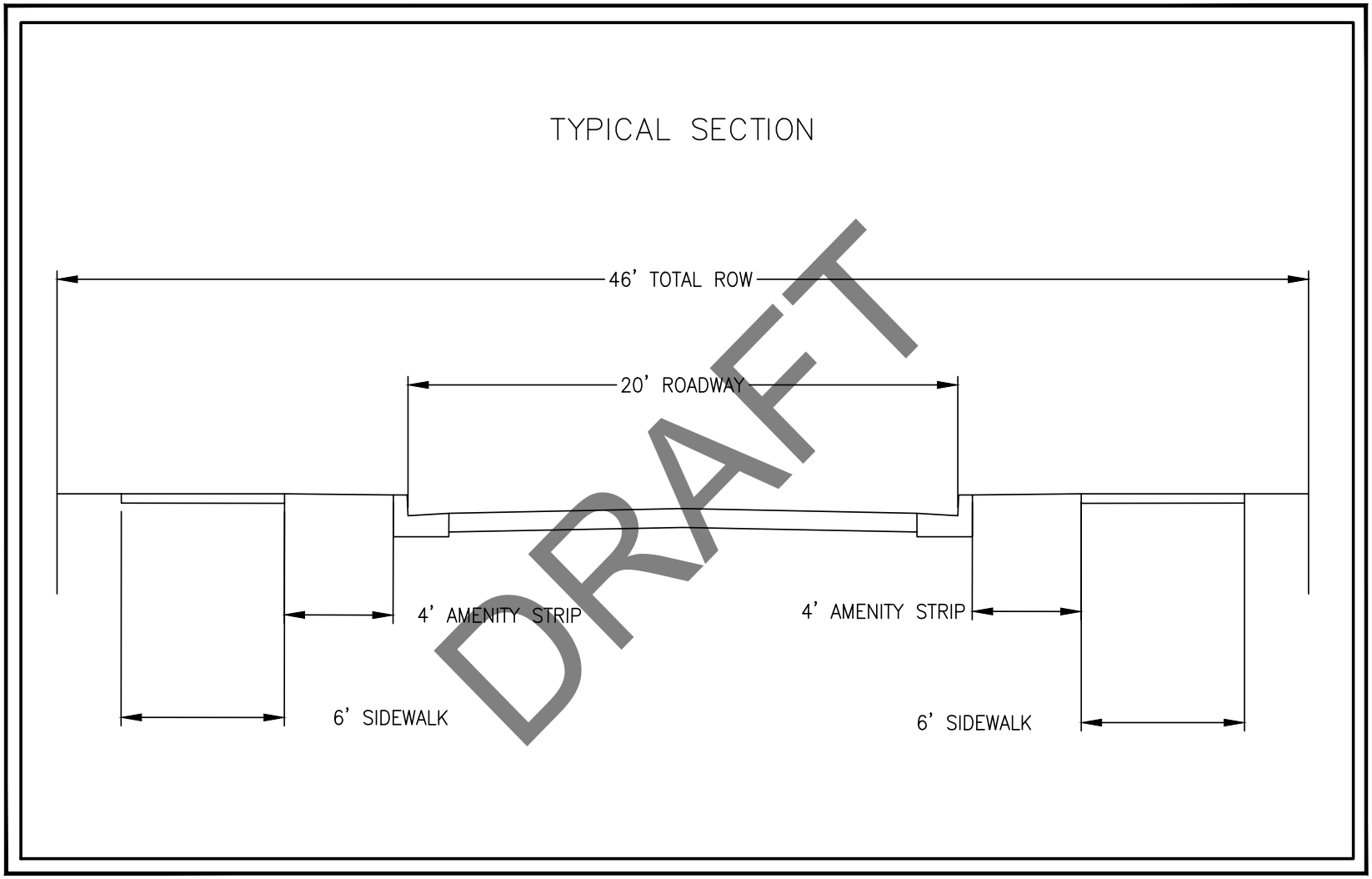
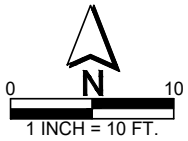
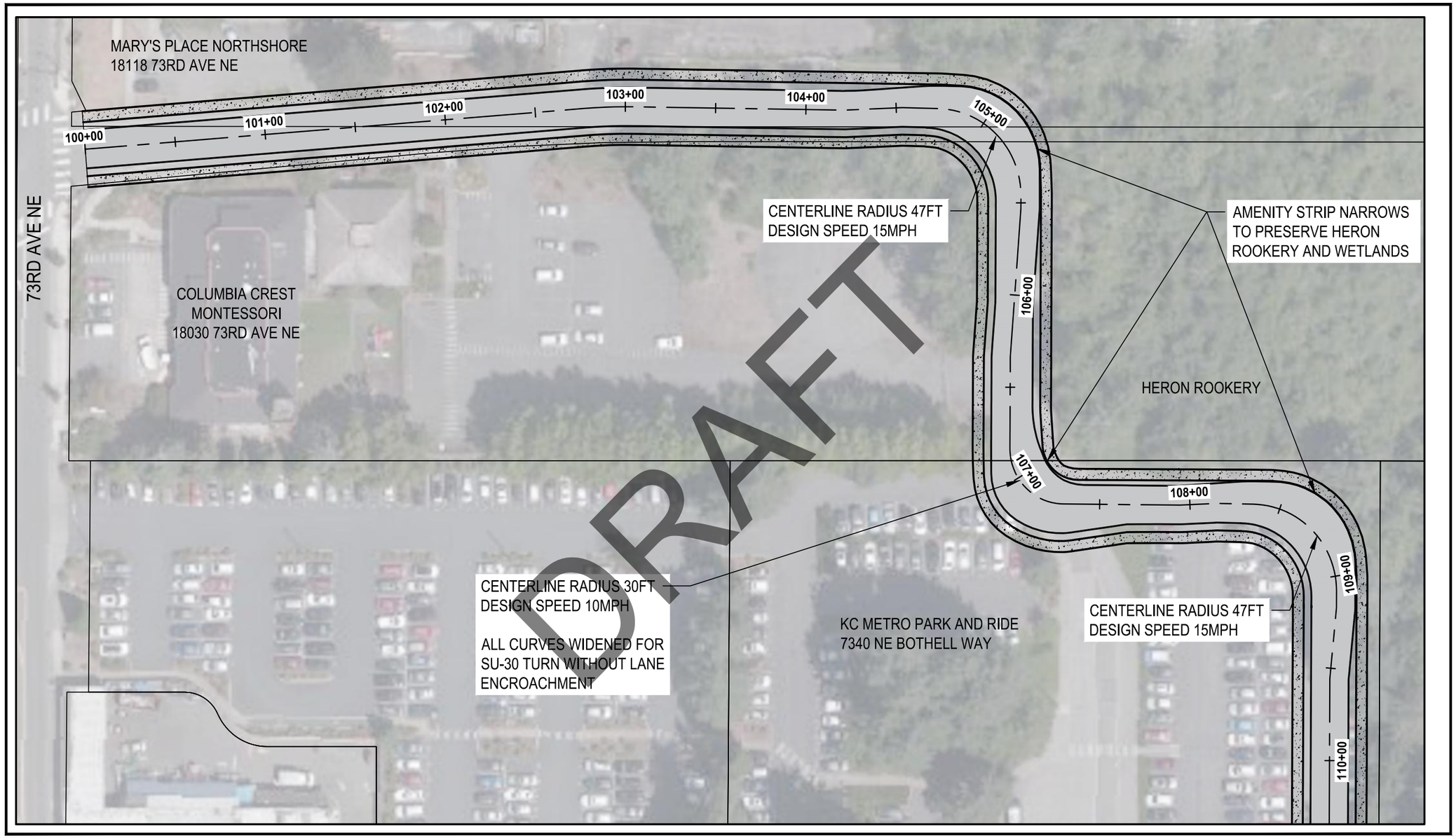


Parametrix DATE: October 19, 2022 FILE: ACCESSROAD_V3-FEATLINES



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



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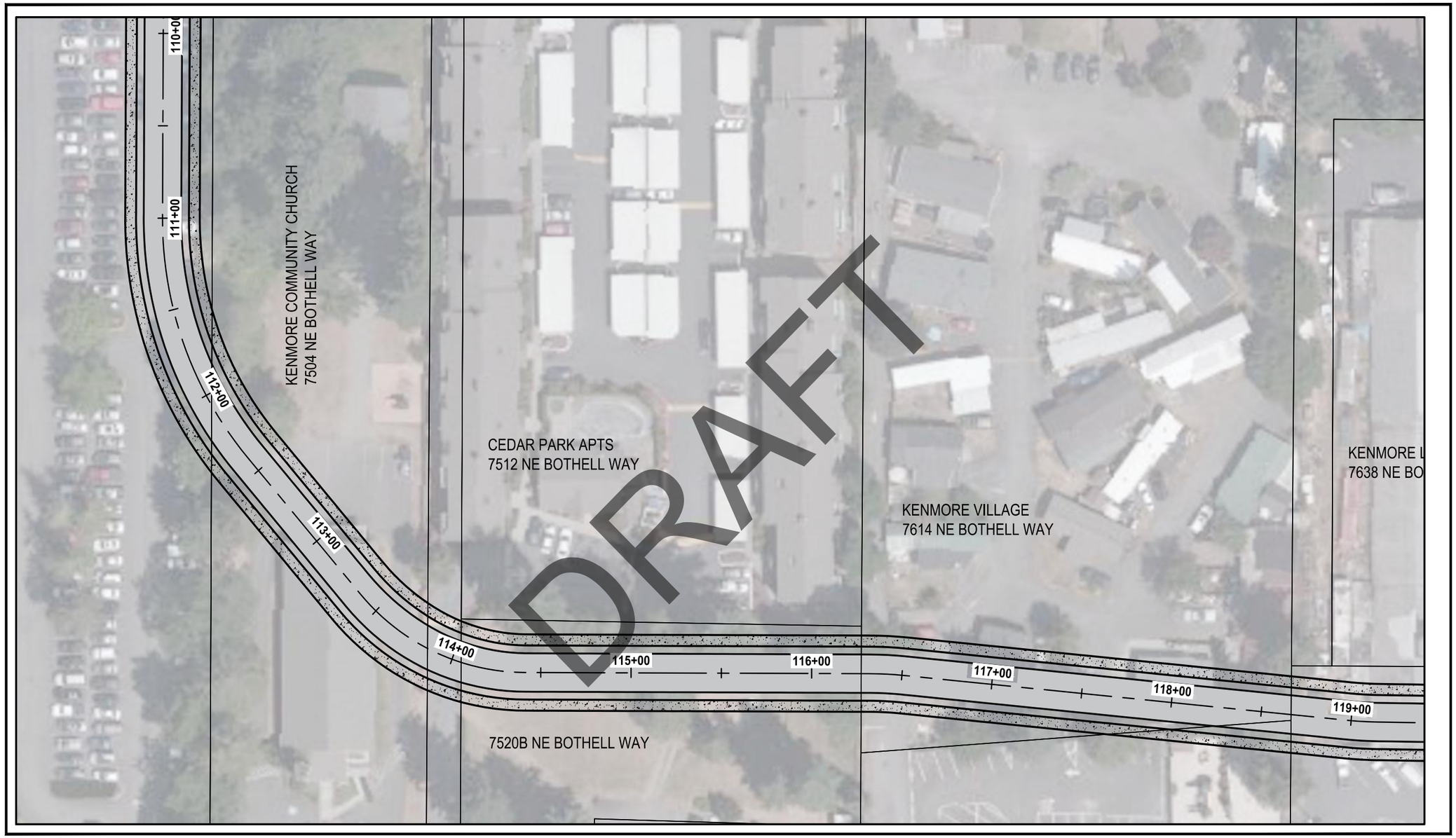
Kenmore NE 181st Street/SR 522 East Connection
Draft Concept



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

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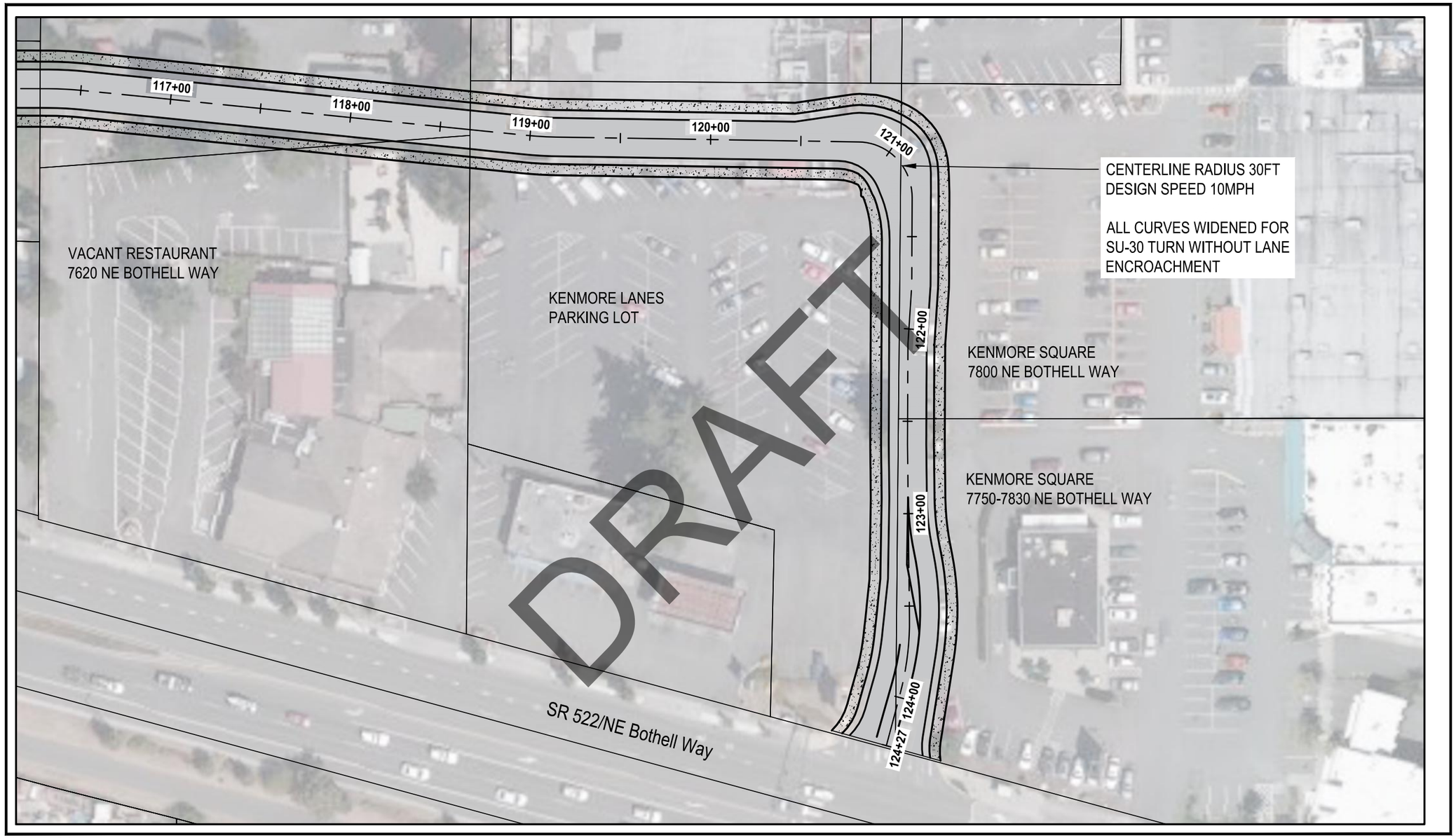

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Kenmore NE 181st Street/SR 522 East Connection
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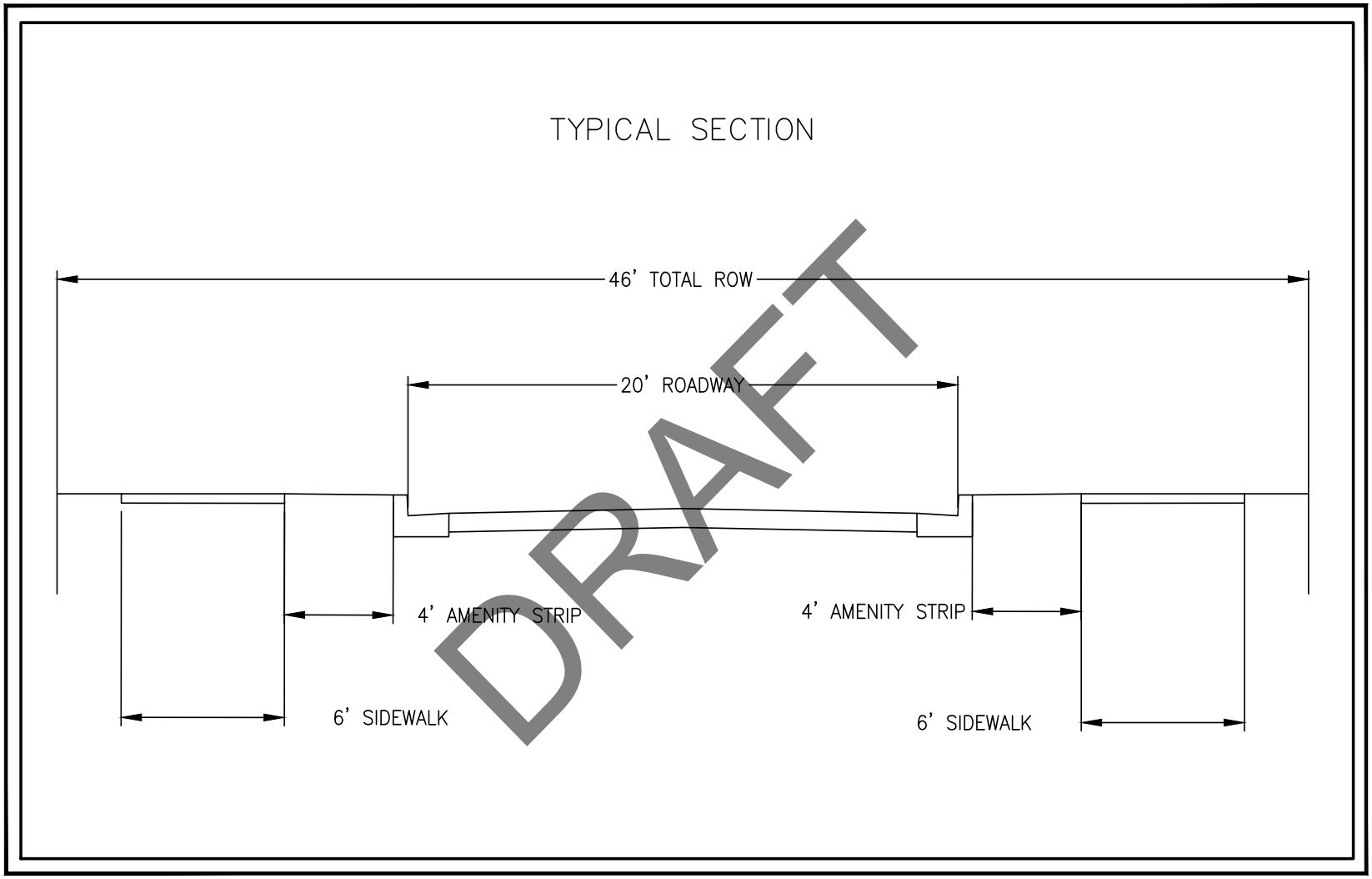

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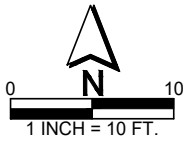

Kenmore NE 181st Street/SR 522 East Connection
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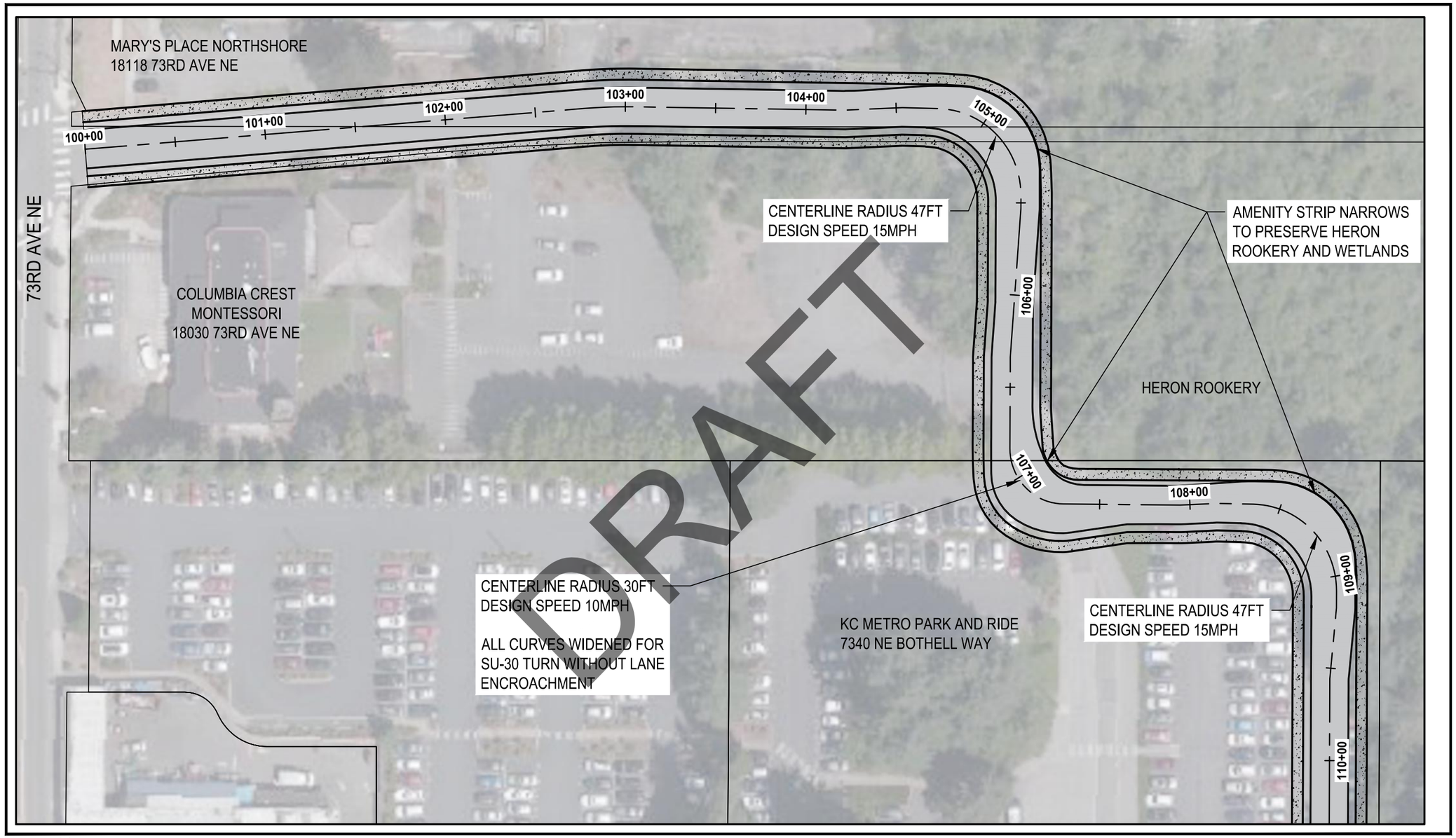

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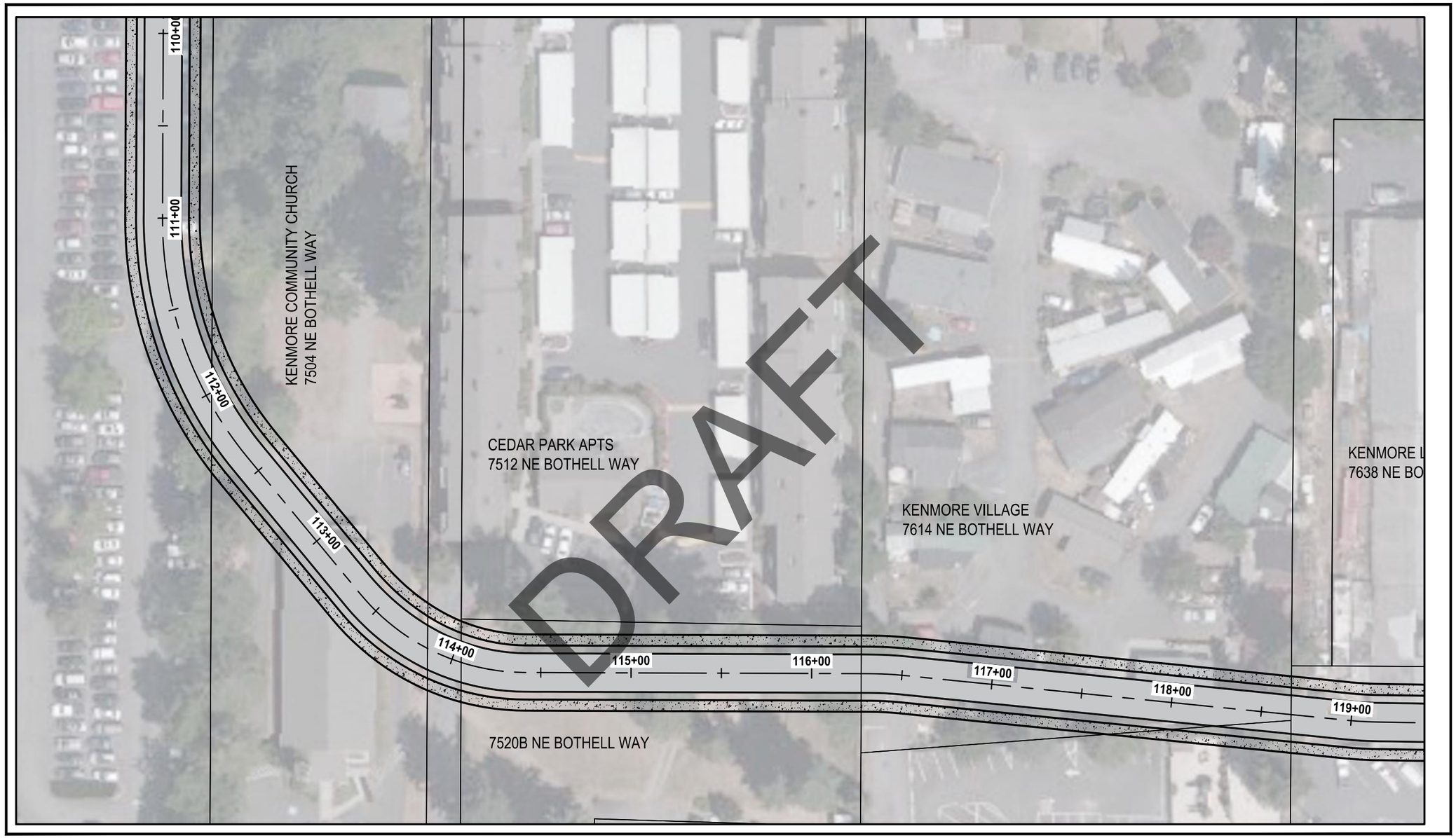

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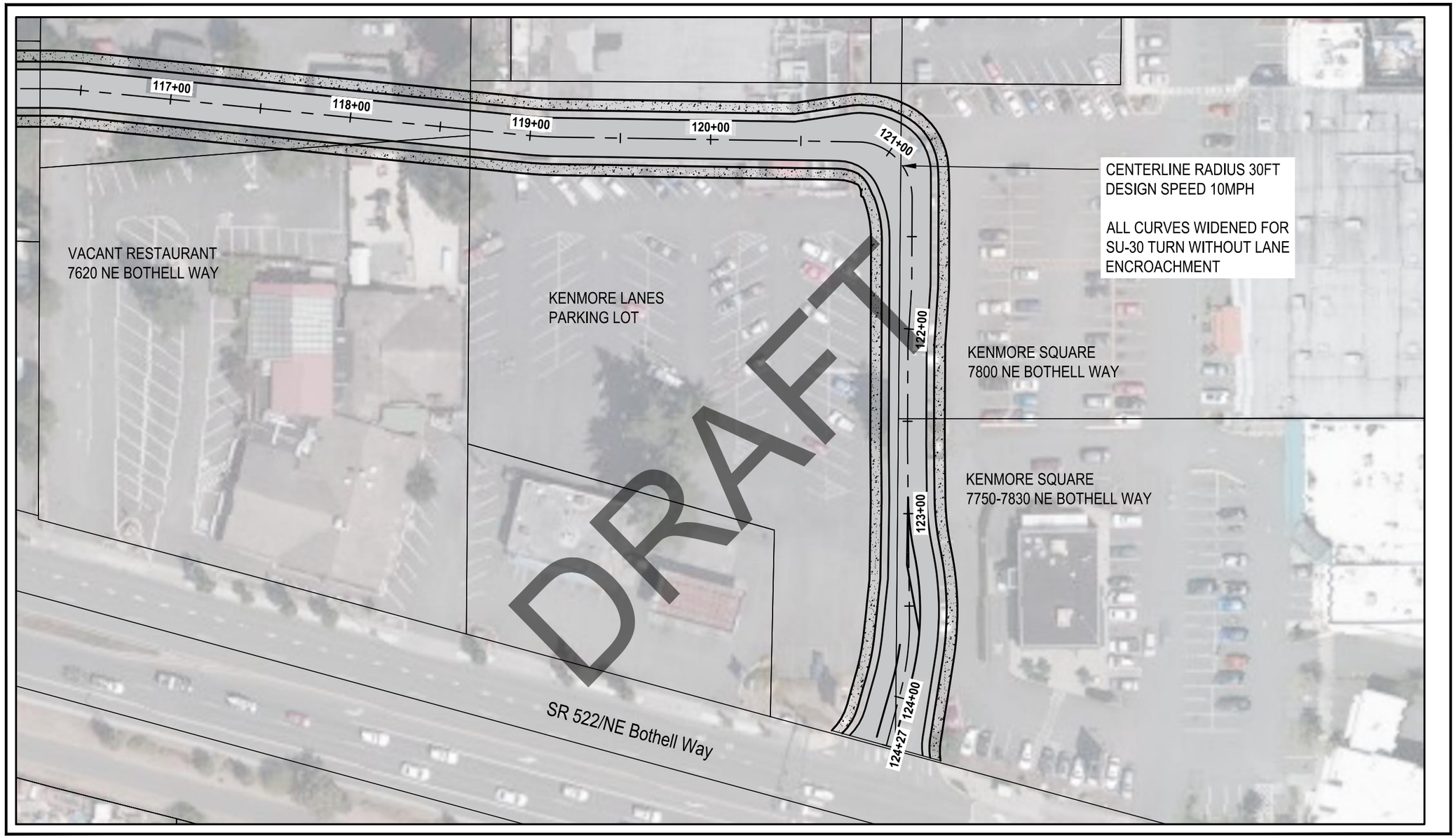

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Kenmore NE 181st Street/SR 522 East Connection
Draft Concept

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

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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 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://largelandscapes.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-certifaction form checklist, and submit a copy of the ordinance or resolution that indicates plan adoption.	https://rco.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/Grants.cfm 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 evaulate 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

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APPENDIX D-5
POTENTIAL TRANSPORTATION PROJECT FUNDING SOURCES

Funding Sources	Awarding Entity	Amount Available	Local Match	SR 522 West B (West boundary to 61st Ave NE)	NE 181st St South Side (61st Ave NE-63rd Ave NE) Sidewalk	61st Ave NE Sidewalk Replacement (NE 181st St-62nd Ave NE)	80th Ave NE Sidewalks (SR522-NE 185th St)	NE 192nd St Sidewalks (73rd Ave NE - 75th Ave NE)	Arrowhead Drive Sidewalks (NE 151st St - 64th Ave NE)	84th Ave NE Sidewalks (NE 150th St - NE 155th St)	Lower Swamp Creek Bridge Replacement	Pavement Preservation Program (Short-term)	ADA Transition Plan Program (Short-term)	Pedestrian Facilities Plan Program (Sidewalk Program) (Short-term)	Pedestrian Facilities Plan Program (Sidewalk Program) (Long-term)	ADA Transition Plan Program (Long-term)	Pavement Preservation Program (Long-term)	61st Ave NE/NE 193rd St Intersection	73rd Ave NE/NE 192nd St Intersection	Nonmotorized crossing of SR 522	NE 181st Street/SR 522 East Connection
Highway Safety Improvement Program (HSIP)	Federal	$35 million of federal HSIP funds, $4 million of state Reducing Roadway Departures funds	Federal share is 90%	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
STBG set-aside for Transportation Alternatives (TA)	Federal	$15,000,000	Federal share is 80 percent, HSIP funds may be used to meet the non-Federal share requirements up to 100% Federal share	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Surface Transportation Block Grant (STBG) [formerly STP]	Federal	$64,800,000,000	Federal share is 80 percent	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Bridge Investment Program	Federal	$12,200,000,000	Up to 50% for "Large Bridge Projects", up to 80% for other BIP projects, up to 90% for off-system bridges								Yes										
Safe Streets and Roads for All	Federal	$5,000,000,000	Federal share is 80 percent	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Wildlife Crossings Pilot Program	Federal	$350,000,000	Federal share is 80 percent			Yes					Yes										
Pedestrian and Bicycle Program	State	$56,700,000	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	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Safe Routes to School Program	Federal and State	$59,000,000	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	Yes (if related to going to school)	Yes (if related to going to school)	Yes (if related to going to school)	Yes (if related to going to school)	Yes (if related to going to school)	Yes (if related to going to school)	Yes (if related to going to school)		Yes (if related to going to school)	Yes (if related to going to school)	Yes (if related to going to school)	Yes (if related to going to school)	Yes (if related to going to school)	Yes (if related to going to school)	Yes (if related to going to school)	Yes (if related to going to school)	Yes (if related to going to school)	Yes (if related to going to school)
Land and Water Conservation Fund	State	$14,000,000	50% match requirement			Yes					Yes							Yes	Yes	Yes	Yes
Arterial Preservation Program	State	$82,000,000	Local match is based upon a city's assessed valuation	Yes (if federally classified arterial street)	Yes (if federally classified arterial street)	Yes (if federally classified arterial street)	Yes (if federally classified arterial street)	Yes (if federally classified arterial street)	Yes (if federally classified arterial street)	Yes (if federally classified arterial street)		Yes (if federally classified arterial street)	Yes (if federally classified arterial street)	Yes (if federally classified arterial street)	Yes (if federally classified arterial street)	Yes (if federally classified arterial street)	Yes (if federally classified arterial street)	Yes (if federally classified arterial street)	Yes (if federally classified arterial street)	Yes (if federally classified arterial street)	Yes (if federally classified arterial street)
Urban Arterial Program	State	$82,000,000	Local match requirement is determined by the city's valuation, with minimum local match ranging from 10 to 20 percent	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Active Transportation Program	State	$8,000,000	Local match requirement is determined by the city's valuation, with minimum local match ranging from 10 to 20 percent	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Complete Streets Award	State	N/A	N/A	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

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City Of Kenmore, Washington

Memorandum

Date: August 25, 2023

To: Planning Commission

From: Richard Sawyer, Environmental Services Director
Debbie Bent, Community Development Director
Nina Rasmussen, Climate Action Plan Program Manager

Regarding: City of Kenmore Climate Action Element, Comprehensive Plan Update

On September 5, 2023, the Planning Commission will be provided an opportunity to revisit the draft Climate Action Element (CAE) and determine the speaking points to be brought to City Council on September 25, 2023.

At the June 6, 2023 Planning Commission meeting, the Commission reviewed the CAE draft noted with all changes thus far. The Commission made final revisions to their satisfaction and voted to approve all edits and recommend bringing the draft CAE to City Council for action.

Since the Commission's approval, the CAE has undergone State Environmental Policy Act (SEPA) review and Department of Commerce review and is currently under review from Puget Sound Regional Council (PSRC). No substantive changes have been requested.

Here is an updated schedule of the CAE review process:

<u>Planning Commission</u>
September 5, 2023
- Planning Commission determines talking points for City Council review of CAE.

<u>City Council</u>
September 25, 2023
- Planning Commission presents recommendation to City Council to adopt the CAE in the Comprehensive Plan update.

October 9, 2023 (and October 16, if needed)
- City Council discussion and review.

November 27, 2023
- City Council Ordinance adopting CAE.

<u>Attachments</u>
Attachment 1: City of Kenmore Comprehensive Plan Climate Action Element (Commission-approved draft)
Attachment 2: Summary of Feedback from Department of Commerce

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CLIMATE ACTION ELEMENT

INTRODUCTION

Purpose

The purpose of the Climate Action Element (CAE) is to provide strategies to reduce greenhouse gas (GHG) emissions and respond to the impacts of climate change in our community, as outlined in the Climate Action Plan (CAP). The CAE builds on the commitments made in the CAP and provides an actionable framework to guide the long-term implementation of mitigation and resilience actions. The CAE also identifies needs and opportunities for ongoing community engagement, education, and dialogue around climate action.

The CAE includes the following sections:

- Guiding Plans and Policies
- Existing Conditions
- Goals, Objectives, and Policies
- Implementation

GUIDING PLANS AND POLICIES

Kenmore Climate Action Plan

To address the effects of climate change and lay the groundwork for a sustainable future, Kenmore joined the King County - Cities Climate Collaboration (K4C) to pledge to protect, preserve, and restore our ecosystems and natural resources, reduce GHG emissions, and bolster the resiliency of our people, vital systems, fish and wildlife, and infrastructure. Focusing on mitigation and resilience, the Kenmore Climate Action Plan (CAP) leverages existing city planning efforts and actions to reduce greenhouse gas emissions by 50% by 2030, 75% by 2040, and 95% by 2050 (and achieve net zero emissions) and build community resilience. If possible, this timeline should be accelerated to achieve net zero emissions sooner, and future CAP updates will reflect any timeline adjustments. The CAP serves as a roadmap to help the City make collaborative, tangible, and impactful strides towards a sustainable, resilient, inclusive, and healthy Kenmore. The strategies and actions in the CAP are aligned with regional targets and tailored to specific Kenmore community needs and priorities. CAP actions are also rooted in the latest available climate science from the Kenmore Vulnerability Assessment, the Washington Climate Change Impacts Assessment, and other key national climate reports.

Growth Management Act

The Growth Management Act (Chapter 36.70A RCW) was amended in 2023 under Washington House Bill 1181, requiring cities and counties to integrate climate mitigation and resilience policies into comprehensive plan updates. These required policy changes will address climate emissions and impacts, while considering co-benefits and integration with other planning documents such as housing, transportation, and land use. The bill introduces specific legislation to support reduction in per capita vehicle miles traveled, foster resiliency, enhance environmental justice, and include the participation of vulnerable populations and overburdened

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communities in climate planning. This is a legislative priority of King County and several cities have already begun the process of integrating climate policies into comprehensive plans The Washington Department of encourages cities to assess their climate impacts and risks, seek input from key stakeholders and communities, and pursue pathways that modify existing or create new policies to address greenhouse gas (GHG) emissions and increase community resilience. Kenmore's CAE is consistent with the Commerce model element guidance, Kenmore's adopted 2022 Climate Action Plan, and integrates with other elements of the comprehensive plan.

VISION 2050

Puget Sound Regional Council (PSRC) is the region's metropolitan planning organization. PSRC is comprised of cities, towns, counties, ports, tribes, transit agencies, and major employers; and sets regional growth policies for King, Pierce, Snohomish, and Kitsap Counties. The CAE is consistent with the VISION 2050 priorities.

VISION 2050 identifies several key goals and actions related to climate change in the region:

- **Goal:** The region substantially reduces emissions of greenhouse gases that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency (50% below 1990 levels by 2030 and 80% below 1990 levels by 2050) and prepares for climate change impacts.
- **CC-Action-1:** PSRC will work with local governments and other key agencies and stakeholders to advance the development and implementation of the region's Greenhouse Gas Strategy to equitably achieve meaningful reductions of emissions toward achievement of the region's greenhouse gas reduction goals.
- **CC-Action-2:** PSRC will engage in regional resilience planning and climate preparedness, including development of a regional inventory of climate hazards, assistance to member organizations, and continued research and coordination with partners such as the Puget Sound Climate Preparedness Collaborative and tribes. Climate resilience actions will focus on equitable outcomes, particularly for vulnerable communities, at greater risk and with fewer resources.
- **CC-Action-3:** Cities and counties will incorporate emissions reduction policies and actions that contribute meaningfully toward regional greenhouse gas emission goals, along with equitable climate resiliency measures, in their comprehensive planning. Strategies include land uses that reduce vehicle miles traveled and promote transit, biking, and walking consistent with the Regional Growth Strategy, developing and implementing climate friendly building codes, investments in multimodal transportation choices, and steps to encourage a transition to cleaner transportation and energy systems.
- **CC-Action-4:** Cities and counties will update land use plans for climate adaptation and resilience. Critical areas will be updated based on climate impacts from sea level rise, flooding, wildfire hazards, urban heat, and other hazards. The comprehensive plans will identify mitigation measures addressing these hazards including multimodal emergency

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and evacuation routes and prioritizing mitigation of climate impacts on highly impacted communities and vulnerable populations.

Countywide Planning Policies (CPPs)

The King County Regional Growth Strategy identifies several climate impacts affecting King County and the importance of strengthening policies related to emissions reduction. The Regional Growth Strategy envisions environmental protection and restoration efforts that incorporate climate action, mitigation, and resilience into local comprehensive plans. This includes countywide coordination of sustainable land use patterns, multimodal transportation systems, and improved energy infrastructure. The plan calls for development patterns that minimize emissions and promote resiliency through energy efficiency, electrification, restoration of natural resources, and infrastructure planning for climate impacts.

EXISTING CONDITIONS

Greenhouse Gas (GHG) Emissions Inventory

The City of Kenmore completed a greenhouse gas (GHG) inventory (see Figure 1) to aid the City in setting community-wide emissions reduction targets, measure progress over time, and inform which actions will have the greatest GHG emissions reduction benefits. Kenmore's communitywide GHG emissions from 2019 totaled 170,255 $MTCO_2e$ (metric tons of carbon dioxide equivalent) from the following sources:

- Buildings & Energy. Electricity and natural gas used to power and heat the City account for 60% of total emissions. Eliminating emissions from local buildings and energy requires policies that address energy use in new buildings, transition existing buildings to more efficient, clean and salmon friendly energy, and improve the City's electric grid reliability and capacity.
- Transportation & Land Use. On-road vehicles (cars and trucks) and off-road vehicles (boats, lawn mowers, construction equipment, etc.) account for 31% of total emissions. Addressing emissions from transportation and land use in Kenmore requires strengthening existing policies aimed at increasing transit use, reducing vehicle miles travelled (VMT), maximizing green space in urban areas, and protecting natural sequestration areas. Mitigation policies in the CAE also aim to improve electric vehicle infrastructure and encourage mixed-use, dense, and transit-oriented development.
- Refrigerants & Solid Waste. Refrigerants commonly used in air conditioning/refrigeration and solid waste disposal account for 9% of total emissions. Policies within this sector will support sustainable waste management and increase the City and residents' capacity to recycle and compost responsibly and effectively.

The goals, objectives, and policies included in the CAE will focus on mitigating climate change impacts through the reduction of GHG emissions within these sectors. In addition, the many economic and health benefits of emissions reduction actions are not shared equitably in Kenmore, especially among overburdened communities. Therefore, mitigation policies not only reduce GHG emissions but also provide co-benefits to promote climate equity and support

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vulnerable communities. Benefits of mitigation policies include improving air quality, promoting housing equity, and minimizing public health risks.

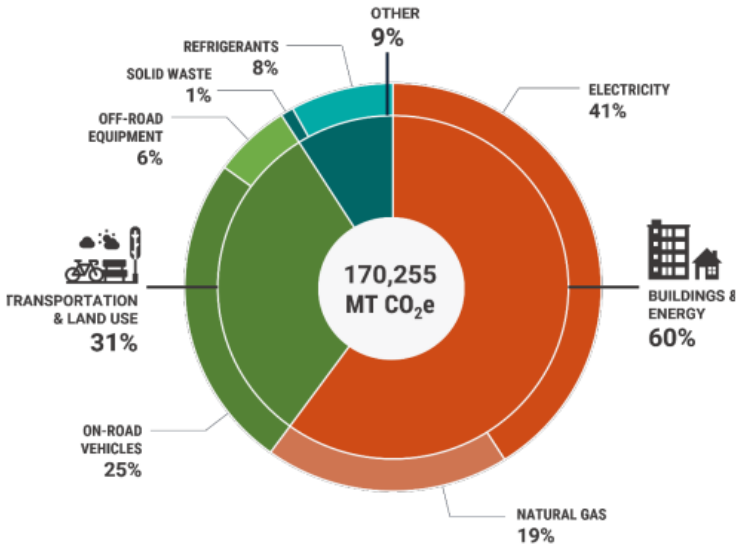

Figure 1. 2019 Kenmore GHG Emissions Inventory Chart

<u>Kenmore Vulnerability Assessment</u>

A vulnerability assessment (VA) was conducted for the City of Kenmore in 2021. A climate vulnerability assessment identifies the impacts and consequences of climate change and evaluates the level or risk presented to a community. Vulnerability refers to the degree to which people, natural resources, infrastructure, or other things Kenmore values are susceptible to the adverse impacts of climate change (Cascadia Consulting Group, 2021). Key climate vulnerabilities for Kenmore include extreme heat, exacerbated flooding and landslides, and wildfire smoke. Assessing climate vulnerability can help Kenmore (1) identify current exposure and sensitivity, (2) anticipate areas of future risk and the potential to adapt to climate impacts, and (3) assess strategies to prepare and adapt to future climate conditions. To monitor and assess the city's vulnerability to future climatic conditions, a VA update should be conducted periodically with a focus on the built environment, communities, and natural systems.

In addition, climate change amplifies existing risks and disparities like chronic health conditions, social and economic circumstances, and pollution exposure, which disproportionately impacts overburdened community groups[1]. When comparing at-risk neighborhoods and climate exposure risks, three census tracts intersecting Kenmore have

[1] Overburdened community means a geographic area where vulnerable populations face combined, multiple environmental harms and health impacts. Vulnerable populations includes, but is not limited to: (i) racial or ethnic minorities; (ii) low-income populations; and (iii) populations disproportionately impacted by environmental harms. (RCW 36.70A.030).

vulnerabilities to climate change that exceed the community median. These neighborhoods include residents who identify as people of color (39%), have low English language proficiency (4%), and live in rental housing units (44.2%). These overburdened communities face disproportionate risks of climate impacts due to compounding factors such as a lack of tree canopy, high areas of impervious surfaces, and flood risks (Headwaters Economics, 2023). In 2018, the Washington State Department of Health developed the Washington Environmental Health Disparities Map, an interactive mapping tool comparing communities across Washington for environmental health disparities (University of Washington Department of Environmental & Occupational Health Sciences and Washington State Department of Health, 2022). Kenmore shows moderate levels of environmental health disparities compared to surrounding cities in King County and Washington state. Due to environmental exposures and socioeconomic vulnerabilities, East Kenmore ranks at a higher level of environmental health disparities compared to other Washington US census tracts, as shown in Figure 2 and described in Table 1 (University of Washington Department of Environmental & Occupational Health Sciences and Washington State Department of Health, 2022).

The goals, objectives, and policies included in the CAE seek to increase climate resiliency of the built environment, natural resources, and within communities. Incorporating climate equity principles and understanding the social and racial impacts of proposed climate policies will improve the equitable distribution of benefits (e.g., improving public health and increasing access to services) and reduce disparities. It is critical to understand which areas and populations are most at risk from climate and environmental burdens, as it will inform policy focus areas and community priorities.

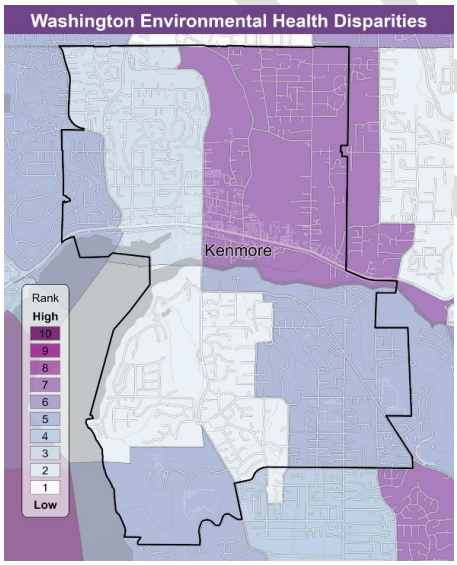

Figure 2. WA Department of Health Environmental Health Disparities in Kenmore. City of Kenmore border outlined in black (University of Washington Department of Environmental & Occupational Health Sciences and Washington State Department of Health, 2022).

Future Risks

The Puget Sound Region is already experiencing the impacts of climate change with warmer temperatures which cause heatwaves and wildfires; changing rainfall patterns with associated flooding and landslides; and less snowpack constraining the summer water supply. In recent years, our community has increasingly experienced record-breaking heatwaves, destructive flooding, and compromised air quality from wildfire smoke.

Kenmore has a critical role to play in addressing the climate change impacts already at our doorstep and preparing for those on the horizon. The following table outlines the current climate impacts on Kenmore and the future risks facing our community.

Table 1. Future Climate Risks in Kenmore.

Factor	Future Risk
Heat	Kenmore is expected to experience a 244% increase in extremely hot days by 2030 (Headwaters Economics, 2023). In addition, the average high temperature in Kenmore is anticipated to increase by 7.4 degrees Fahrenheit by 2100, leading to several negative outcomes: • Increased demand for energy services and correlating energy system stress • Risk of power outages for older, less energy efficient homes • Increased risk for heat-related illnesses, particularly for elderly people and those with underlying medical conditions • Increased risk of disease from ticks and mosquitoes
Heavy Rains, Flooding, and Landslides	Kenmore is at risk of flooding and landslides from heavy storms affecting areas throughout Kenmore (Cascadia Consulting Group, 2021). Impacts of heavy precipitation include: • Damage to homes, businesses, and critical transportation routes from flooding and landslides • Potential expansion of landslide prone area to include key municipal facilities and infrastructure as the city develops. • Increased flooding could close parks and open spaces, leading to decreased health and wellbeing. • Flooding could increase infectious disease risk, particularly for those experiencing homelessness. • Increased waterway pollution from stormwater runoff
Wildfire and Air Quality	Kenmore is not currently at risk for wildfires, but residents continue to be at risk for more regional wildfire-related air quality and respiratory health impacts. The city also faces environmental health risks from PM2.5 emissions, toxic releases from facilities, and proximity to heavy traffic roadways (University of Washington Department of Environmental & Occupational Health Sciences and Washington State Department of Health, 2022). Reduced air quality and regional wildfire smoke poses respiratory health risks, particularly for those with underlying medical conditions.

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GOALS, OBJECTIVES, AND POLICIES

GOAL 1. INCREASE THE CITY'S CAPACITY TO IMPLEMENT CLIMATE ACTION PRIORITIES.

OBJECTIVE 1.1 Leverage Kenmore's resources and partnerships to build capacity to implement climate resilience and mitigation efforts.

Policy CA-1.1.1 Consider what resources are needed, such as partnerships (e.g., K4C), regular implementation progress reports, and City budgeting, to implement the Climate Action Element.

Policy CA-1.1.2 Partner with King County to monitor, assess, and publicly report on community-scale greenhouse gas emissions, including emissions from all local sources associated with resident, business, and local government activities.

Policy CA-1.1.3 Partner with organizations such as the Puget Sound Regional Council, Puget Sound Clean Air Agency, local jurisdictions, overburdened communities, the state, academic institutions, community leaders, and public, private, and not-for-profit groups to promote programs and policies that achieve GHG emission reduction targets.

Policy CA-1.1.4 Update the City of Kenmore's Climate Vulnerability Assessment every four years, with a focus on the built environment, communities, and natural systems. Use assessment findings to evaluate changes to Comprehensive Plan goals and policies and enhance resilience.

Policy CA-1.1.5 Support enhanced data collection for hazard events to provide a fuller understanding of the community's hazard characteristics—including identifying demographic groups/community members most vulnerable to climate impacts. Promote equitable collaboration and inclusive engagement strategies with overburdened communities during the climate vulnerability research process.

OBJECTIVE 1.2 Ensure sufficient City resources are available to support implementation of the CAP and CAE actions and policies.

Policy CA-1.2.1 The City should designate Climate Action staff to implement and monitor actions consistent with the Kenmore CAP and CAE.

Policy CA-1.2.2 The City should budget funds each biennium budget cycle to implement climate programs.

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GOAL 2. PRIORITIZE RESILIENT AND EQUITABLE LAND USE PLANNING TO ELIMINATE GHG EMISSIONS FROM BUILDING AND INFRASTRUCTURE DEVELOPMENT.

OBJECTIVE 2.1 **Incorporate environmental justice criteria and priorities into zoning, land use planning, permitting policies, and development of new projects to identify and address the disproportionate impacts of climate change on overburdened communities such as communities of color and lower-income communities.**

Policy CA-2.1.1 Develop and implement an environmental justice audit process to conduct prior to creating new zoning designations or rezoning.

Policy CA-2.1.2 Work toward an equitable distribution of growth that reduces the potential for displacement and increases infrastructure and ecosystem resilience by combining zoning restrictions in vulnerable areas with development incentives to build in areas with less climate risk. Consider climate impacts such as extreme heat, flooding, wildfire smoke, and drought when designating zoning locations to accommodate growth.

Policy CA-2.1.3 Identify and expand community-centered anti-displacement strategies and climate-resilient infrastructure to mitigate housing insecurities exacerbated by climate-driven gentrification.

Policy CA-2.1.4 Promote equitable access for overburdened communities and those that will be disproportionately impacted by climate change, by working with utility providers to ensure affordable energy prices through utility tax rebates for low-income residents.

Policy CA-2.1.5 Promote “missing middle” housing through city policies and codes to allow for broader housing types in identified single family zones, reduce climate-related displacement, and increase access to City transit systems.

OBJECTIVE 2.2 **Prioritize dense, mixed use, transit-oriented development, and affordable housing in Downtown and other areas consistent with the Land Use, Housing, and Transportation Elements.**

Policy CA-2.2.1 Consistent with Kenmore’s growth strategies, promote density near high frequency transit, infill and redevelopment in nodes, and middle housing development in neighborhoods; supported by right-size parking, transportation demand management strategies, multi-modal access, park amenities, and green space.

Policy CA-2.2.2 Enhance existing neighborhoods to provide a high degree of connectivity in the street network to accommodate walking, bicycling, transit use, sufficient public spaces, and green space.

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Policy CA-2.2.3 Disincentivize single occupancy vehicle (SOV) use in urban areas by reallocating existing road space to public transport infrastructure—for example, through dedicated bus lanes.

GOAL 3. ELIMINATE GHG EMISSIONS FROM THE TRANSPORTATION SECTOR TO MITIGATE THE IMPACT OF CLIMATE CHANGE.

OBJECTIVE 3.1 Reduce vehicle miles traveled (VMT) within the city.

Policy CA-3.1.1 Support transportation investments that minimize, mitigate, and respond to the effects of climate change consistent with the Transportation Element goals, objectives, and policies.

Policy CA-3.1.2 Work with Metro and other transit providers to establish a local circulator transit service that provides intra-community transit service, connecting north and south Kenmore. The local circulator service would provide connections to the Downtown, major commercial and mixed-use centers in Kenmore, park-and-ride lots, and other key destinations.

Policy CA-3.1.3 Prepare a Commute Trip Reduction (CTR) Ordinance to encourage CTR in accordance with State laws. Possible strategies could include ridesharing programs, carpool matching, telecommuting, and employer-sponsored vanpools.

OBJECTIVE 3.2 Investigate opportunities to expand and implement safe multi-modal transportation options, including bicycling, walking, transit, and a passenger ferry on Lake Washington.

Policy CA-3.2.1 Implement the Kenmore *Pedestrian Facilities Plan*, *ADA Transition Plan*, and develop the *Bicycle Priority Network*. Design accessible and safe pedestrian facilities in accordance with the *Pedestrian Priority Network*. Improve street safety and function by implementing the City's Target Zero strategy to have no pedestrian or bicycle deaths or serious injuries as the result of a collision with a motorized vehicle, as outlined in the Transportation Element.

Policy CA-3.2.2 Address mobility inequities by making a more walkable community, designing accessible pedestrian facilities, and implementing an Americans with Disabilities (ADA) Transition Plan during transportation, parks, and other city infrastructure planning activities.

Policy CA-3.2.3 Partner with transit agencies, Metro, Sound Transit, and Community Transit, to expand, maintain, and enhance multimodal transit services and related facilities, including better first-last mile access to transit.

Policy CA-3.2.4 Work with third-party programs and businesses to increase the availability, accessibility, and convenience of shared mobility options (e.g., bike share, scooter share, car share) and maintain affordability of services.

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OBJECTIVE 3.3 **Increase the percentage of Electric Vehicles (EV), electric equipment, and other low emission transportation modes operating within the city.**

Policy CA-3.3.1 Convert public-owned fleets to zero-emission vehicles as they need to be replaced (e.g., electric or renewably produced hydrogen) and as soon as feasible.

Policy CA-3.3.2 Install electric car charging stations in key city-owned/operated parking facilities as soon as feasible.

Policy CA-3.3.3 Promote existing and develop new incentives to encourage purchase of EVs and EV alternatives (e.g., electric golf carts and neighborhood EVs). Include stronger incentives for low-income residents.

Policy CA-3.3.4 Collaborate with the Puget Sound Regional Council on regional efforts to support EVs and associated infrastructure issues.

Policy CA-3.3.5 Create EV and electric equipment communication and outreach programs that explain the benefits of EVs, rebates available for EV or electric equipment purchasing, EV charger locations, and other helpful information. Consider equitable communication and EV outreach programs to target low-income communities and occupations that still use gas powered equipment.

GOAL 4. ELIMINATE GHG EMISSIONS FROM BUILDINGS THROUGH ENERGY EFFICIENCY AND ELECTRIFICATION.

OBJECTIVE 4.1 **Incorporate incentivizes for sustainable design within Kenmore's building code for the development of new buildings and retrofits.**

Policy CA-4.1.1 Promote and implement building and energy standards, which could include:

- Energy performance optimization that goes beyond the state standard by adopting optional state building and energy codes that further promote GHG emission reduction and/or energy efficiency;
- Use of on-site renewable energy systems or procurement of renewable energy from offsite sources for all or a portion of the building's annual building energy use;
- Participation in demand response technologies and programs that make energy generation and distribution systems more affordable and more efficient, increase grid reliability, and reduce greenhouse gas emissions;
- Utilizing advanced metering technology;
- Reducing construction and demolition waste disposed of in landfills;
- Expanding incentives for EV charging for multi-family homes, apartment buildings, major employers, and parking garages;
- Creating equitable partnerships with organizations that serve overburdened communities to ensure education and incentive programs build capacity and reduce cost burden for all residents.

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OBJECTIVE 4.2 **Reduce greenhouse gas emissions by transitioning to renewable energy sources and decarbonizing buildings.**

Policy CA-4.2.1 Implement and support building and energy codes and policies that reduce energy use, reduce the embodied carbon of materials, phase out fossil fuel use, and support deployment of electric vehicles, and clean energy.

Policy CA-4.2.2 Develop community-scale programs and policies to reduce energy use, increase the use of renewable energy, and phase out the use of fossil fuels. Programs and outreach should be prioritized in overburdened communities. These could include:

- In cooperation with King County, electrical and gas utility providers, or other agencies, promote the use of weatherization programs for existing housing;
- Residential efficiency retrofits—explore and promote low interest loan options and incentive programs to finance energy efficiency upgrades for commercial and residential buildings;
- Support fossil fuel reduction and transition incentives.

Policy CA-4.2.3 Develop and implement a plan to achieve carbon neutrality for city facilities, operations, and services as soon as feasible.

Policy CA-4.2.4 Where feasible, make low impact development, green building standards, and sustainable design the preferred and commonly used approach to site development (e.g., following green building guidelines outlined in certification programs such as Built Green and Leadership in Energy and Environmental Design (LEED)).

- Prioritize green building funding and incentives to directly support increased capacity in impacted communities, such as multifamily, low-income housing.
- Educate City staff on building practices that have contributed to injustice, such as land-use decisions and policy incentives for renewable energy.

GOAL 5. PROTECT AND RESTORE THE NATURAL ENVIRONMENT TO INCREASE CARBON SEQUESTRATION.

OBJECTIVE 5.1 **Support regional efforts to protect and enhance land carbon sinks in order to mitigate GHG emissions.**

Policy CA-5.1.1 Consistent with the Land Use Element, protect natural and environmentally sensitive areas, open space, trees, vegetation, and natural terrain that serve as potential carbon sinks. Avoid the conversion of carbon-rich ecosystems and prioritize increasing tree canopy cover and open space in overburdened communities.

Policy CA-5.1.2 Develop and implement an Urban Forest Management Plan (UFMP) which encourages the preservation and protection of trees on public and private

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properties consistent with the Land Use Element. Include carbon sequestration as a primary goal of the UFMP.

GOAL 6. REDUCE CURRENT AND ELIMINATE FUTURE NEGATIVE ENVIRONMENTAL IMPACTS AND ELIMINATE GHG EMISSIONS ASSOCIATED WITH THE CONSUMPTION OF GOODS, MATERIALS, AND WASTE PRACTICES.

OBJECTIVE 6.1 **Reduce to the greatest possible extent the amount of residential and commercial waste sent to landfills by ensuring that the community can reduce, reuse, recycle, and compost waste sustainably to lessen its carbon footprint.**

Policy CA-6.1.1 Actively engage in a regional strategy through the adopted 2019 King County Comprehensive Solid Waste Management Plan to reach zero waste of resources by 2030 through a combination of education, incentives, and regulatory tools aimed at single-family, multi-family residents, businesses, and construction projects in King County.

Policy CA-6.1.2 Support extended producer responsibility (EPR) related policies and actions that require companies that make consumer products fund the residential recycling system and that ensure that packaging and paper products get recycled.

Policy CA-6.1.3 Develop targeted educational campaigns for composting and recycling material with highest GHG reduction impact (paper, metal, food waste), such as business recycling education, recycling awareness campaigns, and community ambassador training programs.

Policy CA-6.1.4 Work with the Washington Utilities and Transportation Commission (UTC) to ensure waste haulers contracted with the City offer increased recycling and composting services.

- Consider mandating recycling and composting and enforce sorting by an identified year, especially for multi-family buildings and commercial properties where contamination is high. Ensure enforcement does not increase existing financial disparities for low-income households. Explore developing reimbursement or incentive programs to purchase waste containers and conduct educational outreach on recycling and composting for low-income households.
- Prepare for increased organic waste collection services, such as compost or anaerobic digestion centers.

Policy CA 6.1.5 Partner with King County and current waste hauler on food waste reduction efforts, such as the “Food: Too Good to Waste” program, which aims to reduce GHG emissions by educating people about how to plan and prepare meals to decrease the amount of wasted food.

Policy CA-6.1.6 Mandate composting in City facilities and partner with other jurisdictions to implement organic materials management policies outlined in the 2022

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Organics Management Law, which aims to reduce organic waste disposal 75% by 2030 and increase the volume of edible food recovery 20% by 2025.

OBJECTIVE 6.2 **Develop a program that will enable recycling of all construction and demolition debris as soon as feasible.**

Policy CA-6.2.1 Develop a plan similar to King County's Construction & Demolition waste diversion requirements. Support policies, tools, and programs to reduce construction-related emissions specific to Kenmore, including sourcing low embodied carbon materials.

Policy CA-6.2.2 Develop, implement, and enforce construction and demolition recycling and deconstruction ordinances.

GOAL 7. FACTOR CLIMATE RISKS INTO THE PLANNING OF OPERATIONS AND IMPROVE INFRASTRUCTURE RESILIENCY TO CLIMATE IMPACTS.

OBJECTIVE 7.1 **Support efforts to increase the resilience of public services, utilities, and infrastructure by preparing for climate change impacts.**

Policy CA-7.1.1 Integrate a climate impact risk assessment into the City's Hazard Mitigation Plan.

Policy CA-7.1.2 Expand on WSDOT's vulnerability assessment of state roads and improve mapping of landslide hazard areas to understand roads/routes in Kenmore that are vulnerable to climate hazards such as flooding and landslides.

Policy CA-7.1.3 Where appropriate, purchase properties located in hazard-prone areas, such as areas with persistent flooding, to protect critical habitat and to protect structures from future damage inflicted by climate change impacts. Prioritize properties with exposure to repetitive losses or where purchasing may protect a critical habitat and reduce future climate impacts.

Policy CA-7.1.4 Strengthen support for undergrounding of existing utilities when they need to be fixed or replaced. Continue requiring the undergrounding of new overhead utilities and co-location of utilities to increase their resilience and reduce power loss during severe weather events consistent with the Utilities Element.

Policy CA-7.1.5 Ensure that energy infrastructure, including generation and transmission, can accommodate efficiency opportunities and withstand and recover quickly from the impacts of extreme weather and other natural hazards worsened by climate change.

Policy CA-7.1.6 Advocate and negotiate for increased electricity grid reliability through updated regulations for utilities and legislation increases the capacity and flexibility of the electricity grid.

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- Incentivize large-scale energy customers to reduce their electricity use during peak times.
- Encourage greater deployment of emerging technologies to promote distributed energy generation, demand response, energy storage, energy efficiency, and smart grid technologies.

Policy CA-7.1.7 Consistent with the Transportation Element, coordinate planning, construction, and operation of transportation facilities and programs with the State, Counties, neighboring cities, Puget Sound Regional Council, Metro, Sound Transit, and other entities to ensure critical infrastructure is in place to respond to both natural and human-caused disasters.

Policy CA-7.1.8 Ensure there are diverse multi-modal transportation options equipped to operate during extreme events, such as heat waves, snow/windstorms, and flooding events.

Policy CA-7.1.9 Ensure that development and redevelopment projects, including transportation systems and capital facilities, are resilient to the impacts of climate change during siting and design. Establish development regulations that incorporate best practices for reducing the risk of extreme heat, flooding, wildfire impacts, and other climate hazards.

Policy CA-7.1.10 Develop and implement a strategy to expedite the removal of waste (e.g., downed tree limbs and buildings blocking roads and streams) during and after a disaster incident to reduce the risks of subsequent fire, flood, injury, and disease vectors.

GOAL 8. REDUCE CURRENT AND ELIMINATE FUTURE CLIMATE CHANGE IMPACTS ON THE COMMUNITY.

OBJECTIVE 8.1 Improve and mitigate extreme heat and air quality impacts in the community that are exacerbated by climate change.

Policy CA-8.1.1 Develop and implement an urban heat resilience plan or strategy that includes heat mitigation and management actions to prepare for and respond to chronic and acute heat risk in the community. The strategy should be informed by urban heat island mapping and may include coordinated efforts such as cooling centers, early warning systems, changes to development/land use codes, energy grid resilience, and reducing the area of impervious surfaces. Utilize the King County Extreme Heat Mitigation Strategy to align with county planning efforts.

Policy CA-8.1.2 Identify communities disproportionately impacted by extreme heat events or low air quality and prioritize equitable access to emergency preparedness resources for overburdened and unsheltered communities. Develop and distribute tools and resources for the community to stay safe during extreme heat events.

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Policy CA-8.1.3 Partner with Puget Sound Clean Air Agency to track and monitor air quality in the City. Ensure plans align with 100% of US EPA National Ambient Air Quality Standards and seek to reduce the potential health impacts of air pollution on residential populations and other sensitive users near corridors with high volumes of vehicle traffic, such as SR522.

OBJECTIVE 8.2 **Incentivize retrofits and new buildings that are built sustainably to reduce environmental impacts and remain resilient to extreme weather and other hazards worsened by climate change.**

Policy CA-8.2.1 In cooperation with King County, electrical and gas utility providers, or other agencies, promote the use of weatherization programs for existing housing, especially multifamily and affordable housing units. Prioritize incentive programs for cost burdened communities and ensure outreach is targeted towards and benefits overburdened populations.

Policy CA-8.2.2 Develop or modify design standards to integrate exterior building features (e.g., awnings, cool roofs, solar panels) that reduce the impacts of climate change.

Policy CA-8.2.3 Encourage new utility infrastructure to define alternative routes to avoid impacts to environmentally sensitive areas or areas susceptible to climate impacts (e.g., flooding and landslides) where possible.

GOAL 9. PROMOTE PREPAREDNESS, RESPONSE, AND RECOVERY ACTIVITIES TO ENSURE THAT ALL KENMORE COMMUNITY MEMBERS ARE PREPARED FOR CLIMATE EMERGENCIES.

OBJECTIVE 9.1 **Anticipate and be ready to accommodate the rise in demand for emergency services due to climatic change impacts and understand community needs when preparing for emergency situations.**

Policy CA-9.1.1 Work with community members on emergency procedures and coordinate between facilities, such as public libraries or other community centers, to create "resilience hubs" that are prepared to meet the challenges of weather emergencies exacerbated by climate change. Ensure that the Washington Environmental Health Disparities Map informs the location of where the resilience hubs are located.

Policy CA-9.1.2 Encourage participation in incentive-based emergency preparedness programs such as the Community Rating System (FEMA's National Flood Insurance Program), Firewise (National Fire Protection Association), and StormReady (National Weather Service).

Policy CA-9.1.3 Place special emphasis on mitigating extreme weather events that impact communities most vulnerable to experiencing homelessness.

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GOAL 10. INCREASE OUTREACH EFFORTS TO IMPROVE COMMUNITY RESILIENCY AND ENSURE THAT RESIDENTS CAN EFFECTIVELY ADAPT TO CURRENT AND FUTURE CLIMATE IMPACTS.

OBJECTIVE 10.1 Provide all community members an equitable opportunity to learn about climate impacts, influence policy decisions, and take actions to enhance community well-being and resilience.

Policy CA-10.1.1 Develop messages on the impacts of climate change on health and safety, including information to help residents plan and practice actions to protect themselves from these impacts. Encourage the involvement of overburdened communities and provide outreach in multiple formats and languages.

Policy CA-10.1.2 Co-create climate communications with Kenmore's communities—especially youth organizations to ensure that the next generation has a say—on climate and health impacts and emergency resources/warnings during extreme events. To reach overburdened communities, consider offering incentives for engagement and transcreation in developing culturally relevant climate communication.

GOAL 11. PROTECT AND PRESERVE VALUED COMMUNITY RESOURCES AT RISK TO CLIMATE CHANGE IMPACTS.

OBJECTIVE 11.1 Ensure that cultural resources and practices, including historic sites and culturally important traditional foods and natural resources, are resilient to the impacts of extreme weather and other natural hazards worsened by climate change.

Policy CA-11.1.1 Protect culturally significant resources, land, and artifacts at risk to climate change impacts. Protect, enhance, and restore ecosystems to meet tribal treaty rights including habitat for salmonids, foods, and medicinal plants that could be adversely impacted by climate change.

Policy CA-11.1.2 Protect salmonid habitats by ensuring that land use and facility plans (transportation, water, sewer, electricity, gas) include riparian and stream habitat conservation measures developed by the County, cities, tribes, service providers, and/or state and federal agencies consistent with the Natural Environment Sub-Element.

Policy CA-11.1.3 Coordinate across city departments to ensure that Kenmore's plans consider all the issues, resources, and needs that make a community whole, including land use, civic, cultural, recreation, transit, health, human services, natural environment, and the provision of infrastructure and other services.

Policy CA-11.1.4 Encourage public and private efforts that support culturally appropriate food opportunities, including grocery stores, farmers' markets, food banks,

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and nutrition programs, especially to meet the nutritional needs of infants, children, elders, and other overburdened communities in their neighborhoods.

GOAL 12. PROTECT, CONSERVE, AND ENHANCE WATER RESOURCES IN KENMORE AND CREATE MORE CLIMATE RESILIENT WATER SYSTEMS.

OBJECTIVE 12.1 Promote and support water conservation efforts to increase the resiliency of Kenmore's water supply.

Policy CA-12.1.1 Conduct outreach and education on water conservation strategies, including using grey water for non-potable uses (e.g., irrigation) when possible. Incentivize greywater solutions for property owners, for example, free or subsidized rain barrels.

Policy CA-12.1.2 Utilize educational campaigns to encourage low-impact, drought-resistant landscape development and design using native plants, and stormwater drain maintenance or using drain filters. Work with landscape companies to educate and incentivize smart irrigation management and technology use.

Policy CA-12.1.3 Coordinate with the appropriate service providers to ensure water system plans include aggressive conservation and re-use measures, as well as development of new sources to support planned land uses with reliable service at minimum cost, consistent with the Utilities Element.

OBJECTIVE 12.2 Require low-impact development to manage stormwater in new/remodeled construction projects and implement flood prevention projects.

Policy CA-12.2.1 Effectively manage the city's municipal separate storm sewer system and private surface water systems in a manner that reduces flooding, maintains water quality and protects the natural environment in accordance with the Surface Water Element.

Policy CA-12.2.2 Require the design and construction of commercial and residential buildings and their surrounding sites to reduce water consumption, re-use wastewater, and reduce stormwater runoff. Encourage low-impact development techniques that enhance climate resilience in proposals for new development.

OBJECTIVE 12.3 Consider alternative and sustainable irrigation sources to increase the resiliency of agricultural practices.

Policy CA-12.3.1 Coordinate with Northshore Utility District on water conservation methods—such as the use of 'smart meters'—and to address the feasibility of using reclaimed water from the Brightwater plant for irrigation consistent with the Utilities Element

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GOAL 13: ENSURE THAT FORESTS, WETLANDS, SHORELINES, AND OTHER ECOSYSTEMS ARE RESILIENT TO THE IMPACTS OF EXTREME WEATHER, INVASIVE SPECIES, PESTS, DISEASES, AND OTHER IMPACTS WORSENED BY CLIMATE CHANGE.

OBJECTIVE 13.1 Assess and understand the climate risks for existing ecosystems.

Policy CA-13.1.1 Use the best available climate science and adaptive management principles to identify and protect environmentally critical areas and resources including fish, trees, frequently flooded areas, unstable slopes, and associated ecosystems, in order to protect and increase the resiliency of native habitats.

Policy CA-13.1.2 Take inventory of and protect climate refugia—areas which protect and facilitate survival for species during periods of climate instability—and address habitat connectivity needs for plants and wildlife under stress from climate change.

Policy CA-13.1.3 Accommodate shifting species in revegetation, restoration, and other projects, such as through updates to development and infrastructure standards addressing landscaping, tree canopy, critical area and shoreline buffers, stormwater facilities, etc.

OBJECTIVE 13.2 Increase the resilience of habitats and species to climate impacts by restoring and preserving ecosystems.

Policy CA-13.2.1 Protect, preserve, and restore local waterways, ecosystems, and habitats by partnering with residents, local and regional environmental groups, and other jurisdictions (e.g., the Kenmore community, Conservation Corps, US Army Corp of Engineers, King County, and other cities along Sammamish River and its tributaries).

Policy CA-13.2.2 Improve the resiliency of salmon and other fish species by removing or replacing old or degrading culverts and ensuring they are adequately sized to accommodate increased winter peak flows. Engage the public in restoring native salmon populations via public outreach campaigns.

Policy CA-13.2.3 Increase resiliency to flooding events by protecting, and where possible, enhancing and restoring existing flood storage, conveyance, and ecological functions and values of floodplains, wetlands, and riparian corridors.

Policy CA-13.2.4 Develop a comprehensive urban landscape strategy or framework (for both public and private projects) to develop additional natural areas and preserve the function of existing ones under changing climatic conditions. As part of the Urban Forest Management Plan, update the tree canopy assessment regularly and prioritize increasing tree canopy in areas subject to urban heat island effect.

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Policy CA-13.2.5 Encourage community involvement and volunteering in stewardship activities that restore wildlife habitat, salmon populations, riparian corridors, and green spaces. Educate residents on the connection between ecosystem health and human health.

GOAL 14. BALANCE THE NEED FOR DEVELOPMENT AND GROWTH WITH NATURAL RESOURCE FUNCTIONS.

OBJECTIVE 14.1 Protect the natural environment through zoning policies and regulations.

Policy CA-14.1.1 Critical areas regulations should incorporate climate change considerations. Consider climate change in assessments of zoning and allowed uses within and adjacent to critical areas.

Policy CA-14.1.2 Protect natural and environmentally sensitive areas, open space, trees, vegetation, natural terrain, and drainage consistent with the Natural Environment Sub-Element.

Policy CA-14.1.3 Use regulations, zoning, incentives, and open space acquisition to protect floodplains, riparian corridors, high value wetlands, and unstable slopes from degradation due to climate change impacts.

Policy CA-14.1.4 Expand parks and green space in urban areas to reduce the effects of climate impacts (e.g., flooding and extreme heat) consistent with the Parks, Recreation, and Open Space Element. Provide parks, trails, and open space within walking distance of urban residents. Prioritize overburdened communities for open space improvements and investments.

Policy CA-14.1.5 Ensure No Net Loss standards are being met and establish a Net Ecological Gain regulation for public development projects. This standard should ensure ecological functions and values that support biodiversity and resiliency ecosystems are improved over current conditions at a cumulative scale that can be incrementally implemented through site-specific actions, with any short-term loss of those functions and values being more than offset by overall ecological gains.

OBJECTIVE 14.2 Ensure that the transportation system does not result in a loss of ecosystem function.

Policy CA-14.2.1 Consider natural boundaries, such as critical area boundaries, to help determine transportation routes and placement of infrastructure connections and improvements.

Policy CA-14.2.2 Where feasible, determine where improvements to the current transportation infrastructure can be implemented to improve ecological functions.

- Transportation facilities crossing 100-year floodplains should not function as dikes or levees to flood waters.

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- Design roadway improvements to be in accordance with the City's Surface Water Management Plan and stormwater regulations.

Policy CA-14.2.3 Consistent with the Shoreline Sub-Element, transportation and parking facilities shall be planned, located, and designed to have the least possible adverse impact on environmentally critical areas in the shoreline.

GOAL 15: SUPPORT A RESILIENT AND GREEN LOCAL ECONOMY.

OBJECTIVE 15.1 Ensure that the local economy is resilient to climate disruptions and fosters business opportunities associated with climate mitigation and resilience.

Policy CA-15.1.1 Implement the CAP to develop a green jobs strategy in partnership with community groups and businesses that:

- Supports the low carbon transition of Kenmore's impacted industries;
- Develops pathways for youth and impacted workers to transition into green jobs;
- Provides green job training and continuing education for those facing economic vulnerability or with limited skills and work experience in this sector;
- Ensures opportunities (e.g., local hiring requirements) for these jobs.

Policy CA-15.1.2 Recognize the environment as a key economic value in the community that must be protected consistent with the Economic Development Sub-Element.

Policy CA-15.1.3 Support local businesses' efforts to reduce GHG emissions and to generate and store renewable electricity on-site, which can provide back-up power during emergencies and help ensure continuity of operations. Ensure this support reaches businesses facing economic disadvantage, such as small, women-owned, or BIPOC-owned businesses.

Policy CA-15.1.4 Promote regional eco-industrial development to support a circular economy that increases demand for recycled materials and reduces demand for new raw materials and their embodied carbon emissions.

Policy CA-15.1.5 Encourage private reinvestment in residential and commercial areas that increases building and infrastructure resiliency and efficiency consistent with the Community Design Sub-Element.

IMPLEMENTATION

The Climate Action Element policies would require new or increased commitments of City resources to prepare new regulations, review/amend existing regulations, create educational or incentive programs, and/or coordinate with agencies, service providers, or adjacent jurisdictions. This section outlines specific implementation strategies the City can take to implement the policies described in the previous section.

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Monitoring and Evaluation:

- Update GHG inventory every two years;
- Update Climate Vulnerability Assessment every four to five years, with a focus on the built environment, communities, and natural systems;
- Review, and as necessary, expand the biennial budget to enable implementation of climate programs;
- Continue funding climate action staff;
- Provide annual climate action progress report to Council.

Plan Development and Updates:

- The CAP implements the policy direction outlined in this element and will be updated on a five-year cycle. The CAP implementation matrix will determine implementation emission reduction potential, increased resilience potential, timeline, costs, and department leads for a given action in addition to identifying key considerations, including but not limited to:
    - **Developing incentives** for green building design, building decarbonization, energy efficiency, EV and electric equipment purchase, water conservation, and drought resistant landscape design;
    - **Planning engagement** for a community outreach program to support and protect communities disproportionately impacted by extreme heat events and low air quality, develop and implement community stewardship activities to demonstrate connection between ecosystem and human health, and support access to culturally appropriate food opportunities by encouraging collaboration among public, non-profit, and private food purveyors;
    - **Initiating and sustaining partnerships** with local governments, tribal governments, stakeholders, and the community to ensure a transition to clean, and efficient energy use; expand transit services and EV infrastructure; ensure waste haulers contracted with the City offer recycling and composting services; protect, preserve, and restore waterways and ecosystems; co-create messages with the community on the impacts of climate change on health, safety, and emergency resources; and maintain tribal treaty rights and to protect cultural resources, practices, and historic sites from the impacts of climate change.
- Coordinate across City departments to incorporate climate considerations within appropriate Elements and/or Sub-elements, including but not limited to:
    - **Utilities, Public Services, Housing Elements**: reduce water consumption, stormwater runoff, increased water reuse in design and construction of commercial, residential buildings/properties;
    - **Transportation Element**: maintain and protect environmentally critical areas, ecosystem functions;
    - **Land Use Shoreline Sub-element**: protect environmentally critical areas and climate refugia, updates to development and infrastructure standards through best available climate science;

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- **Natural Environment Sub-element**: reflect necessary restoration and capital projects that support enhancing climate resiliency;
- **Parks, Recreation, and Open Spaces Element**: prioritize enabling access to open space in overburdened communities;
- **Land Use, Housing, Transportation Elements**: climate-oriented growth strategies to promote dense, mixed-use, transit-oriented development, and affordable housing; equitable distribution of growth that reduces potential for displacement;
- **Transportation, Parks, Recreation, and Open Spaces, Public Services Elements**: prioritization of transportation systems to locations vulnerable to climate impacts; continued design of accessible facilities and infrastructure (ADA Transition Plan).

- Develop and implement the following processes, plans, or strategies identified in the CAE:
  - **Environmental justice audit process** to incorporate into Land Use Element that seeks to address the disproportionate environmental and health impacts exacerbated by climate change and ensure the equitable distribution of resources and benefits. Partner with City's Diversity, Equity, Inclusion, and Accessibility Task Force and engage city residents and community groups to thoroughly understand community needs.
  - **Construction and Demolition Waste Diversion Plan** (ensure incorporation into Utilities Element)
  - **Urban Forest Management Plan** (ensure incorporation into Land Use Element)
  - A **green jobs strategy** to support Kenmore's local economy
    - Update Economic Development and Community Design Sub-elements to reflect City priorities for a resilient local economy and fostering business opportunities to advance climate mitigation and resilience.
  - Implement the **Kenmore Pedestrian Facilities Plan**, develop a **Bicycle Priority Network Strategy**
- Review and update City's Hazard Mitigation Plan (HMP) to incorporate climate impact risk assessment findings and increase the resilience of public services, utilities, and infrastructure. This should include:
  - Strategies to mitigate heat risks in community and incorporate resilience to flooding events; identify transportation in event of natural or human disasters;
  - A disaster response component to HMP, including waste removal to reduce risk of fire, flood, injury, and disease; update Land Use, Utilities, Parks, Recreation, and Open Space Elements as necessary.

SUPPORTING DOCUMENTATION

Additional documentation which provides more detailed information regarding how Climate Action Element goals and policies were developed can be found in the following documents. City produced documents are available on the City's webpage or at City Hall.

<u>Climate Action Plan</u>

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The City of Kenmore Climate Action Plan (adopted in 2022) includes:

- An overview of why Kenmore sought to create a climate action plan;
- An overview of the baseline analysis of greenhouse gas emissions in Kenmore;
- A set of strategies and actions for addressing climate change through mitigation and adaptation approaches;
- An implementation matrix that includes potential for emissions reductions, resilience potential, cost, and timeline.

Vulnerability Assessment

The City of Kenmore Vulnerability Assessment (2021) includes:

- A summary of the risks, exposure, sensitivity, and adaptive capacity of the Kenmore community, natural environment, and infrastructure to the effects of climate change and interacting stressors.

Climate Action Element Policy Trends, Gaps, and Opportunities Assessment Memorandum

The Policy Trends, Gaps, and Opportunities Assessment Memorandum (2023) includes:

- A description of the overarching goals for developing and adopting a CAE;
- An overview of the approach used to identify initial goals, objectives, and policies related to climate action;
- A summary of key findings from the quantitative and qualitative assessment of Kenmore's existing climate policies and goals;
- Recommendations for emissions reductions and climate resilience and adaptation goals, objectives, and policies in several identified priority sectors per identified priority sector.

Kenmore Climate Action Element Equity Assessment Memorandum

The Kenmore CAE Equity Assessment Memorandum (2023) includes:

- An equity assessment, which examined the impacts, both intended and not, on people in overburdened communities explicitly for 25 objectives from the draft Climate Action Element.

REFERENCES

Cascadia Consulting Group. (2021). *Kenmore Vulnerability Assessment.*

Headwaters Economics. (2023). *Neighborhoods at Risk*. (Northeast Regional Climate Center) Retrieved 2023, from https://nar.headwaterseconomics.org/5300023515/explore/map

University of Washington Department of Environmental & Occupational Health Sciences and Washington State Department of Health. (2022). *Washington Environmental Health Disparities Map: Cumulative Impacts of Environmental Health Risk Factors.* Retrieved from https://doh.wa.gov/sites/default/files/2022-07/311-011-EHD-Map-Tech-Report_0.pdf?uid=62e46bbc98fad

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Attachment 2: Summary of Feedback from Department of Commerce

Required Changes	None
Additional Suggestions	• Consider adding at least one climate resilience focused goal within the transportation sector and the Ag/Food sector (which are in the Commerce planning climate guidance). • Add projections on how much the policies should reduce GHG emissions. • Have implementation specific dates attached to the objectives and policies.

City Of Kenmore, Washington

Memorandum

Date: September 5, 2023

To: Planning Commission

From: Todd Hall, Principal Planner
Debbie Bent, Community Development Director

Regarding: Comprehensive Plan Update: Public Services Element

At your September 5 meeting, the Planning Commission will identify presenters and content in your August 15 recommendation regarding updates to the Public Services and Utilities elements of the Comprehensive Plan. The Commission will present recommendations to Council at their October 16 meeting.

At the August 15 Planning Commission meeting, the Commission made a few minor changes to elements, as well as minor updates to a few of the maps in the Public Services element.

Attachments
1. Draft Public Services Element
2. Draft Utilities Element

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~~Text~~ = deleted text
Text = new text

PUBLIC SERVICES ELEMENT

INTRODUCTION

The Public Services Element focuses ~~up~~on ~~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**.

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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 ~~30.75~~49 regular positions as of ~~January 2015~~February 2023, organized into ~~five~~seven 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 ~~1.48~~2.00 regular City employees per 1,000 population (assuming the Year ~~2014~~2022 population of ~~21,370~~24,090).

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4. Discussion on presentation to City Council for recommendation and app...

Figure PS-1
Public Services and Facilities

Updated Map

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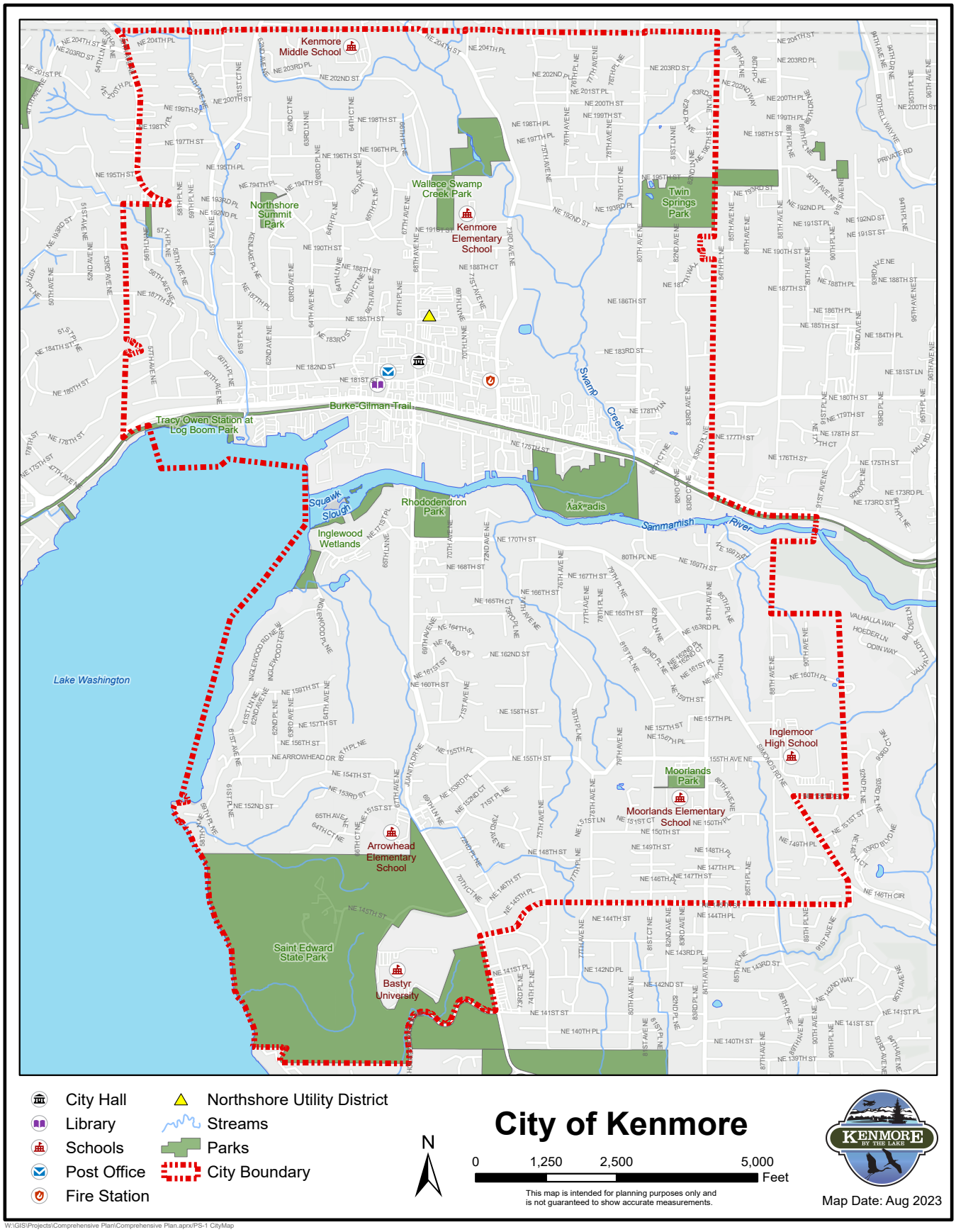

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4. Discussion on presentation to City Council for recommendation and app...

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 works~~Engineering 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.

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4. Discussion on presentation to City Council for recommendation and app...

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 and mental health 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~~sections 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 (including Mental Health 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~~, includ~~ing~~e 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~~childcare 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.

- **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,

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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.

- **Mary's Place** provides housing, resources, employment services, and community to families in need. Their Kenmore location provides 70 beds for parents and their kids.

- **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.

- **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.

- **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.

- **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.

- **NAMI Eastside- Mental Health Education and Support Program** provides mental health education, advocacy, and support services. They are aiming to increase capacity to service historically marginalized communities by providing trauma-informed, culturally-attuned support groups.

- **Crisis Response Center**, operated by Connections Health Solutions, is a joint effort of the City of Kenmore and partner cities Bothell, Kirkland, Lake Forest Park and Shoreline, to provide behavioral health care to north and northeast King County residents. The Crisis Response Center, set to open in 2024, will provide a spectrum of care services, from walk-in mental health urgent care to continued stabilization of behavioral health or substance use crises.

- **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.

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- ~~**ATWORK**~~**AtWork!,** 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.~~

Senior Services (Including Mental Health 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 (Including Mental Health 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 11-17~~provides 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 prepare~~for King County youths aged 14 and up with disabilities. ~~for life as an adult~~The programs teach new skills and provide information about community resources to help participants lead successful adult lives.

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- **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.

- **NAMI Eastside's Youth Mental Health Program** partners with families, educators, and other organizations serving youth to share mental health education through presentations and in-depth classes to East King County schools and communities. The Youth Ambassadors Program engages students to become mental health advocates to inspire and support peers within Eastside classrooms.

- **Seattle Children's Hospital** treats youth and teens for anxiety, ADHD, autism, depression, bipolar disorder and other mood disorders, eating disorders, gender-affirming care, prenatal exposure to drugs and alcohol, psychotic disorders, and sleep problems.

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 ~~Northeast~~NE 181st Street in Kenmore's downtown. The new facility was funded by a $172 Million capital bond approved by voters in 2004, and received~~The 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.

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~~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

Combined King County Fire Protection District No. 16 – Northshore Fire Department and Shoreline 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 need for additional staffing is regularly evaluated by the Fire District. As the City grows over time, it is anticipated that additional staffing will be required.

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.

To ensure effective communication with all Kenmore residents, the KCSO contracts with translator and interpreter providers. The police force also has officers who are bilingual or multilingual.

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.

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~~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**.

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

OFFENSE	~~2008~~	~~2010~~2019	~~2013~~2021
~~Part I – Crime Rate~~	~~18~~	~~21~~	~~17~~
~~Part II – Crime Rate~~	~~33~~	~~38~~	~~21~~
Crimes Against Persons		4.0	4.0
Crimes Against Property		14.6	16.2
Crimes Against Society		0.4	0.3

Source: Police Services Data, ~~2013~~2021.

Police response times between ~~2008~~2017 and ~~2013~~2021 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.~~The need for additional staffing for police services will increase as the population grows. Staffing needs are evaluated based on increases in calls for service and response times. Additional support staff and facilities needs will continued to be evaluated based on agency and industry standards.

~~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.

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~~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.~~

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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.

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Figure PS – 2
Patrol Districts

Updated map

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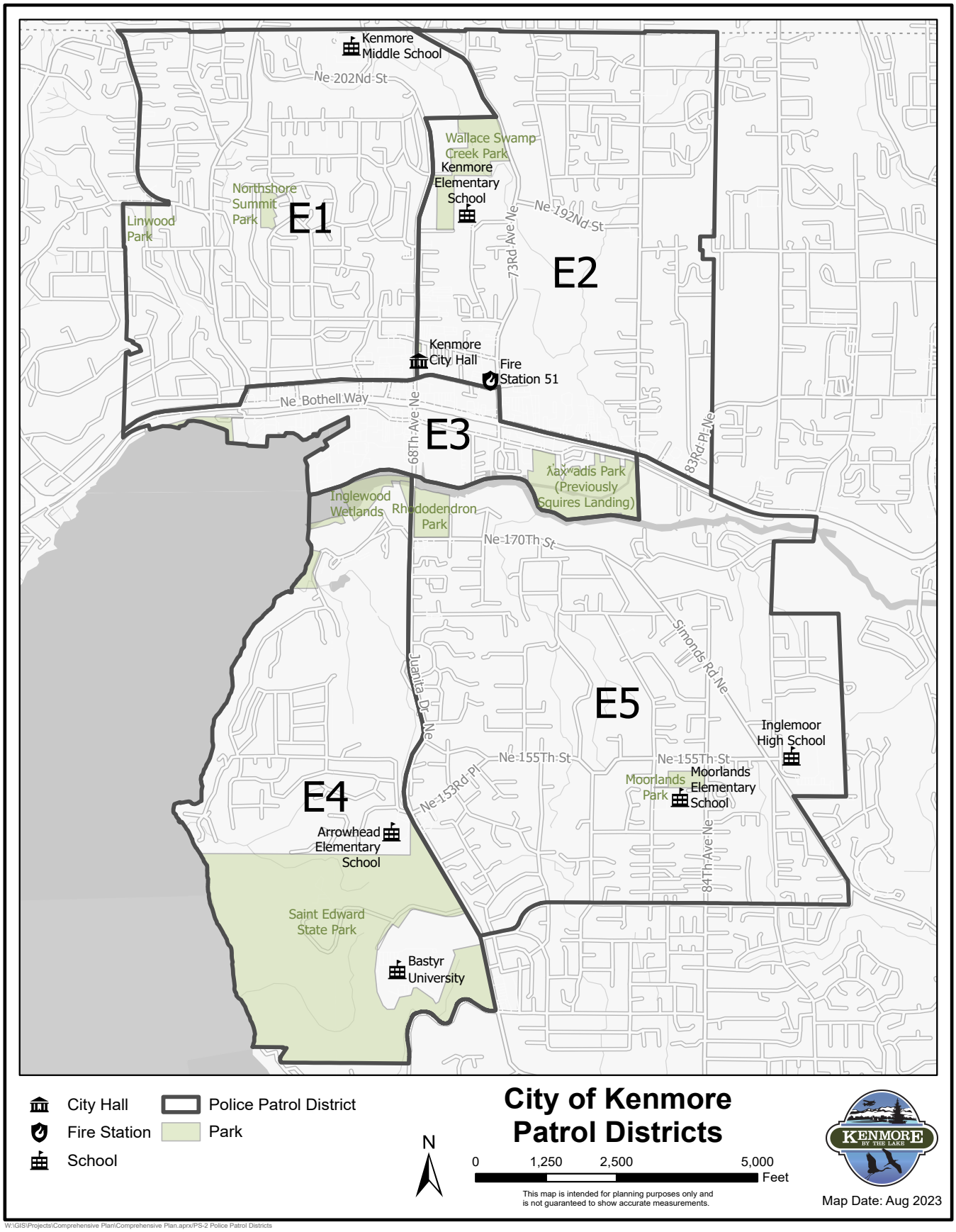

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Community Court

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 services are provided in Kenmore and no additional information on the Lake Washington School District is included in the Element. The Northshore School District is addressed below.

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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 Highs~~Middle Schools; ~~and~~ Bothell and Innovation Lab High Schools; and Northshore Family Partnerships (K-9) and Northshore Networks (K-12). These nearby schools serve a portion of Kenmore residents. Northshore School District counts home school students in the District through enrollment in Northshore Family Partnerships (NFP) and by tracking families' submittal of a Declaration of Intent to home school. Those submitting a Declaration do not participate in NFP. In 2022-2023, 209 students in the District participated in NFP; 417 families submitted a Declaration of Intent to Home School.

Attendance boundaries for the high schools show that the greater part of Kenmore is within the Inglemoor High School attendance boundaries. However, ~~S~~students on the north~~east~~ 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~~	~~21~~
~~**JUNIOR HIGH (7-9)**~~	
~~Regular, alternative~~	~~27~~
~~Special education, mid-level~~	~~12~~

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~~CLASSROOM TYPE~~	~~AVERAGE STUDENTS PER CLASSROOM~~
~~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-~~D~~C**. 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-~~D~~C
NORTHSHORE – SCHOOL STUDENT CAPACITIES AND ENROLLMENT

SCHOOL	~~DESIGN~~TOTAL INSTRUCTIONAL CAPACITY	~~2016 SCHEDULED CAPACITY~~ [1]	~~2016~~DECEMBER 2022 ENROLLMENT (FTEs)	% ~~UTILIZED SCHEDULED~~ INSTRUCTIONAL CAPACITY
ELEMENTARY				
Arrowhead	~~597~~402	~~453~~	~~423~~276	~~93~~69%
Kenmore	~~646~~474	~~571~~	~~561~~379	~~98~~80%
Lockwood	~~669~~640	~~561~~	~~612~~586	~~110~~92%
Moorlands	~~765~~784	~~704~~	~~787~~625	~~112~~80%
Shelton View	~~574~~474	~~503~~	~~527~~464	~~105~~98%
Westhill	~~598~~496	~~527~~	~~493~~398	~~94~~80%
~~JUNIOR HIGH~~MIDDLE SCHOOL				
Canyon Park	~~1,258~~988	~~1,063~~	~~809~~887	~~76~~90%
Kenmore	~~1,054~~822	~~940~~	~~623~~715	~~66~~87%
Northshore	~~1,195~~966	~~1,066~~	~~737~~822	~~69~~85%
~~SENIOR~~ HIGH SCHOOL				
Inglemoor	~~2,125~~1,494	~~1,873~~	~~1,350~~1,419	~~72~~95%
Bothell	~~2,251~~1,515	~~1,960~~	~~1,638~~1,600	~~84~~106%

[1]Sources: ~~2016~~2022 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/nrzqgjwwsygphsj40eep/Enrollment-December2022.pdf

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Figure PS-3
Northshore School District

Updated Map

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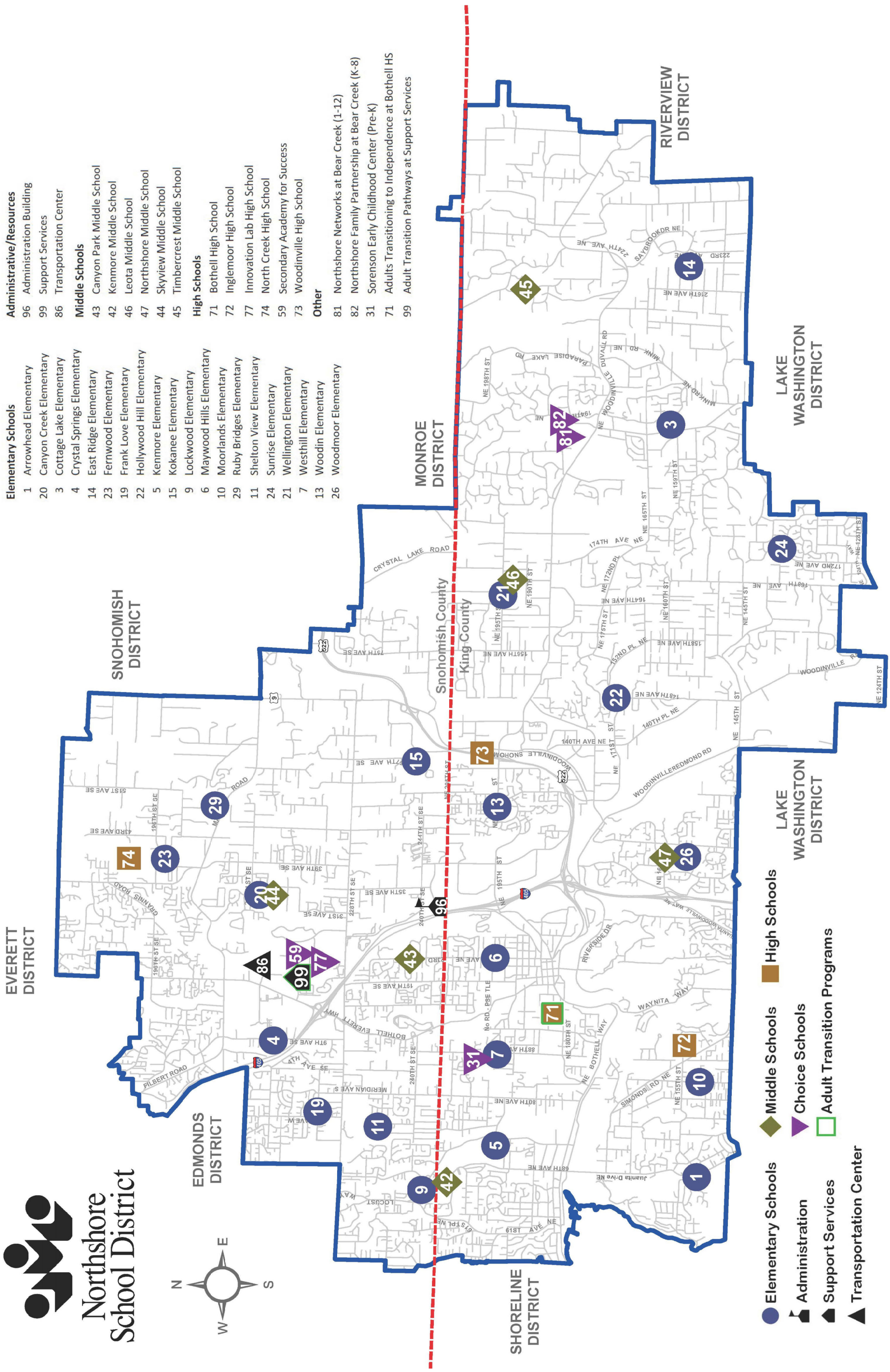

4. Discussion on presentation to City Council for recommendation and app...

Figure PS-4
Lake Washington School District

Updated Map

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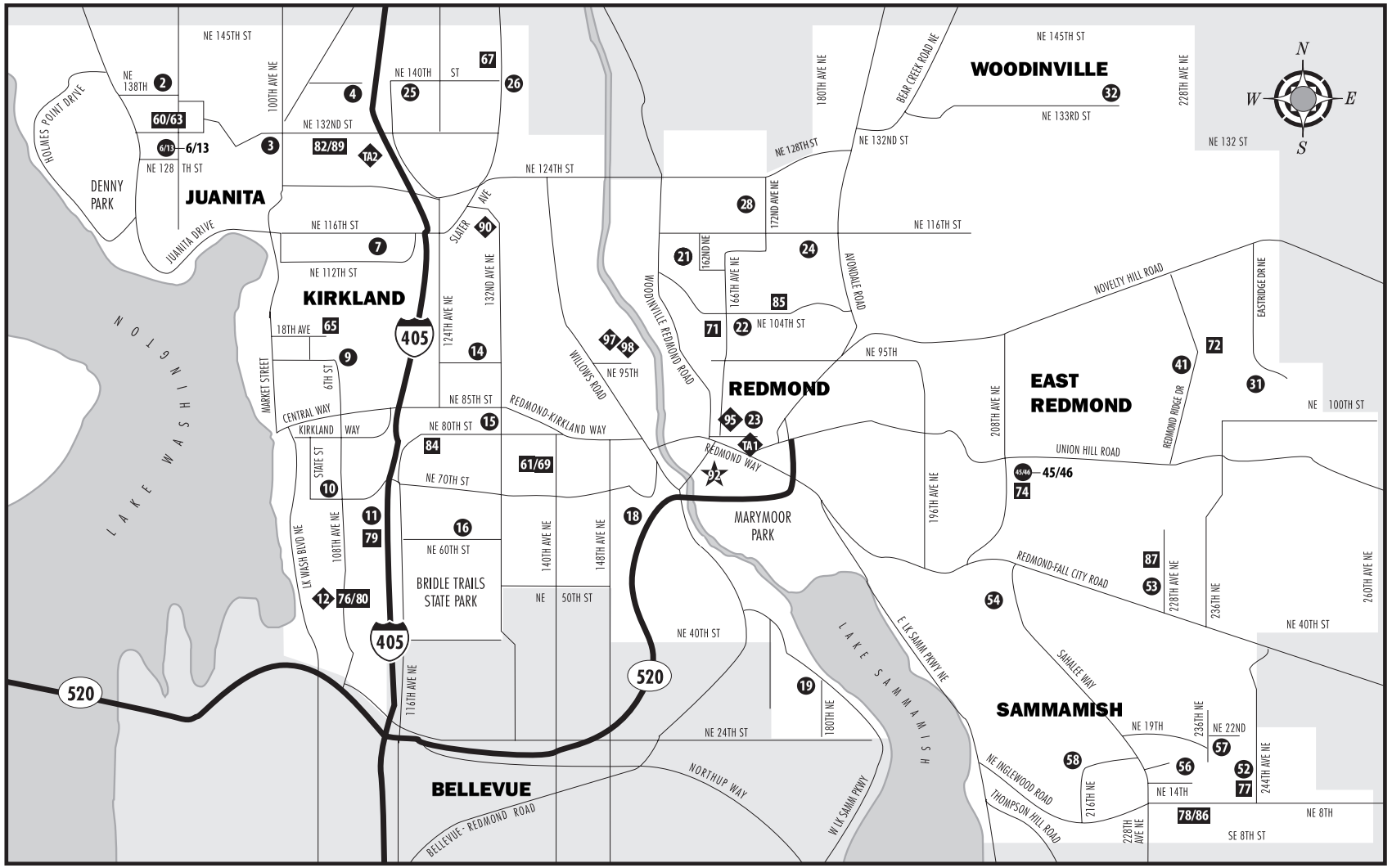
LAKE WASHINGTON SCHOOL DISTRICT



This map is intended to show general district boundaries. For more information call the ***LWSD Transportation Department at 425-936-1120.***

Updated 8/21

SYMBOL CODES:	★ RESOURCE CENTER/ ADMINISTRATION	● ELEMENTARY SCHOOLS	■ MIDDLE SCHOOLS	■ HIGH SCHOOLS	◆ OTHER PROGRAMS

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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.~~

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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~~. A~~a~~reas 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

Bastyr University also provides a number of other services and benefits to Kenmore residents as well as the greater Seattle community. The Bastyr Center for Natural Health, located in Seattle, provides full services in acupuncture, counseling, naturopathic medicine, and nutrition. The University also offers continuing education courses for both health care professionals and the general public.

In ~~2013/2014~~2022, the University estimated an enrollment of ~~over 1,123~~742 students over the two campuses, with 487 students in Kenmore. ~~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, ~~2020~~2025.

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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 CITIZENRY~~COMMUNITY.

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

Policy PS-1.1.1 Strive for communication with ~~citizens~~residents, 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 ~~citizens~~the 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. Use transcreation when possible.

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.

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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 the County, 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.

Policy PS-2.1.3 Ensure the availability of County services in proportion to the City's financial contributions.

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.

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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 Support youth participation in the King County Explorer Program.

Policy PS-3.1.3 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~~4 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.

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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~~campuses, 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 famil~~y~~ies, senior~~s~~, 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.

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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 ~~meet~~work 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 ~~C~~community.

Policy PS-5.2.3 ~~Help prevent obesity through programs that m~~Make 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 and County 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 guide to human services agencies serving Kenmore, including contact information.
- Development of a recreational guide to promote locations and opportunities for physical activity.

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- 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 combined Northshore Fire Department/Shoreline Fire Department in their development review and inspection programs
- Participate in regional emergency management systems
- Coordinate with school districts, ~~and~~ Bastyr University, University of Washington-Bothell, and Cascadia College.
- Coordinate with the Library District
- Facilitate meeting(s), coordinate and partner with human service providers
- Conduct a needs assessment to evaluate the demand for human services, social services and mental health services and what services are available or essential to support the daily needs of Kenmore residents

REFERENCES

Bastyr University website~~:~~ (http://www.bastyr.edu~~/~~) and personal communication from Jeanne Galloway, VP of Advancement and Enrollment Services, to Lauri Anderson, Principal Planner.

~~City of Kenmore (2013). Annual Police Service Highlights and Data (2013), Kenmore, WA.~~

City of Kenmore website: http://www.kenmorewa.gov~~/~~.

King County Library System (~~February 2015~~December 2022). Personal communication from ~~Karen Hardiman~~Benjamin Resler, Operations Manager, to Lauri Anderson, ~~Senior~~Principal Planner.

King County Library System website: http://www.kcls.org~~/~~.

King County Sheriff's Office (~~February 2015~~December 2022). Personal communication from Police Chief ~~Cliff Sether~~Brandon Moen to Lauri Anderson, ~~Senior~~Principal Planner.

Northshore Fire ~~Department~~District (~~February 2015~~December 2022). Personal communications from Shoreline Fire Department Fire Chief ~~Jim Torpin~~Matt Cowan to Lauri Anderson, ~~Senior~~Principal Planner.

~~Northshore~~Shoreline Fire Department website: http://www.~~northshore~~shorelinefire.com~~/~~.

Northshore School District 417 (~~2013~~2022). ~~2016~~2022 Capital Facilities Plan, Bothell, WA.

Northshore School District 417 (~~April 2015~~December 2022). Personal communications from ~~Leanna Albrecht~~Dawn Mark, ~~Communications Director~~Director of Facilities Planning and Enrollment, to Lauri Anderson, ~~Senior~~Principal Planner.

Northshore School District website: ~~http://wwwnew.nsd.org/site/default.aspx?PageID=1~~ https://www.nsd.org.

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~~Text~~ = deleted text
Text = new text

UTILITIES ELEMENT

INTRODUCTION

Purpose

City residents rely on a number of basic services that help define their quality of life and maintain their health and well being. Water supply and sewage and solid waste disposal systems and the delivery of natural gas, electricity, and telecommunication services are considered "utilities." These services are often taken for granted, yet without coordination and conscientious planning for future growth, service may be interrupted, inadequate, or prohibitively expensive. The Utilities Element addresses electricity, telecommunications (telephone, cable, internet), and natural gas provision as well as water, wastewater, and solid waste services. The Element also addresses conservation and recycling.

The utilities element is consistent with and supports other elements of the Comprehensive Plan. For example, by setting goals, policies and objectives for the provision of efficient and sustainable utilities to serve existing development and anticipated growth identified in the Land Use element. The importance of infrastructure efficiency and reliability, a focus on conservation, the reduction of fossil fuels and greenhouse gas emissions, and a shift to renewable energy sources is a focus of this element. The Utilities Element is consistent with the Climate Action Element for improving infrastructure resiliency to climate impacts for improving climate resiliency to climate impacts and reducing greenhouse gas emissions.

Growth Management Act Requirements

The Growth Management Act (GMA) has the goal of ensuring that those public facilities and services necessary to support development shall be adequate to serve the development at the time development is available for occupancy and use without decreasing current service levels below locally established minimum standards. A Utilities Element is required to address the general location, proposed location and capacity of existing and proposed utilities, including electrical lines, telecommunication lines, and natural gas lines.

VISION 2050

The overall vision in the multicounty planning policies (VISION 2050) is that public facilities and services will support the region's growing communities in a coordinated, fair, efficient, and cost-effective manner. VISION 2050 emphasizes conservation measures and the use of renewable energy resources. Planning for the provision of telecommunication infrastructure to provide access to residents and businesses in all communities, especially underserved areas, also is emphasized.

Countywide Planning Policies

The King County Countywide Planning Policies (CPPs) include general policies to ensure adequate infrastructure for planned development within the King County Urban Growth Boundary. Growth is to be directed to centers and urbanized areas with existing infrastructure capacity.

CPP policies focus on providing utilities in an efficient and cost-effective manner. They support water conservation as a means to reduce future need, along with recycling and reuse of solid waste. The CPPs

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encourage investment in low-carbon, renewable, and alternative energy resources to help meet the County's long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.

As in VISION 2050, the CPPs support equitable provision of telecommunication infrastructure and affordable, convenient, and reliable broadband internet access to businesses, and to households of all income levels, with a focus on underserved areas.

EXISTING CONDITIONS/FORECAST OF FUTURE NEEDS

Electricity

Puget Sound Energy (PSE) is a private utility providing electric and natural gas service to homes and businesses in the Puget Sound region and portions of Eastern Washington, covering 10 counties and approximately 6,000 square miles. PSE provides electrical power to more than 1.2 million electric customers throughout 8 counties. Within the City of Kenmore, PSE serves approximately ~~9,468~~16,779 metered customers.

Existing Distribution System

To provide the City of Kenmore with electricity, PSE builds, operates, and maintains an extensive integrated electric system consisting of generating plants, transmission lines, substations, switching stations, sub-systems, overhead and underground distribution systems, attachments, appurtenances, and metering systems.

PSE generates approximately 46 percent of the electricity for its customers from its own generation plants—hydro, gas, coal, ~~thermal~~, solar and wind. PSE currently has about ~~3,000~~3,500 megawatts of power-generating capacity, and purchases the rest of its power supply from a variety of other utilities, independent power producers and energy marketers across the western United States and Canada. In 2022, PSE provided 3,794,770 MWh of renewable energy produced from wind and hydropower facilities.

The PSE electric transmission facilities in City of Kenmore are important components of the electric energy delivery grid serving the city and Puget Sound region. As electricity reaches the City, the voltage is reduced and redistributed through lower-voltage transmission lines, distribution substations, overhead and underground distribution lines, smaller transformers, and to individual meters. PSE operates and maintains approximately 5.8 miles of 115 kilovolt (kV) high-voltage transmission lines, 1 switching station, 2 substations, ~~53~~66 miles of overhead and 48 miles of underground 12kV distribution lines in Kenmore. ~~**Figure U-1** shows the locations of existing primary electric transmission lines and substations within the City.~~

Regulatory Environment

PSE's operations and rates are governed by the Washington Utilities and Transportation Commission (WUTC). PSE electric utility operations and standards are further governed by the Federal Energy Regulatory Commission (FERC), the National Electric Reliability Corporation (NERC), and the Western Electricity Coordinating Council (WECC). These respective agencies monitor, assess and enforce compliance and reliability standards for PSE. The residents of Kenmore and the region rely on the coordinated effort between PSE and the City for the adoption and enforcement of ordinances and/or codes

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to protect transmission and distribution line capacity and support federal and state compliance of safe, reliable, and environmentally sound operation of PSE's electric facilities. Routine utility maintenance work, including vegetation management, is required to maintain compliance with FERC, NERC, and WECC regulations.

Additionally, the Clean Electricity Transformation Act (CETA) became law in Washington State in 2019. CETA requires PSE to provide electricity free of greenhouse gas emissions by 2045. The UTC and Washington Department of Commerce (WDOC) adopted CETA implementation rules that require utilities to develop four-year plans known as Clean Energy Implementation Plans (CEIP) to outline plans for clean energy investments, equitable distribution of customer benefits, and 100% clean energy by 2045. The first CEIP covers the time period of 2022-2025 and was filed with the UTC on December 17, 2021. It includes programs and investments such as expanding energy efficiency efforts, deploying new technologies, installing localized sources of clean energy, and investing in renewable energy.

Planned Upgrades to System

~~In order for PSE to meet regulatory requirements, it updates and files an Integrated Resource Plan (IRP) with the WUTC every two years. The IRP presents a long-term forecast of the lowest reasonable cost combination of resources necessary to meet the needs of PSE's customers to provide dependable and cost effective service over the next 20 years. The current plan, which was filed in May of 2013, details both the energy supply and transmission resources needed to reliably meet customers' wintertime, peak-hour electric demand over the next 20 years. The plan, which will be updated in the fall of 2015, forecasted that PSE would have to acquire approximately 4,900 megawatts of new power supply capacity by 2033. This resource need is driven mainly by expiring purchased power contracts and expected population and economic growth in the Puget Sound region. The IRP suggests that roughly more than half of the utility's long-term electric resource need can be met by energy efficiency and the renewal of transmission contracts. This reduces the need down to 2,200 MW by 2033. The IRP states that the rest of PSE's gap in long-term power resources is likely to be met most economically with added natural gas-fired resources.~~Puget Sound Energy plans years in advance to ensure the supply and infrastructure necessary to deliver clean, safe and reliable energy. An IRP is a 20-plus year view of PSE's energy resource needs, which is developed through a planning process that evaluates how a range of potential future outcomes could affect PSE's ability to meet customers' electric and natural gas supply needs. The analysis considers policies, costs, economic conditions, physical energy systems, and future resource procurement. PSE's latest IRP was filed with the UTC on April 1, 2021 and is the foundation for PSE's first Clean Energy Implementation Plan (CEIP).

~~As part of its planning for the future, PSE must maintain compliance with the Washington Energy Independence Act (I-937). This voter-approved law requires utilities to provide 15 percent of their customers' electricity from renewable sources by 2020. PSE today is the top utility producer of renewable energy in the Northwest, with 773 megawatts of generating capacity from its three large wind farms in Washington.~~

PSE will be systematically deploying smart grid technology at each level of infrastructure to enhance and automate monitoring, analysis, control and communications capabilities along its entire grid. Smart grid technologies can impact the electricity delivery chain from a power generating facility all the way to the end-use application of electrical energy inside a residence or place of business. The ultimate goals of smart grid are to enable PSE to offer more reliable and efficient energy service, and to provide customers with more control over their energy usage.

~~PSE's Renewable Energy Advantage Program (REAP) voluntarily encourages the growth of renewable electricity production in its service area in support of WAC 458-20-273 through payments to the customer for energy produced. Currently, there are approximately 3,000 small customer-owned generation facilities.~~

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~~The generation facilities are interconnected with PSE's electrical distribution system. Dependent upon a customer's consumption, surplus energy can be exported onto the grid. The vast majority of these renewable systems are solar panel installations. Although this provides a modest portion of PSE's electrical supply portfolio, the number of customer-owned installations continues to increase every year. This voluntary set of rules allows Washington state utilities the option of participating in an incentive program for eligible customers who use solar PV, wind or anaerobic digesters to generate their own electricity. The incentives are available to individuals and businesses within the City. There are 29 small customer-owned generation facilities in Kenmore, one of which is at Kenmore City Hall.~~PSE's Customer Connected Solar Program provides information and resources to learn more about installing solar on a property and how to apply for interconnection and net metering with PSE. Net Metering, defined by PSE Rate Schedule 150, allows customer-generators to offset some or all of their electricity consumption with solar energy generation on an annual basis. Although this provides a modest portion of PSE's electrical supply portfolio, the number of customer-owned connections continues to increase every year. Currently, there are over 16,000 net metered solar customers in PSE's service territory. There are 128 net metered customers in Kenmore, one of which is Kenmore City Hall.

Specific transmission and substation construction that is anticipated in Kenmore in the next 10 years includes ~~reconstruction~~ reconductoring of the existing Moorlands-~~Vitulli~~Inglewood transmission line that was built in the 1940s between the Moorlands and Inglewood substations in Kenmore~~ and the Vitulli substation in Bothell~~. This ~~five~~1.66-mile long line brings power to customers in Kenmore ~~and Bothell~~ and is approaching its capacity limits, making it at risk of overloading during periods of high energy usage—putting customers at risk for power outages. The transmission line ~~is scheduled for reconstruction in 2015~~reconductoring is currently planned to go to construction in 2031. The new line, generally running along ~~NE 195th Street~~84th Avenue NE, will include a high capacity conductor, new poles, and associated equipment.

Two proposed substations (Spruce and Chickadee) may also serve Kenmore in the future, but are not proposed for construction within the next 10 years. Two new transmission lines between Sammamish, Moorlands and Seattle City Light facilities may also serve Kenmore in the future, but are not proposed for construction within the next 10 years.

Conversion to Underground Service

The cost of undergrounding of electric facilities is regulated by the Washington Utilities and Transportation Commission (WUTC). Underground installations by PSE must be done in accord with the rates and tariffs on file with the WUTC.

Undergrounding may be two to four times the cost of installing overhead lines, plus the cost of trenching and hard surface restoration. The latter may result in costs up to 10 times the amount of overhead line installation. In addition, there are costs to the customer, particularly affecting commercial customers, for installing lines from the transformer to the meter at the building.

Challenges to undergrounding include environmental constraints such as wetlands and buffers, as well as the need for easements when large pad-mounted equipment such as transformers and switches cannot be accommodated in the right-of-way.

Energy Conservation Programs

Under the Energy Independence Act (EIA), utilities must pursue all conservation that is cost effective,

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reliable and feasible. PSE identifies the conservation potential over a 10-year period and sets two-year targets. For more than three decades PSE's energy efficiency programs have been the foundation of PSE's cost-effective energy resources, and this will continue. Energy conservation reduces the rate at which new facilities need to be built or upgraded. These programs include a wide variety of measures that result in a smaller amount of energy being used to do a given amount of work. Programs include retrofitting heating, ventilation and air conditioning (HVAC) systems, building weatherization, lighting upgrades and appliance upgrades.

PSE currently has several energy conservation programs for residential, commercial, and industrial customers. While these programs may change from year-to-year, current programs range from technical assistance and information to referrals and financial assistance. ~~PSE maintains an "Energy Efficiency Hotline" to help direct customers to the various conservation programs.~~PSE has Energy Advisors to help direct customers to the various conservation programs currently available. For residential customers PSE offers a free, do-it-yourself home energy ~~audit~~assessment as well as several free informational brochures on the various rebate and incentive programs. PSE also provides weatherization assistance for low-income customers.

~~Policy on Electric and Magnetic Fields~~

~~Electric and magnetic fields exist in nature as well as around all types of electrical devices. The electric and magnetic fields around all electrical appliances and power lines fall within the extremely low frequency (ELF) range. For several years, scientists reflecting a broad range of scientific disciplines have considered the question of whether EMF presents a hazard to human health. The scientific consensus, according to PSE, is that current evidence does not confirm the existence of any health consequences from exposure to low level EMF. PSE's policy statement says that Puget Sound Energy has and will continue to:~~

- ~~Follow all applicable laws and regulations governing the installation of electrical facilities~~
- ~~Remain informed about important developments in EMF research.~~
- ~~Share accurate and objective information about EMF with customers.~~

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Figure U-1
Private Utilities

Eliminated this figure for security reasons

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Natural Gas

Natural gas utility service for the City of Kenmore also is provided by Puget Sound Energy (PSE). Currently, PSE provides natural gas to more than ~~770,000~~900,000 customers, throughout 6 counties~~, covering an approximately 2,900 square mile area~~. Within the City of Kenmore, PSE serves ~~5,612~~6,303 metered customers.

Existing Distribution System

PSE controls its gas-supply costs by acquiring gas, under contract, from a variety of gas producers and suppliers across the western United States and Canada. PSE purchases 100 percent of its natural-gas supplies needed to serve its customers. ~~About half~~A majority of the natural gas is obtained from producers and marketers in British Columbia and Alberta, and the rest comes from Rocky Mountain States. All the gas PSE acquires is transported into PSE's service area through large interstate pipelines owned and operated by Williams Northwest Pipeline. PSE buys and stores significant amounts of natural gas during the summer months, when wholesale gas prices and customer demand are low, and stores it either in the pipes themselves (via increased pressure) or in large underground facilities. PSE ~~then withdraws the natural gas~~can then use reserves in winter when customer usage is highest, ensuring that a reliable and affordable supply of gas is available.

To provide the City of Kenmore and adjacent communities with natural gas, PSE builds, operates, and maintains an extensive system consisting of transmission and distribution natural gas mains, odorizing stations, pressure regulation stations, heaters, corrosion protection systems, above ground appurtenances, and metering systems. When PSE takes possession of the gas from its supplier, it is distributed to customers through ~~more than 21,000 miles of PSE-owned natural gas mains and service lines~~PSE-owned natural gas mains and service lines. Currently within the City of Kenmore PSE operates and maintains: 16 miles of high pressure main, 6 District Regulators, and 97 miles of intermediate pressure main.

PSE receives natural gas transported by Williams Northwest Pipeline's 36" and 30" high pressure transmission mains at pressures ranging from 500 PSIG to 960 PSIG. The custody change and measurement of the natural gas occurs at locations known as Gate Stations. ~~PSE currently has 39 such locations throughout its service territory.~~ This is also typically where the gas is injected with the odorant mercaptan. Since natural gas is naturally odorless, this odorant is used so that leaks can be detected. The Gate Station is not only a place of custody transfer and measurement but is also a common location of pressure reduction through the use of "pressure regulators". Due to state requirements, the pressure is most commonly reduced to levels at or below 250 PSIG. This reduced pressure gas continues throughout PSE's high pressure supply system in steel mains ranging in diameter of 2" to 20" until it reaches various other pressure reducing locations. ~~PSE currently has 755 pressure regulating stations throughout its service territory. These locations consist of Limiting Stations, Heaters, District Regulators, and/or high pressure Meter Set Assemblies.~~

~~The most common of these is the intermediate pressure District Regulator. It is at these locations that pressures are reduced to the most common levels ranging from 25 PSIG to 60 PSIG. This reduced pressure gas continues throughout PSE's intermediate pressure distribution system in mains of various materials consisting of polyethylene and wrapped steel that range in diameters from 1 1/4" to 8" (and in a few cases, larger pipe). The gas flows through the intermediate pressure system until it reaches either a low pressure District Regulator or a customer's Meter Set Assembly.~~

In 2021, PSE launched a Renewable Natural Gas (RNG), program in which more than 4,700 customers lowered their carbon footprint by replacing a portion of their conventional natural gas usage with renewable

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natural gas. The renewable natural gas offered to customers is made from gas captured at a landfill - not from fossil fuels. Since launching RNG, PSE sold more than 92,000 therms of this cleaner alternative.

To safeguard against excessive pressures throughout the supply and distribution systems due to regulator failure, over-pressure protection is installed. This over-pressure protection will release gas to the atmosphere, enact secondary regulation, or completely shut off the supply of gas. To safeguard steel main against corrosion, PSE builds, operates, and maintains corrosion control mitigation systems to prevent damaged pipe as a result of corrosion.

~~Currently within the City of Kenmore PSE operates and maintains: 6 miles of high pressure main, 5 District Regulators, 79 miles of intermediate and low pressure main, and approximately 87 miles of service lines. **Figure U-1** shows the locations of existing primary natural gas transmission lines within the City.~~

Regulatory Environment

PSE's operations and rates are governed by the Washington Utilities and Transportation Commission (WUTC). PSE natural gas utility operations and standards are further regulated by the U.S. Department of Transportation (DOT), including the Pipeline and Hazardous Materials Administration (PHMSA). PHMSA's Pipeline Safety Enforcement Program is designed to monitor and enforce compliance with pipeline safety regulations. This includes confirmation that operators are meeting expectations for safe, reliable, and environmentally sound operation of PSE's pipeline infrastructure. PHMSA and the WUTC update pipeline standards and regulations on an ongoing basis to assure the utmost compliance with standards to ensure public safety. The residents within Kenmore rely on the coordinated effort between PSE and the City for the adoption and enforcement of ordinances and/or codes to support ~~on~~ the safe, reliable, and environmentally sound construction, operation and maintenance of PSE's natural gas facilities.

Planned Upgrades to System

Puget Sound Energy plans years in advance to ensure the supply and infrastructure necessary to deliver clean, safe and reliable energy. An IRP is a 20-plus year view of PSE's energy resource needs, which is developed through a planning process that evaluates how a range of potential future outcomes could affect PSE's ability to meet customers' electric and natural gas supply needs. The analysis considers policies, costs, economic conditions, physical energy systems, and future resource procurement. PSE's latest IRP was filed with the UTC on April 1, 2021 and is the foundation for PSE's first Clean Energy Implementation Plan (CEIP).

~~The Integrated Resource Plan (IRP), filed with the WUTC every two years, identifies methods to provide dependable and cost-effective natural gas service that address the needs of retail natural gas customers. Natural gas sales resource need is driven by design peak day demand. The current design standard ensures that supply is planned to meet firm loads on a 13-degree design peak day, which corresponds to a 52 Heating Degree Day (HDD). Currently, PSE's supply/capacity is approximately 970 MDth/Day at peak. This figure will be updated in the fall of 2015. The IRP suggests the use of liquefied natural gas (LNG) for peak day supply and to support the needs of emerging local maritime traffic and truck transport transportation markets.~~

To meet regional and City natural gas demand, PSE's delivery system is modified every year to address new or existing customer growth, load changes that require system reinforcement, rights-of-way improvements, and pipeline integrity issues. Ongoing system integrity work in Kenmore may include the replacement of DuPont manufactured polyethylene main and service piping and certain qualified steel wrapped intermediate pressure main and service piping. Ongoing pipe investigations throughout the city

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will determine the exact location of any DuPont pipe and qualified steel wrapped pipe to be replaced. In addition, ongoing investigation will determine locations where gas lines may have been cross bored through sewer lines, necessitating subsequent repairs. PSE also utilizes corrosion control mitigation systems to prevent pipe damage as well as annual monitoring schedules of those systems.

Energy Conservation Programs

Under the Energy Independence Act (EIA), utilities must pursue all conservation that is cost effective, reliable and feasible. PSE identifies the conservation potential over a 10-year period and sets two-year targets. For more than three decades PSE's energy efficiency programs have been the foundation of PSE's cost-effective energy resources, and this will continue. Energy conservation reduces the rate at which new facilities need to be built or upgraded. These programs include a wide variety of measures that result in a smaller amount of energy being used to do a given amount of work. Programs include retrofitting heating, ventilation and air conditioning (HVAC) systems, building weatherization, lighting upgrades and appliance upgrades.

PSE currently has several energy conservation programs for residential, commercial, and industrial customers. While these programs may change from year-to-year, current programs range from technical assistance and information to referrals and financial assistance. ~~PSE maintains an "Energy Efficiency Hotline"~~PSE has Energy Advisors to help direct customers to the various conservation programs currently available. For residential customers PSE offers a free, do-it-yourself home energy ~~audit~~assessment as well as several free informational brochures on the various rebate and incentive programs. PSE also provides weatherization assistance for low-income customers.

Hazardous Liquid Pipelines

According to the Northshore Fire ~~Department~~District/Shoreline Fire Department, there are no hazardous liquid transmission pipelines located in Kenmore.

Telecommunications

Telecommunications services are regulated by several entities, including the Federal Communications Commission and the Washington Utilities and Transportation Commission. As these telecommunication entities frequently merge and often provide overlapping services, analysis of service by individual carrier is difficult.

Telephone

Telephone service is provided within the city by a number of providers—both landline and cellular. Carriers include New Cingular Wireless (formerly AT&T) and Verizon.

Cable

Cable service is provided within the city by Comcast and other providers, including Frontier and Wave. The City's franchise agreement with Comcast provides free cable service to City Hall, the Northshore Fire District headquarters, the Library, Northshore Utility District headquarters, Fire Station 54, the Police Precinct, and schools.

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Internet

Internet services within the city also are provided by a number of private carriers, including Comcast and Ziply.

Local Water Service

~~The~~ Northshore Utility District (NUD) provides public water service to the entire City of Kenmore. As of December ~~31, 2014~~28, 2022, approximately ~~6,819~~7,836 NUD water service connections were located in the City of Kenmore--~~31~~32% of the District's total of 24,653. NUD is organized as a special purpose district that has the authority to operate under Title 57 of the Revised Code of Washington (RCW).

The District owns and operates a water distribution and storage system. All water is purchased from Seattle Public Utilities (SPU) through connections to the Tolt Pipelines No. 1 and 2, and the Tolt Eastside Supply Line. The district has an additional connection to SPU at the Maple Leaf pipeline, used only in emergency situations. SPU is responsible for water quality treatment. The current water supply contract with SPU expires in 2062.

The current Comprehensive Water System Plan for the District was completed in ~~2009~~2017. This plan evaluates the existing system and its ability to meet anticipated requirements for water source, quality, transmission storage, and distribution for a twenty-year period (~~2006-2026~~2016-2035) in accordance with the Growth Management Act. District population estimates for the planning period are based on the ~~2000~~2014 Transportation Analysis Zone (TAZ) projections provided by the Puget Sound Regional Council and Utility District staff determinations.

According to the Plan, the District has sufficient capacity in its existing storage and distribution system to meet growth needs to the ~~2026~~2035 planning horizon and beyond. The SPU contract water supply is sufficient to provide adequate water to the District to ~~at least the year 2025~~buildout, with the Plan indicating that average day and peak season demands at buildout are below the SPU supply contract amount. ~~And although the Plan indicates that average day and peak season demands at build out exceed the SPU supply contract amount, the shortfall is minimal, and may ultimately be eliminated as conservation measures and water-use habits continue to reduce demand. In addition, reclaimed water projects may introduce new cost-effective supply options.~~ As a member of the Snohomish River Regional Water Authority, NUD holds a water right for the Snohomish River but is not currently withdrawing water under this water right. Although NUD has drilled a groundwater well in west Bothell, no water right was granted by the State and groundwater is not considered to be a viable water supply option for the district.

The ~~2009~~2017 plan includes a $~~13~~4.5 million six-year Capital Improvement Plan and a $~~19~~17.9 million 10-year plan. Projects include water supply source development, improvements to the distribution system, metering and telemetry improvements, and emergency preparedness. The majority of these projects constitute ongoing upgrades to the system.

~~The~~ Northshore Utility District's ~~2009~~2017 Water System Comprehensive Plan should be referred to directly for detailed information about the District and its facilities. **Figure U-~~2~~1** shows existing water mains and reservoirs in the City of Kenmore.

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Figure ~~U-2~~U-1
Water Lines

Updated map

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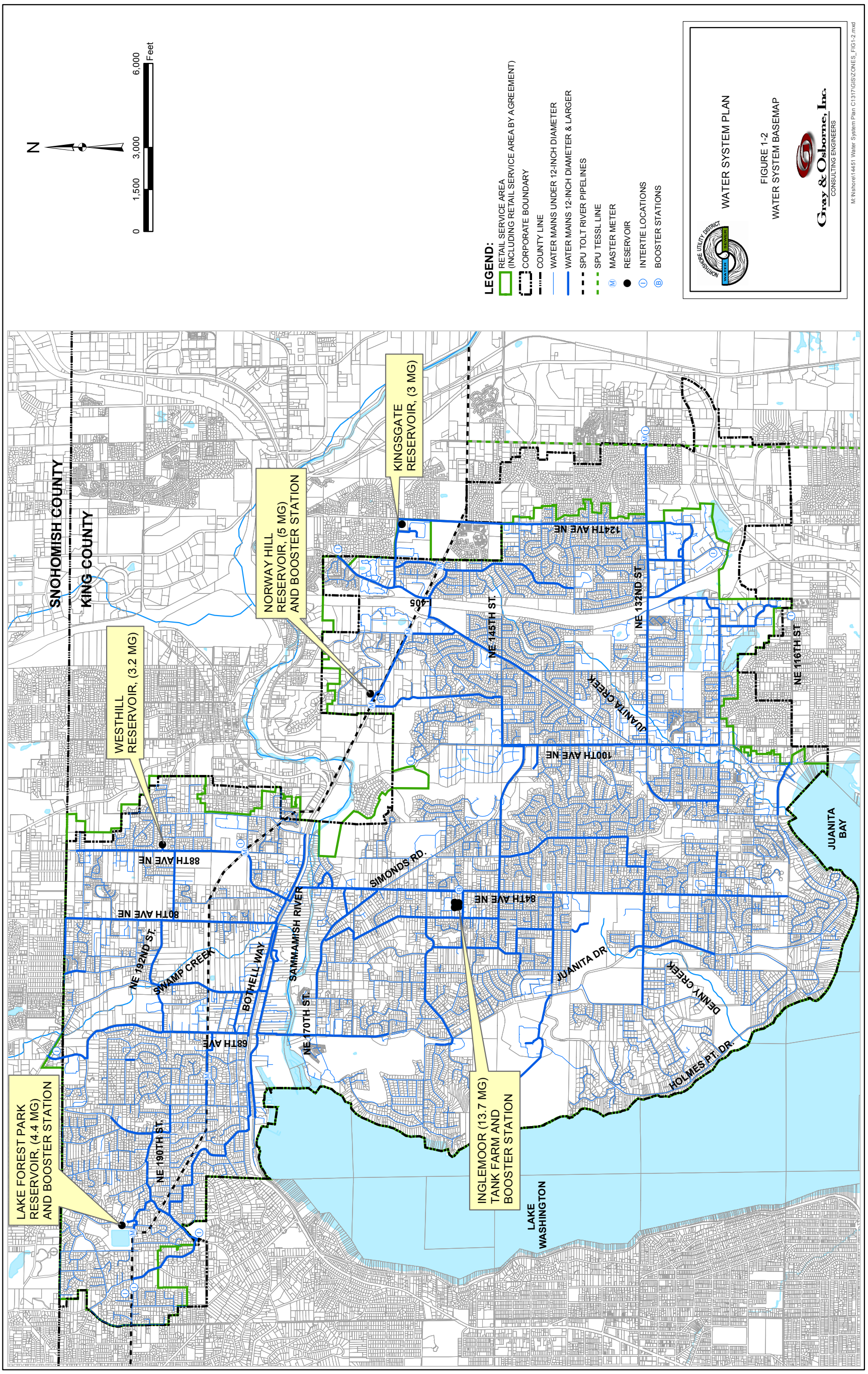

4. Discussion on presentation to City Council for recommendation and app...

Regional Water Service

The Seattle Public Utilities Tolt Pipelines No. 1 and 2 cross the city of Kenmore from east to west, primarily along the NE 185th Street alignment. At 61st Avenue NE the pipeline alignment turns in a northwest direction to the western City boundary.

Several taps into the Tolt Pipeline exist within the city to provide service through Northshore Utility District.

Local Wastewater Service

~~The~~ Northshore Utility District (NUD) provides public sewer service to the entire City of Kenmore. As of December ~~31, 2014~~28,2022, ~~6,211~~7,342 of NUD's ~~21,232~~24,513 sewer service connections, or 30%, were in Kenmore. The district is organized as a special purpose district that has the authority to operate under Title 57 of the Revised Code of Washington (RCW).

The District owns and operates a wastewater collection system consisting of collection sewers, trunk sewers, lift stations, and force mains. Wastewater treatment is provided by King County Department of Natural Resources, Wastewater Treatment Division at the South Treatment Plant~~plants~~ in Renton, ~~and~~ at West Point Treatment Plant in Seattle, and at Brightwater Treatment Plant in Woodinville. The wastewater agreement with the County extends to ~~2036~~2056.

The current Comprehensive Wastewater System Plan for the District was completed in 2009, and an updated Capital Improvement Plan was adopted in 2018. In addition, the District has recently started the process to update the overall comprehensive plan with completion anticipated for 2024. The 2009 plan evaluates the existing collection system and identifies improvements needed to meet the needs of current and future sewer customers in light of changing regulatory requirements, population growth, development trends, and aging facilities for the time frame of 2006-2026. District population estimates for the planning period are based on the Transportation Analysis Zone (TAZ) projections provided by the Puget Sound Regional Council and Utility District staff determinations.

The Plan includes a policy of providing public sewer service to areas within its sewer service area. NUD published a Sewer System Buildout Catalog in 2006, with the goal to provide sewer service to the majority of parcels served by on-site septic systems within 8 years. As of ~~December 31, 2014~~January 4, 2023, ~~877 parcels within the District were~~there are approximately 265 parcels within the City of Kenmore that are served by on-site septic systems. ~~Of those 877 parcels, 550 have district sewer service available but have not yet connected.~~

The ~~2009~~2018 Capital Improvement P~~p~~lan recommends projects for the ~~2006-2026~~2018-2027 time frame that include construction of new and supporting facilities, and upgrades as well as other improvements that will increase system efficiency. The plan includes a $~~29~~30 million ten-year capital improvement plan.

~~The~~ Northshore Utility District's 2009 Wastewater Comprehensive Plan should be referred to directly for detailed information about the District and its facilities. **Figure U-~~3~~2** shows the existing District boundary and sewer service area, with some Kenmore facilities. ~~Currently unsewered areas~~Parcels that are currently on septic systems are shown on **Figure U-~~4~~3**.

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Regional Wastewater Facilities

King County Department of Natural Resources, Wastewater Treatment Division operates regional facilities within Kenmore. These include the Kenmore Pump Station/Logboom Regulator System, Swamp Creek Trunk, Swamp Creek Connector, and Kenmore Interceptor. Under normal operation, flow from the northern portions of the City in the 36-inch Swamp Creek Trunk is diverted at NE 192nd Street through the Swamp Creek Connector to the Brightwater Treatment Plant. Flows south of this diversion (and NE 192nd Street), enter the 72-inch Kenmore Interceptor and are conveyed to the Kenmore Pump Station. The Kenmore Pump Station/Logboom Regulator System controls flows in the Kenmore Interceptor ~~L~~lakeline, a 48-inch diameter, five-mile long pipeline constructed in Lake Washington between Kenmore and Matthew's Beach. This system conveys sewage from ~~King County's North Service Area~~the Kenmore area to Matthews Beach Pump Station and from there to the West Point Treatment Plant. ~~The Kenmore Interceptor is a 72-inch diameter sewer within Kenmore that enters the city from the east.~~

~~The Swamp Creek Trunk is a 36-inch pipeline conveying sewage from the Swamp Creek basin to the Kenmore Pump Station. This facility serves the Swamp Creek Basin in King County as well as the Snohomish County Service Area. Currently, flows from the Swamp Creek Basin are conveyed from the Alderwood Sewer District's 36-inch trunk at the county line through an 18-inch Northshore Utility District main to NE 192nd Street, where the Swamp Creek Trunk currently ends.~~

~~The 2014 Comprehensive Review of the Regional Wastewater Service Plan (originally adopted in 1999) states that, with the operation of the new Brightwater treatment facility, there is sufficient treatment plant capacity for the region until the 2030s. It is expected that NUD's wastewater will continue to receive treatment at the Renton plant and at West Point in Seattle, but that some wastewater treatment service may be transferred to Brightwater in the future.~~Through King County Wastewater Treatment Division planning programs and implemented projects as well as the Agreement for Sewage Disposal between King County and its component agencies, the necessary provisions are in place for treatment through the Comprehensive Plan's planning horizon.

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Figure ~~U-3~~U-2
Wastewater Lines

Updated map

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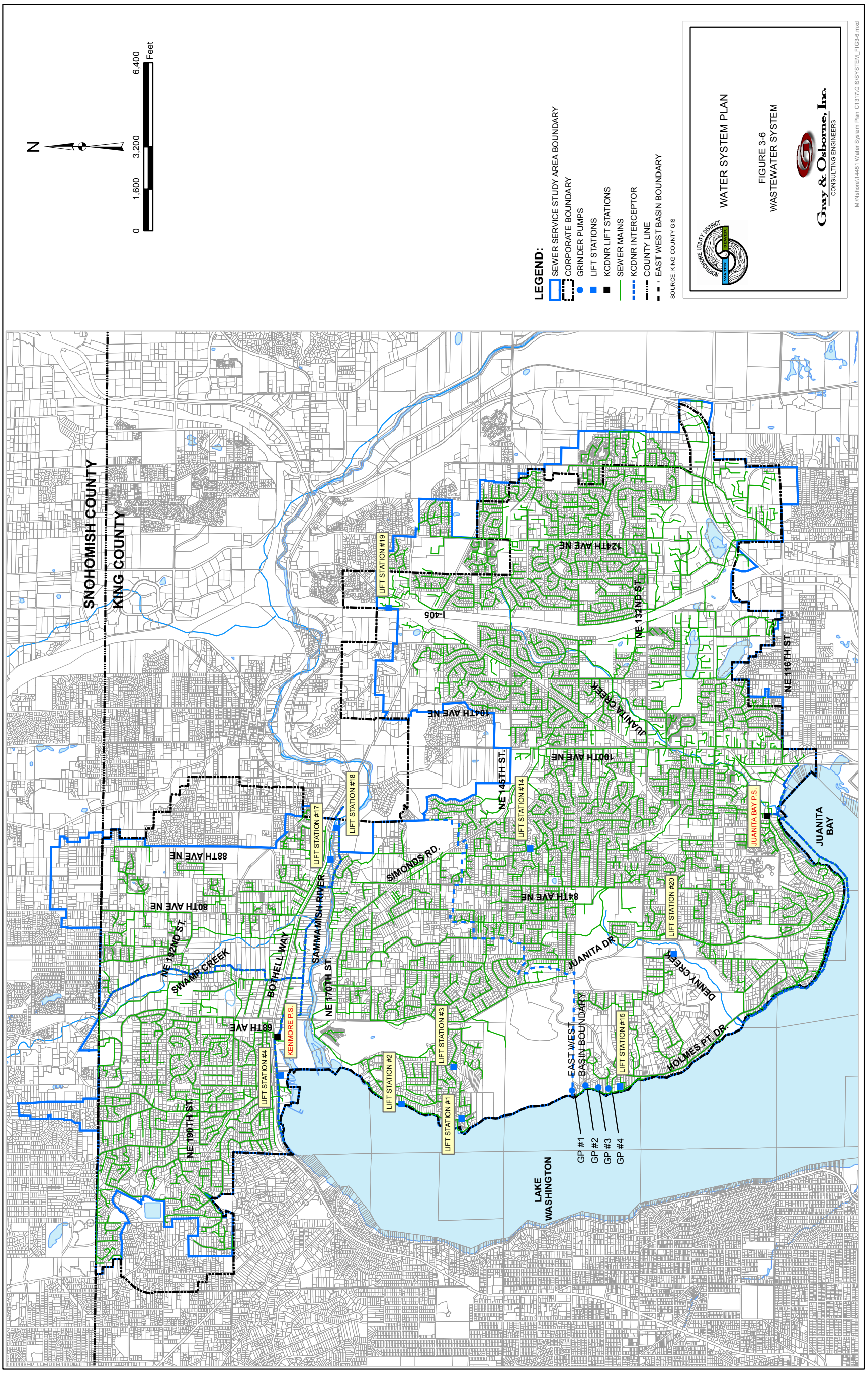

4. Discussion on presentation to City Council for recommendation and app...

Figure ~~U-4~~U-3
Unsewered Areas

Updated map

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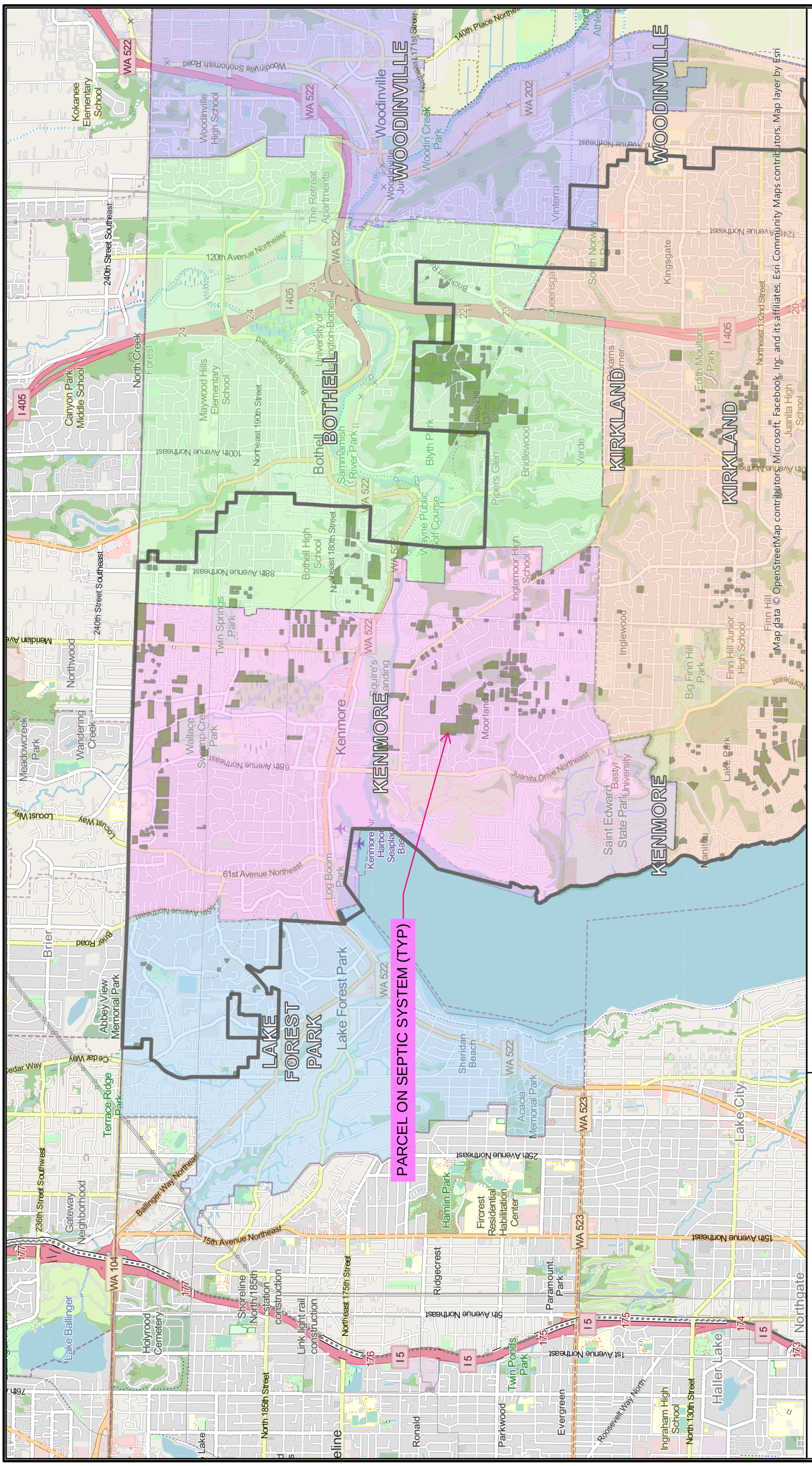

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Northshore Utility District 6830 NE 185th St, Kenmore, WA 98028 (425) 398-4400 *1/4/2023 1:26 PM* *NUD NAV*

4. Discussion on presentation to City Council for recommendation and app...

Solid Waste

Coordination of Service

The King County Department of Natural Resources and Parks, Solid Waste Division, operates King County's transfer and disposal system comprised of a regional landfill, eight transfer stations, and two rural drop boxes for residential and non-residential self-haul customers and commercial haulers. Kenmore has an interlocal agreement with King County that guarantees the tonnage and associated revenue to allow the Solid Waste Division to operate the system through 2040.

Unincorporated areas of King County are served by private garbage collection companies which receive oversight through the Washington State Utilities and Transportation Commission (WUTC). When an area incorporates, it has the option to establish a franchise with a private hauler but is not required to do so. If a local jurisdiction enters into a franchise, the franchise regulations would supersede state regulations and the private hauler is no longer regulated by the State. The City of Kenmore has elected to allow the state to continue to regulate the private hauler serving the City. The City has no immediate plans to establish a franchise, but may wish to establish one at some point in the future. Republic Services is the garbage/recycling service provider to Kenmore.

~~**General Waste Collection**~~

Republic Services collects residential and commercial solid waste and recycling ~~on a weekly basis~~ in the City~~ of Kenmore~~. ~~In 2013, Republic served 5,565 residential customers and 437 commercial customers.~~As of January 2023, the following services were provided:

Commercial	176 Garbage	21 Compost	117 Recycle
Multifamily	89 Garbage	11 Compost	91 Recycle
Residential	6259 Garbage	4469 Compost	6269 Recycle

General Waste Collection

The company collects solid waste on a weekly basis and then hauls garbage to the King County Houghton Transfer Station in Kirkland. Except for construction debris, which is recycled, refuse at the transfer station is trucked to the Cedar Hills Landfill.

The 2006 Solid Waste Transfer and Waste Export System Plan identifie~~s~~d the need for a new "Northeast Lake Washington" transfer station in the northeast part of King County. ~~King County presently is reviewing this plan to determine whether in fact a new transfer station is needed.~~The County currently is in the site selection and planning phase of a new recycling and transfer station (RTS). This new RTS could replace the Houghton Transfer Station and is currently referred to as NERT (Northeast Recycling and Transfer Station.

It is expected that the Cedar Hills Landfill will be operational ~~through 2030~~to around 2040 based on current tonnage forecasts~~ and 70% recycling goal~~. The ~~Draft 2013~~2019 Comprehensive Solid Waste Management Plan explores the concept of using ~~emerging~~other technologies for waste disposal, rather than pursuit of additional landfill space once Cedar Hills is no longer operational. The County has recently selected a consultant and is working with them and other stakeholders to analyze which long-term disposal option is best to replace the Cedar Hills Regional Landfill once it is full.

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Recycling

In Kenmore, recycling collection services are provided to single-family and multi-family residences, as well as to commercial customers with individual agreements. ~~Kenmore has a 57% recycling rate—well above the national average residential recycling rate of 30%.~~ Commercial recycling and composting are not mandatory; however, a new Organics Management Law will require organics composting starting in 2024.

Recycling material is collected curbside every other week and taken to Republic Services Recycling in south Seattle. Yard waste also is collected every other week at curbside and taken to Cedar Grove Compost where it is composted then sold for use in gardens and flower beds.

Totals from 2022 annual data (averaged) show the following diversion percentages:

Residential	51.27%
Commercial	19.75%
Multifamily	26.41%

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GOALS, OBJECTIVES, AND POLICIES

Following are the utility goals, objectives and policies.

GOAL U-1. ENSURE THAT ALL HOUSEHOLDS ARE SERVED OR CAN BE SERVED BY WATER AND SANITARY SEWER UTILITIES AT ACCEPTED SERVICE LEVELS.

OBJECTIVE U-1.1 **Coordinate with the Northshore Utility District, the King County Department of Natural Resources Wastewater Treatment Division, and the City of Seattle to ensure that sufficient sanitary sewer infrastructure and treatment, water supply, infrastructure, and fire flow are available or can be provided to all areas of the community to meet existing and future needs and to protect environmental quality.**

Policy U-1.1.1 Ensure City regulations allow for improvements and additions to water and sewer facilities as needed to accommodate growth and provide reliable service.

Policy U-1.1.2 Furnish regular updates of population, employment and development projections to the Northshore Utility District, King County and the City of Seattle in order to ensure appropriate services will be available as needed.

Policy U-1.1.3 Coordinate with the Northshore Utility District in the amendment and implementation of its Water System Plan and Wastewater System Plan in order to achieve shared goals and objectives of providing reliable, service to Kenmore citywide, and to ensure consistency with City's Comprehensive Plan.

Policy U-1.1.4 Coordinate with the Northshore Utility District and combined Northshore Fire District 16/Shoreline Fire Department to ensure adequate fire flow in all areas of the City.

Policy U-1.1.5 If an areawide water or sewer deficiency is identified, ensure that the applicable service providers remedy the deficiency through capital improvement programs and long-term funding strategies. If financing and level of service remedies cannot solve the deficiency, the City may change zoning to address the problem.

Policy U-1.1.6 Coordinate with the appropriate service providers to ensure water system plans include aggressive conservation and re-use measures, as well as development of new sources to support planned land uses with reliable service at minimum cost.

Policy U-1.1.7 In partnership with the City of Seattle, identify appropriate shared uses along the Tolt Pipeline in consideration of environmental features.

Policy U-1.1.8 Through memorandums of understanding or other methods, ensure the implementation of the County's Regional Wastewater Service Plan results in full mitigation of siting, construction, and operational impacts of new or expanded facilities in Kenmore.

Policy U-1.1.9 To address ground and surface water quality, ensure Northshore Utility District sewer plans require hook-ups to the sanitary sewer system in the case of septic system failures when reasonably available. Work with the Northshore Utility

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District to determine the circumstances under which hook-up would be appropriate. Determine if funding sources are available in the case of economic hardship.

Policy U-1.1.10 Ensure new development is served by the public sanitary sewer system.

Policy U-1.11 Ensure that the implementation of the County's Regional Wastewater Service Plan and the Northshore Utility District's Wastewater System Plan minimizes failures, overflows, and contamination affecting the City's surface waters.

GOAL U-2. PROVIDE SOLID WASTE COLLECTION AND DISPOSAL SERVICES TO THE COMMUNITY CONSISTENT WITH SOLID WASTE MANAGEMENT PLANS.

OBJECTIVE U-2.1 Monitor the delivery of solid waste services provided by King County and waste handlers to ensure appropriate service levels are provided at a reasonable cost.

Policy U-2.1.1 Support the planning of solid waste services, and the provision of disposal capacity on a regional basis.

Policy U-2.1.2 Monitor the levels of solid waste service and costs currently provided to the Kenmore community through the Washington State Utilities and Transportation Commission's oversight of the local private hauler.

Policy U-2.1.3 Coordinate with current service providers to ensure that waste pick-up and curb-side recycling services are reliable and provided regularly and consistently.

Policy U-2.1.4 Coordinate with service providers to educate ~~citizens~~ the Kenmore community about safe hazardous waste disposal.

Policy U-2.1.5 Coordinate with service providers to p~~P~~rovide educational materials to the Kenmore ~~public~~ community which inform that waste burning is prohibited and identify appropriate solid waste services that are available.

Policy U-2.1.5 Coordinate with service providers to educate the community about opportunities for increasing recycling, composting, sustainable consumption and zero waste.

GOAL U-3. ENSURE THAT PRIVATELY PROVIDED UTILITIES, INCLUDING ELECTRICITY, NATURAL GAS, CABLE TELEVISION, AND OTHER TELECOMMUNICATIONS, ARE AVAILABLE OR CAN BE PROVIDED TO SERVE THE COMMUNITY.

OBJECTIVE U-3.1 Ensure utility providers make improvements and additions to improve service and accommodate growth in a timely manner.

Policy U-3.1.1 Ensure City regulations allow for improvements and additions to ~~electric, natural gas, cable television, and telecommunication~~facilities as needed to accommodate growth, provide reliable and efficient service, and support economic development.

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Policy U-3.1.2 Furnish regular updates of population, employment, and development projections to private utilities and service providers in order to ensure appropriate services will be available as needed.

Policy U-3.1.3 Require franchise agreements where necessary for private utility use of the City rights-of-ways.

Policy U-3.1.4 Whenever possible, ensure that franchise agreements support the provision of excellent and efficient utility service to Kenmore customers.

Policy U-3.1.5 Coordinate with other jurisdictions in the implementation of multi-jurisdictional electric facility additions and improvements.

Policy U-3.1.6 Support the transition from the ~~availability and efficient~~ use of natural gas to the use of green and renewable energy sources.

Policy U-3.1.7 Evaluate the advantage of transitioning from a private to publicly-owned energy provider.

Policy U-3.1.~~7~~8 Encourage state of the art telecommunication services to mitigate the transportation impacts of development and growth through such means as telecommuting and videoconferencing.

Policy U-3.1.~~8~~9 Support cable television services that meet the cable-related needs and interests of all segments of the Kenmore community, taking into account the cost of meeting such needs and interests. ~~Encourage the completion of the "universal line up" where the region will be able to receive the same channels and programming.~~

Policy U-3.1.~~9~~10 Support the relocation of utility poles to protect the public safety and to further the Comprehensive Plan goals and realization of the Vision Statement.

OBJECTIVE U-3.2 Coordinate the timing and location of utilities to minimize cost and disruption.

Policy U-3.2.1 Strive to notify private utilities and service providers of construction work in the public rights-of-way which may affect their equipment. Encourage coordination of public and private utility trenching activities for new construction and maintenance and repair of existing roads.

Policy U-3.2.2 Promote when reasonably feasible, co-location of new public and private utility distribution facilities in shared trenches and coordination of construction timing to minimize construction-related disruptions to the public and reduce the cost to the public of utility delivery.

Policy U-3.2.3 Encourage use of the Utility Notification Center ("Call Before You Dig") prior to site construction or development,

OBJECTIVE U-3.3 Facilitate the provision of reliable utility service in a way that minimizes environmental and safety impacts while allowing for a fair and reasonable price for the utility's product.

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~~Policy U-3.3.1 Review periodically, the state of scientific research on electromagnetic fields (EMF), and make changes to policies if the situation warrants.~~

Policy U-3.3.1~~2~~ Require utilities to define alternative routes to avoid impacts to environmentally sensitive areas where possible.

OBJECTIVE U-3.4 Encourage undergrounding of overhead utilities and co-location of utilities to reduce aesthetic impacts, minimize the need for pruning of trees and shrubs, and reduce power loss during severe weather events.

Policy U-3.4.1 To the extent feasible, require underground utility networks in new developments in the City.

Policy U-3.4.2 Where undergrounding is not presently feasible, require developers to ~~install empty conduit or~~ take other measures to facilitate future undergrounding of aerial utilities.

Policy U-3.4.3 ~~Where significant work in existing rights-of-way will occur, investigate with service providers the possibility of buried lines where existing overhead lines are presently located and encourage them to underground if feasible.~~

Wherever practical and feasible, encourage undergrounding of existing overhead utilities when significant work occurs in the right-of-way.

Policy U-3.4.4 Consider creating a funding mechanism for undergrounding of utilities on a continuing basis in developed areas.

Policy U-3.4.5 Minimize impacts of personal wireless services, telecommunication facilities, and towers on adjacent land uses through careful siting and design.

Policy U-3.4.6 Require communication facilities and poles, including cell or radio towers, to consider existing sites and co-locating prior to establishing new sites.

Policy U-3.4.7 Consider view corridors and aesthetics when reviewing utility pole or facility placement. Require undergrounding of utilities unless unfeasible or unreasonably costly.

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GOAL U-4. ENCOURAGE RESOURCE AND ENERGY CONSERVATION.

OBJECTIVE U-4.1 Promote and support water conservation efforts.

Policy U-4.1.1 Support water conservation programs of the Northshore Utility District for residential, commercial and industrial users.

Policy U-4.1.2 ~~Consider~~ Consider and Implement water conservation principles when constructing, maintaining and improving City facilities and parks.

Policy U-4.1.3 Promote the use of water conservation features in the design or rehabilitation of residential structures.

Policy U-4.1.4 Support the installation of utility infrastructure to encourage the use of reclaimed water for irrigation.

~~Policy U-4.1.4 Work with the Northshore Utility District to address the feasibility of using reclaimed water from the Brightwater plant for irrigation.~~

OBJECTIVE U-4.2 Encourage increased solid waste reduction and recycling.

Policy U-4.2.1 Support King County and waste-hauler programs for increased waste reduction, composting and recycling in accordance with the adopted King County Solid Waste Management Plan, and with any future City solid waste plans.

OBJECTIVE U-4.3 Promote and support energy conservation.

Policy U-4.3.1 Continue to enforce State Energy Code requirements.

Policy U-4.3.2 Review and update codes as necessary regarding solar energy and other alternative energy sources.

Policy U-4.3.3 Establish standards for street widths, parking lots, and landscaping to moderate temperature, provide shade, and minimize impervious surfaces.

Policy U-4.3.4 Promote higher density and infill developments that are located near major transportation and transit links.

Policy U-4.3.5 Encourage the rehabilitation of existing buildings as an alternative to demolition, where appropriate, to encourage the conservation of energy, building materials, and historic preservation.

GOAL U-5 CONSIDER CLIMATE RISKS IN THE PLANNING AND OPERATIONS TO ENSURE IMPLEMENTATION OF RENEWABLE AND EFFICIENT ENERGY INFRASTRUCTURE

OBJECTIVE U-5.1 Promote renewable and efficient energy methods.

Policy U-5.1.1 Kenmore, as a regional leader in sustainability, should continue to lead by example by reducing the City's carbon footprint. By reducing the City's output of

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greenhouse gases, this will help decrease the impacts of climate change and support the vision of a sustainable, resilient, inclusive, and healthy community.

Policy U-5.1.2 The City should consider enrolling into Puget Sound Energy's Green Power program or similar program with a contracted energy provider which ensures that a portion of Kenmore's municipal electricity use is matched with clean renewable energy resources from the Northwest.

Policy U-5.1.3 Install solar panels, heat pumps, or other renewable or energy efficient methods to further reduce greenhouse gas emissions reduction targets as identified in the City's Climate Action Plan (CAP).

Policy U-5.1.4 The City should continue to replace its vehicle fleet with hybrid and electric vehicles to boost fuel efficiency and increase the number of electric charging stations at public facilities.

Policy U-5.1.5 Update city codes and permitting processes to streamline installation of renewable energy infrastructure.

Policy U-5.1.6 Conduct community education and outreach on renewable energies and their short- and long-term benefits.

OBJECTIVE U.5.2 Participate in regional efforts to increase renewable energy, both locally and at the state level.

Policy U-5.2.1 Continue the partnership with King County Cities Climate Collaboration (K4C) to leverage the City's resources and partnerships to coordinate with and enhance local government climate and sustainability efforts.

Policy U-5.2.2 Kenmore should build on existing state renewable energy commitments including the Washington State Renewable Portfolio Standard to partner with utilities, including contracted energy providers and other stakeholders on a Countywide commitment to renewable energy resources, including meeting energy demand through energy efficiency improvements and phasing out fossil fuel.

Policy U-5.2.3 Collaborate with and encourage contracted energy providers to provide clean and renewable energy that meets the needs of existing and future development, and provides sustainable, highly reliable and energy efficient service for Kenmore residents and businesses.

Policy U-5.2.4 Promote ~~small- to large-scale~~ renewable energy production facilities within the City. ~~This may include solar energy, wind turbines, or hydroelectric.~~

Policy U-5.2.5 Participate in regional efforts that support the development of new and/or amended regulations to ensure the efficient and safe location of battery storage facilities.

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IMPLEMENTATION STRATEGIES

The Utilities~~y~~ Element policies require commitments of City resources to prepare new regulations, review/amend existing regulations, create educational or incentive programs, or coordinate with ~~adjacent~~jurisdictions, agencies and service providers.

~~New or amended programs, rules, or regulations may be needed to address:~~

- New or amended programs, rules, or regulations may be needed to address alternative and renewable energy sources, such as solar, or wind ~~and/or thermal.~~
- New or amended programs, rules, or regulations may be needed to address increased conservation, recycling, composting, sustainable consumption, and zero waste
- Continue to review existing programs, rules and regulations to ensure they meet adopted policies.
- Coordinate and partner with agencies and service providers to ensure provision of efficient services, sustainable consumption, resiliency and protection of natural resources.
- Coordinate and partner with agencies and service providers to provide educational materials to the Kenmore community about agency and provider services and programs.
- ~~A review of existing programs, rules and regulations is needed to ensure they meet the policies and , including:~~
- ~~Coordination of utility construction and relocation of poles in the right-of-way~~
- ~~Updated communication facility regulations addressing co-location, alternate siting, and view corridors~~
- ~~Energy code requirements~~
- ~~Street tree and landscaping requirements~~
- ~~Street and parking area standards.~~

~~Additional and/or continuing efforts would need to be made to coordinate with adjacent jurisdictions, service providers and agencies or participate in regional programs, including:to promote r~~

- ~~Coordination with the Northshore Utility District, City of Seattle, and King County regarding water and wastewater services~~
- ~~Coordination with private utilities including Puget Sound Energy and telecommunications carriers~~
- ~~Coordination with the County and franchisees regarding solid waste and recycling services and programs.~~
- ~~Cross promotion of agency activities and programs in support of recycling and conservation.~~

~~City business may be conducted in a manner that leads by example through activities such as:~~

- ~~Use of water-conserving fixtures in City facilities~~

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- ~~Use of alternative energy sources~~
- ~~City recycling programs~~
- ~~Native plantings in parks to reduce irrigation needs~~

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REFERENCES

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